



The Registry

September 2022

Peachtree MG Registry

The official monthly publication of the Peachtree MG Registry,



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Welcome New Members

Gary French & Jann Wynn

Andrew Meeks

Tom Meeks

Walt & Amy Carpenter

Jay Bandy

Michael & Alisan Parnes

Donovan Parnes

Jeff and Monica Browne

Sad News: Larry Stephens, PMGR member and one of the driving forces of our events in Columbus, GA in 2019 and 2021, died of a heart attack on Sunday, August 14th.

His Obituary and information about the services can be found in this link: [\(Obituary\)](#)

Our sympathy goes out to his family and friends.



President's Message

Blake Aasgaard

Hello Peachtree MG members!

Well, here we are in September already. How did that happen so quickly?

Those of you who came to the Annual Peachtree MG Registry August Picnic at Pernoshal Park in Dunwoody on the 13th, know what a great time it was. Thanks go to Paul and Barbara Flexner for securing the site for us, and we are so very fortunate indeed to have had the grills and the skills of Chef Oliver Hoffmann! The perfect weather, with a cool, steady breeze, bright pillowy clouds and deep blue skies made for a glorious day in a beautiful park with wonderful friends.

The lovely "British Car Fayre" is set for the 10th of September, and, if you find yourself predictably smitten by the mere presence of lovely automobiles, that show is one of the very best ways to spend a few hours.

How much better it could be though, if it were not a few hours, but a few days!

Our very own, grand, 3-Day, "Southeast British Car Festival" held on the grounds of The Dillard House, in Dillard, Georgia, is the biggest event for our club, and is now only two weeks away!

Remember that this year's show will be a landmark for two striking reasons:

The first is that this year will be the 60th anniversary for the Superlative MGB.

The second reason is that this show, will be the 30th year mark since the very first South east British Car Festival at Dillard.

Our Vice President, and Events Coordinator, Erich Starzinger, is bringing the show together, and it continues to be shaping up very nicely. Many of our favorite events throughout the weekend are scheduled again, including the drive-in movie, valve cover races, drives, and wine tours.

And as the VP said, "A little effort can go a long way". We've always benefitted immensely from helping others, and the current charity we've chosen to help is the Atlanta Community Food Bank. Erich has spent time with members of this charitable organization and has provided us with a closer look.

We've made it to the very best time of the year here; Hope to see you there!

Reach us by phone:

(866) 279-9728

Check out our YouTube Channel
and Subscribe

<https://www.youtube.com/channel/UCzpUQ2q-HkGoLwwgqurewPw>



Vice President's Message

Between high gas prices and food price inflation, it's more important than ever to support organizations like the Atlanta Community Food Bank (ACFB) to make sure those less well-off than ourselves can still put food on the table for their families.

According to the ACFB, current demand is around 8.4 million pounds per month, slightly less than the pandemic high but far higher than the pre-pandemic average, which was around 6 million pounds per month. The ACFB also estimates they will spend 40% more on food than 2021. And then there's the increase in fuel costs, to pick up the food and distribute it throughout the Atlanta area.

So please give generously, and one way to do that is to keep track of your MG mileage and give "so many cents a mile".

We will have a donation box at our upcoming events. For those who prefer giving electronically, the Food Bank has established for the Peachtree MG Registry a special donation [link](#).

Safety Fast,
Erich Starzinger
VP Peachtree MG Registry



ATLANTA
COMMUNITY
FOOD BANK

Honoring Larry Stevens (by Reinout Vogt)



Many Peachtree MG Registry members knew Larry Stevens as the MGA guy from Columbus, GA, one of the driving forces behind Brits in the Valley (the group as well as the PMGR events in 2018 and 2020 in Columbus), and an occasional participant in PMGR events such as Dillard.

But much more so, Larry was a humble, inspiring, and motivating man with an incredible ability to connect with everybody he met. In preparation of the 2020 Brits in the Valley Weekend we spend a lot of time together. We had phone calls about minor organizational aspects that lasted much longer than needed because we shared interesting observations on life, stories about his youth in Arkansas, his life as a banker (many years in Atlanta), and other hobbies we had in common. We (along with Matt and Jim) spend hours in his car preparing the rally and talking about the British cars we used to own, the many books he read (not just last week but also books from years, even decades ago), and his family. During lunch stops, we just kept going and even when topics moved into a direction where it was obvious that not all were of the same opinion, Larry was as comfortable, engaging, understanding, and considerate as only a truly great human being can be.

Earlier this year Larry sold his MGA because it became too difficult to get in and out of. The Red 1962 MkII is now in the Atlanta metro area and if you see it at a club event or show, please think a minute about Larry, Nancy, his wife of 32 years, Bill his brother, and all of his family.

Although we first met at Brits in the Valley in 2018, four short years ago, it feels like I've known Larry much longer and much better. We lost a real good friend.

Rest In Peace Larry.

September 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5 Labor Day	6	7	8	9 <i>Shoals British Car Show</i>	10 <u>British Car Fayre Norcross</u>
11 Patriots Day	12	13	14	15 <i>Southeast British Car Festival</i>	16	17 <i>Car Show day</i>
18	19	20	21	22	23	24 Memphis Eurofest
25	26	27	28	29	30	

Upcoming

September 9-10, 2022 Shoals British Car Club, Rogersville, AL shoalsbritishcar.org

⇒ **September 15-18, 2022 Southeast British Car Festival 2022.**

Dillard House, Dillard, Ga.

****** Registration is OPEN ******

www.peachtreemg.com

September 24, 2022 Memphis EuroFest

September 24, 2022, Autumn in the Mountains, Mills River, NC <https://www.bccwnc.org/autumn-in-the-mountains-car-show/>

September 30-October 1, 2022, Euro Fest Classic, Ridgeland, MS, www.euro-fest.net

The **Southern British Car Club of Chattanooga** has posted their registration information on their web site, www.southernbritishcarclub.net for the show on **Oct 1st in Ooltawah, TN.**

**Just wanted to see how many might be interested in joining us for a back country drive there on Friday Sept 30th and attend the show the next day Oct 1st.

Drop me a note at linrx748@gmail.com if you are interested or call or text me: **Larry Norton 404-386-1151.**

As President of **The British Car Club of Charleston**, I would like to personally invite you to our **37th Annual British Car Day** show on **October 28-29, 2022**. The attached invitation has the weekend details that include a Friday drive through the islands, Traditional English Tea and tours of the Charleston Tea Garden as well as McLeod Plantation. Please share the attached event flyer with club members and friends as well as post it on the club website and in the newsletter, where appropriate. Hope you can join us for a weekend of all things British!

Please direct any questions to:

Dave Rosato (BCCC President)

<dave@britishcarclubcharleston.com>

October 1, 2022, Southern British Car Club Show, Cambridge Square, Ooltawa, TN (See above)

October 1, 2022 Myrtle Beach Britfest Car Show <https://grandstrandbritishcarclub.com/britfest-2022/>

October 22, 2022 British Car Classic XXXIII, St Augustine, FL, www.mgclassicsfl.org/bcc2022

October 22, 2022, Red Door Car Show

October 23, 2022, Fairhope, Alabama, 31st Annual British Car Festival, celebrating the MGA

⇒ **October 25-27, PMGR Fall Tour XXX to Spruce Pine, NC**
(see enclosed information)

October 28-29, Charleston, SC Annual British Car Day (see flyer and above)

Celebrate

September

Aasgaard	Blake	09/17
Alexander	Tina	09/23
Carlisle	Wallace	09/29
Cheij	Susan	09/13
Dube	Victor	09/07
DuPre	Marge	09/08
Flexner	Paul	09/21
Fortenberry	Bill	09/04
Hight	Ted	09/17
Hill	James	09/15
Hoffmann	AvivA	09/24
Hoppe	Tom	09/09
Kosbab	Heather	09/09
Logan	Steve	09/23
Moshell	Sheron	09/19
Preston	Philip	09/20
Russell	John A	09/03
Stanfield	Ed	09/27
Trulock	Cheryl	09/19
Vawter	Gene	09/14
Wiley	Jeff	09/15
Wiley	Mary	09/03
Wood	Susan	09/19

October

Aasgaard	Karyn	10/06
Barton	Patrick	10/19
Bosso	Daniel	10/24
Boykin	Susan	10/14
Bras	Bert	10/25
Braswell	Brad	10/15
Cawood	Steve	10/14
Cawood	Sissy	10/30
Clark	Karen	10/08
Cook	Mike	10/05
Doran	Jim	10/14
Galloway	Tom	10/24
Geracie	Joe	10/01
Glass	Michael	10/27
Goldmeyer	Dody	10/20
Guidice	Robert	10/19
Harper	Young Ja Kim	10/17
Highsmith	Steve	10/07
Highsmith	Jean	10/09
Longenbach	Randy	10/08
McKinney	Dorothy	10/18
Meeks	Andrew	10/26
Milam	David	10/16
Moshell	Charlie	10/29
Neuburger	Warren	10/22
Ratcliffe	Steve	10/07
Rich	Sheri	10/17
Rushing	Joseph	10/07
Stephens	Larry	10/26
Tucker	Robert	10/20
Van Laningham	Sandy	10/26
Vogt	Reinout	10/02
Walton	James	10/29
Weinberg	Karen	10/01
White	Alan	10/15



ORF

ORF TOUR – SEPTEMBER, 2022

There will not be an ORF in September. There are plenty of driving opportunities available to members this month at the Southeast British Car Festival in Dillard, GA. See the PMGR homepage for details.

With all the new club members, I thought this would be a good opportunity to provide more info on ORFs:

What is an ORF?

An ORF is a gathering of automobile aficionados to kick tires, tell lies, drive cars, share a meal or two and enjoy each other's company.

What does the ORF acronym stand for and where did it originate?

The nice term is Old Retired Friends!!! I'll leave it to the readers imagination as to what the not so nice meaning is. Larry Norton and Tom Nadelhoffer coined the term back in 2015. You do not have to be retired to participate, although ORFs are typically scheduled mid-week. Historically most of the ORF participants are retired, but occasionally gainfully employed members take a vacation day from work and join in. At least that's what they tell us they've used.

Who picks the date, destination, route and stops?

Every ORF has a tour leader who picks the destination, route and stops. Anyone can volunteer to lead an ORF, just contact Tom Nadelhoffer or Larry Norton a month or two prior to reserve the date. Weather and PMGR calendar permitting, most ORFs occur on the third Wednesday of the month. The destinations vary. Some are because of special things to see or do, but most are to just enjoy the drive. The drives/routes are typically on roads our LBCs excel on. If I am the leader that usually means mountainous roads with plenty of curves and elevation changes. The drives usually originate at an IHOP or some other place serving breakfast. The departure time and en-route bio-break schedule depends on the planned length of the drive and changes monthly. Actual one-way driving time is typically 1.5-2 hours with bio/petrol stops scheduled as required. Lunch spots tend to lean toward local food spots specializing in BBQ or southern comfort food, but we will venture out for a good burger, seafood or wherever someone suggests is trip worthy!!

The current months club newsletter contains a description of the next months ORF. The proposed date, destination, route and schedule are usually listed. Info is also provided on how to RSVP for the ORF. Everyone is advised to RSVP so the tour leader can advise if/when a change to the ORF occurs.

Who attends an ORF?

We usually have 10-15 participants. It's mostly PMGR members in LBCs, but non-members and all Marques/Models are welcome!

We've had pick-ups, Corvettes, VWs and even a 50's hot rod join us.

Please plan to join us on future ORFs or ***volunteer to lead*** one in the future!!!

A friend of mine who is a mechanic told me this story: lady comes into his shop and asks him if he can check her car because it started making weird noises and didn't run. She tells him she just put some oil in it. He checks the oil and asks her: what kind of oil did you put in it? She responds: just some olive oil!



Our Stories

ORF August 17, 2022

Some more views of the PMGR August 2022 ORF run. Breakfast at the Dawsonville IHOP and lunch at the Village Cafeteria in Chatsworth with some driving in between! Thanks Tom for a great drive today with 10 cars participating!

You are there with us on the drive - click a link!

<https://youtu.be/VYRRiUyeSOw>

https://youtu.be/SQF72_jr-VU

<https://youtu.be/Xq9cilNhBJg>

<https://youtu.be/FkKj6VeveHE>



PMGR Annual Picnic August 13, 2022



More Our Stories

For a change of pace – Athens Cars & Coffee

Jack Orkin

Do you enjoy looking at cars but the thought of going to the Atlanta Caffeine and Octane, with the endless rows of lime green Lamborghinis, the just off the lot Porsches and Corvettes and the kids revving the bejesus out of their V-12s for all to hear, just doesn't pique your interest?

For an enjoyable change of pace, check out the Athens Cars & Coffee. <https://www.facebook.com/athenscarsandcoffee/>

This gathering on the first Saturday of the month, rotates between several sites, including Terrapin Brewing and Southern Brewery so check their FB page for the location. The August event was at Paradise Lodging. You can't book a room there, but you can book a climate controlled and secure space to lodge your treasured vehicle that you don't have room for at home.

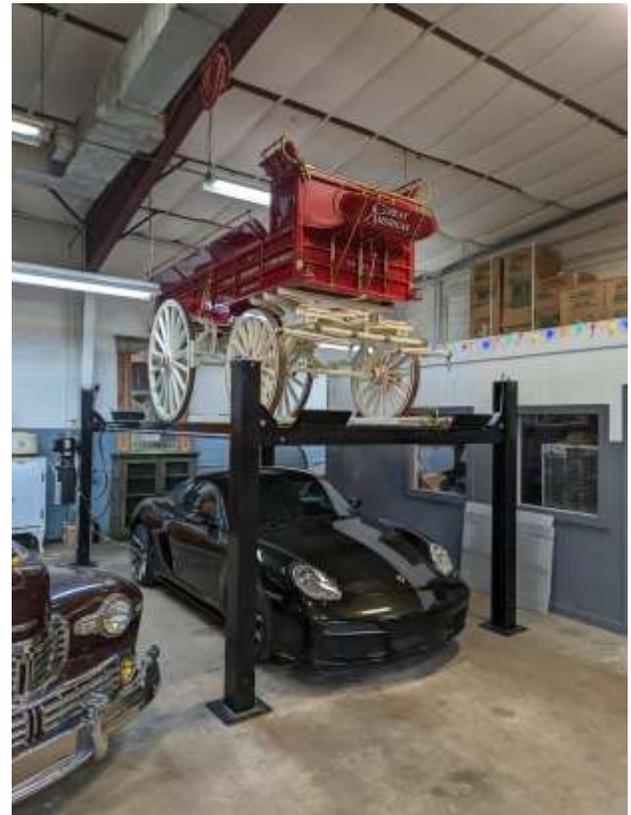


The parking lot was filled with all sorts of nice cars that drove in for the morning's gathering. But just as nice were the hundred or so vehicles stored inside that included several of the facility owner's restored, vintage travel trailers, all decked out with period accessories! One of the more interesting cars that drove in was a 1972

BMW 2002 Baur Targa Cabriolet, a vehicle that I had never seen.



Stored inside were two very contrasting vehicles – one an old horse drawn carriage and one a modern Porsche! A dichotomy of technology! (The fender in the lower left of the picture is a 1948 Lincoln Continental)



After a very pleasant walk-a-bout in which we saw many different and very nice vehicles, it was off to Normaltown in Athens for lunch at Automatic Pizza. The pizza was good, and gas was \$0.33/gallon!



It is surprising how many nice cars are in the Athens area so put Athens Cars & Coffee on your to-do list!

Next year's car show due to gas prices!



Willard 2022 MG Rodeo and Arts Festival**08/15/22****By Dave Peck****StayMGcation****Series 1: Episode 14 Operation Conning PAT**

Recap: If you missed Episode 13 in the July newsletter, here's a quick summary. Three Club members (Harry Culpepper, Arthur Dankworth, and Oliver Wheelwright) and Oliver's 12-year-old granddaughter Priscilla "Pris" Wylde met at an Atlanta English pub to plan for the Willard 2022 car show. They decided to add a rodeo to this year's show. They received a message that someone purloined a bunch of very valuable pre-war MGs and may be planning to sell them. The Peachtree MG Team's mission was to find out who stole the cars and recover them. They flew to Monaco. They successfully recovered Old Number One and three old MGs. After returning home, Pris, aka the "Pink Princess," was elected as the new President of the Virtual Peachtree MG Club. Before the meeting adjourned, Pris announced that she expected "MG Purity" among the members. On the flickering Lucas Website, the Team found Pinch-A-Trailer, which stole rare classic cars and resold them to discriminating buyers. PAT has a showroom in Saudi Arabia. Harry commandeered a container ship to Riyadh, Saudi Arabia where they met Faudi, who would be their interpreter. Arthur and Oliver joined him while Pris stayed behind to monitor things from Georgia. The Team learned they were on Interpol's Virtual Most Wanted List and Faudi was a bounty hunter. The Team also learned their MGs had been delivered to a PAT warehouse, but reacquiring them wasn't going to be easy.

As they were driving back to the hotel in their rented Bentley, Arthur was the first to speak. "Does anyone have an idea how we're going to get our MGs out of the PAT warehouse without losing our heads?" After a brief silence, everyone checked their cell phones for messages.

"I think I see a way out of this predicament," said Oliver.

"Oh yeah, what's that," said Harry.

"Car show!"

"What car show?!"

"There's a classic car festival this weekend at Diriyah, Riyadh," said Oliver. "I think it's called Addiriyah, and it's supposed to be the biggest in the Middle East. So here's my plan. We go back to the PAT warehouse dressed as sheiks and hand out flyers for the show. When the trailers pull up to the parking area to unload the old MGs, we distract the driver and then hitch up the loaded trailers to the Bentley rental and drive directly to the port. From there, it's *au revoir* Riyadh."

"Anyone got a better plan?" asked Arthur. Silence. "All right, let's call it 'Operation Conning PAT.'"

On the next morning, Arthur and Harry arrived at the hotel lobby dressed in their sheik costumes. Oliver was two hours late. He claimed he had taken an international Uber to the airport to pick up a package of spare MG parts. Faudi offered to drive the sheiks to the PAT warehouse, but Oliver thought it would be too obvious if the same three sheiks arrived at the warehouse in the same car. He suggested that they need to rent four camels, so Faudi drove them to a camel riding school where they each got their camel license.

Ok, I think we're ready to head back to PAT," said Arthur.

"Not so fast! We first need some flyers," said Harry. Faudi drove the team back to the hotel where they hastily googled the car show and downloaded the flyer from the website. The Team had arranged to have three camels delivered close to the ware-

Continued on next page

house. Faudi dropped them off at the camel stable.

The Team rode their camels to the PAT warehouse and knocked on the door. Fortunately, a different salesman answered the door whom they hadn't met before. Faudi introduced the Team and handed out a flyer. Faudi emphasized that the Addiriyah car show would be a great place for PAT to exhibit their cars before wealthy buyers who pay top dollar for old MGs. The salesman assured Faudi that PAT would trailer a number of MGs to the show.

The Team returned the camels to the rental camel return location. When Saturday rolled around, Faudi drove the Team to the show. Just as they arrived, the PAT trailers pulled up. Faudi and Arthur pretended to be attendants directing entrants where to park their cars. Faudi instructed the PAT driver to park his trailers next to the Bentley.

The PAT driver walked over to the registration desk. While the driver was filling out a separate form for each car to be registered, Oliver, Arthur, and Harry unhooked the trailers from the PAT truck, backed up the Bentley, and hooked the trailers to the Bentley and drove off toward the Gulf.

They hadn't gotten very far before the Riyadh police pulled them over. They didn't have valid Saudi driver's licenses, so they were placed under arrest. The police officer opened the trailers and found the MGs belonged to PAT. The officer called PAT, and the original salesman arrived shortly thereafter. He identified the trailers and their contents as property owned by PAT. The officer concluded Oliver, Arthur and Harry were international thieves. The officer tied their hands behind their backs. Faudi arrived, claimed he worked for the Saudi Secret Police, and said these were his prisoners. Faudi told them to kneel. Faudi pulled out his double-edged sword and took a few practice swings.

"Faudi is going to behead us for the ransom money," said Arthur.

"I guess this is the end," said Harry. "It was

an honor to work with you and Oliver."

"I knew we'd be caught sooner or later, said Oliver. "I just didn't expect it would be today."

Faudi stepped next to Arthur and took a long, slow backswing.

End of Series One.



Harry Culpepper, Arthur Dankworth and Oliver Wheelwright, Absent Pris Wylde

To be continued next month



Dillard, Georgia

Registration Is Open!

(www.peachtreemg.com, **Dillard 2022 tab**)

The Southeast British Car Festival

Dillard, Georgia

September 15-18, 2022

The Peachtree MG Registry presents:

A Southern British Car Weekend in the North Georgia mountains

All marques of British cars and motorcycles are invited to participate.

Drive-in movie, self-driving tours, guided tours, wine tour, British Car & Motorcycle Show, local arts and crafts, silent auction, great food, and fellowship.

Hosted by The Peachtree MG Registry at

The Dillard House Inn, Dillard, GA.

Peachtree MG Registry, Inc. is affiliated with





FUN! FUN! FUN!

Formula One and Formula Fun!

Valve Cover Racing Rules – Formula One

(For the competitive)

1. Valve covers must be from a British marque.
2. Maximum wheelbase, axle to axle, is 24"
3. Maximum track, wheel center to wheel center, is 12".
4. Maximum weight is 30 pounds.
5. Each car must have 4 wheels.
6. Maximum wheel diameter is 6".
7. The only motivational force is gravity.
8. Cars must complete the run down the 20' long track.
9. Each race will consist of up to three heats. Lanes will be swapped between heats. The winner of two heats will advance to the next round.
10. Any car crossing the centerline and interfering with the opponent's car will be disqualified for that heat. You will not be disqualified if there is no interference.
11. The first car to cross the finish line is the winner.
12. Car owners are responsible for catching/stopping their own cars.
13. The start gate is controlled by an independent person.
14. All cars must be designed so that they are held in place at the start gate by the forward most portion of the car. No portion of the car can break the vertical plane of the start gate.
15. The object is to have fun; you are required to do so.
16. No one is allowed to beat Mike or Barry! (LOL)

The rules are designed to make the racing equal. If your car does not fall into them perfectly, contact a Valve Cover Racing official and discuss your problem. We will make an effort to get your car in the race.

Valve Cover Racing Rules – Formula Fun

(For the whimsical, creative and fun-loving)

Disregard most of the above rules! This class is for the young or young-at-heart. Points will be awarded not only for speed, but also for creativity, aesthetic appeal and the personality of the participant! Rule 15 above will be enforced!

Decisions of the race officials are final!

Southeast British Car Festival Auction Highlights

The BenRiach Peated Single Malt Scotch Whisky Aged 21 years

At BenRiach Distillery, we're known for doing things a little differently following in the footsteps of our intrepid founder, John Duff, who pursued whisky adventures as far afield as South Africa and Kentucky before building BenRiach Distillery in 1898, in the heart of Speyside.

Back in the 1970's, BenRiach made the bold move of distilling a proportion of its whisky using peated malted barley, making a return to the original Speyside character and flavour of malts made during the 19th century.

BenRiach Temporis has been matured for at least twenty-one years in four different types of casks: bourbon barrels, virgin oak barrels, Oloroso and Pedro Ximenez sherry casks.

Whisky from these four woods is then expertly blended together by our Master Blender to create a rare Speyside spirit that captures multi-faceted notes of caramelized pear and tropical fruits, balanced with toasted oak spice, all engulfed by a honey peat smoke.

This fine bottle of Single Malt will be featured at the **Dillard Southeast British Car Festival** for one of our attendees to win and take home (or to share in a late night tasting for all interested in one of the rare treats coming out of Scotland).



Help support our charity: The Atlanta Food Bank
<https://www.acfb.org>



Southeast British Car Festival **Dillard, Georgia**

September 15-18, 2022

The Peachtree MG Registry invites you to join us this fall for a relaxing, southern-style weekend in the North Georgia mountains at The Dillard House in Dillard, GA. Old-fashioned Dillard House cooking is as mouthwatering as always. It's not fancy, it's just good! The porch swings and rocking chairs are perfect for visiting with friends and swapping stories – you'll feel right at home. The Dillard House offers it all with a family-oriented atmosphere. www.explorerabun.com
www.dillardhouse.com

Festival events are listed below. Other activities include horseback riding, swimming, tennis, and antiquing.

Seating for the Low Country Boil and Awards Banquet is limited. Register NOW!

ALL BRITISH MARQUES ARE WELCOME!

Note: classes are determined by pre-registration. Visit us at: www.peachtreemg.com

SCHEDULE OF EVENTS:

Thursday-September 15, 2022

- Registration opens from 1:00 PM – 5:00 PM
- Hospitality Suite open from 1:00 PM – 5:00 PM.
- Enjoy your leisure time at the Dillard House and tour the surrounding area. Several self-guided tours will be available for download from our website @ www.peachtreemg.com on the Dillard 2022 tab. Print as many as you need before you arrive.
- Join in on our raffles and 50/50 – All day long! A portion of the proceeds will be donated to our charity, The Atlanta FoodBank, which serves 39 municipalities in the Atlanta area.
- Tech Talk 3:30 PM to 5:00 PM– Larry Norton - Informal Q&A Session on the 60th Anniversary of the MGB
- Drive-in Movie at the Tiger Drive-In, Tiger, GA. 8:00 PM – until. Caravan leaves at 7:00 or go on your own. Dine-Around and explore downtown Dillard or Clayton, GA on your own before the movie. The Drive-In has a full-service snack bar.

Continued on next page

Friday-September 16, 2022

- Registration opens from 8:00 AM – 5:00 PM
- Hospitality Suite open from 8:00AM – 5:00 PM and until 11:00PM after the dinner.
- Enjoy your leisure time at the Dillard House and tour the surrounding area. Several self-guided tours are available.
- Join in on our raffles and 50/50 – All day long!
- Visit the 12Spies Winery – tasting room open 12-5 PM. Very easy access, only 1.8 mi. from the Dillard House.
- Visit R. M. Rose Distillery – adjacent to the Dillard House and registrants get a 10% discount.
- Guided tour and lunch at Kaya Vineyards & Winery with Tom Nadelhoffer and Larry Norton. (# Limited) Leaves at 9:30.
- Guided tour – Take a scenic drive with Jack and Kathy Orkin to the Mark of the Potter. Leaves at 1:00, return at 4:00.
- Southern Low Country Boil. A southern feast you won't believe. 6:30 PM – 9:30PM. Cash Bar at 6:00 PM

Saturday-September 17, 2022 - Show Day!

- Registration opens at 8:00AM and closes at 11:00AM
- Hospitality Suite open from 8:00AM – 5:00PM and until 11:00PM after awards banquet.
Join in on our raffles and 50/50!

Car Show – 9:00AM – 1:00PM (Voting Ballots must be in by 12:00PM)

- Barry Rosenberg Tech Session – Engine Head Repairs – 10:00 – 11:30 AM
- Make a Fascinator! 10:00 – 11:30 AM. Limited to 24. \$10 charge for materials.
- Glenn Lenhard - 1:30PM – 3PM will do a “Drive-Thru” vehicle troubleshooting/advice session.
- Valve Cover Races at 1:30 PM – in front of the Hospitality Room (rules at: www.peachtreemg.com on Dillard 2022 tab)
- Self-guided North GA Mountain Driving Tours – 3:00PM – 5:00PM. Remember those self-driving tours you downloaded? Now is the chance to use them to enjoy the surrounding area.
- Awards Banquet – 6:30PM – 9:30PM – Dillard House Conference Center, Cash Bar at 6:00 PM. Those not purchasing a dinner will be admitted for the awards portion upon dinner completion.

Sunday-September 18, 2022 – Going Home!

- Hospitality Suite open from 8:00AM – 10:00AM

Thanks for joining us -- Safe Travels!



INCENTIVE FOR CLEANING YOUR DRAWERS AND CLOSETS



As many of you know, I am teaching a workshop on creating Fascinator's during the Southeast British Car Show at Dillard. We will be embellishing and creating using milliner's techniques.

I am reaching out to the Peachtree to see if anyone has stashes of woven ribbons, beads, feathers, silk flowers and costume jewelry (pins, odd earrings or bits and bobs that aren't too heavy) that they are willing to donate for use during the workshop.

We will put these items to good use! And as a bonus, you get to start decluttering drawers, shelves and cabinets!

Please let me know if you have any contributions.

Barbara Flexner – bflexner@hotmail.com

British Sports Car Club of Memphis
presents

Memphis Euro-Fest 2022

In support of
Youth VILLAGES.
The force for families

60 Years of Euro-Sports Cars

Saturday September 24, 2022
7410 Memphis-Arlington Road
8:00 am to 3:00 pm

Hosted by the  British Sports Car Club, LTD., Memphis, TN www.memphisbritishcars.org/eurofest 

Goodwood Revival Tour 2022 August 20-September 13, 2022

hotel situated just 6 miles from Goodwood

A luxury 14 day classic car experience

We have put together an amazing package that will allow classic car enthusiasts to be part of the unique experience that is the Goodwood Revival Festival, one of the world's premier classic car motoring events.

The Goodwood Revival Tour, which is fully escorted throughout, takes place from August 20 to September 13th, 2022. [web link](https://www.backwatertours.co.uk/open-tours/goodwood-revival-silver-tour-2022/?mc_cid=e0af5ccda5&mc_eid=e46c42cb50) (https://www.backwatertours.co.uk/open-tours/goodwood-revival-silver-tour-2022/?mc_cid=e0af5ccda5&mc_eid=e46c42cb50)

Get ready for the Valve Cover Races at Dillard, GA



Dillard, Georgia



Shoals British Car Club

Serving the Shoals Area British Car Enthusiast



24th ANNUAL BRITISH CAR SHOW

September 9 & 10, 2022

Joe Wheeler State Park
Rogersville, AL

Free to the Public

British Car Owners/Participants visit:
shoalsbritishcars.org

\$25 per entry prior to Sep 1st, \$30 per entry after Sep 1st, \$10 second entry, no additional charge over two entries.

Friday Night Events for Participants

Dutch Treat In Lodge

5:00 PM - until?

Saturday Events for Participants

Car Show.....	8:00 - 3:00 PM
Registration.....	8:00 - 11:00 AM
Place Ballots in Car.....	11:00 - 11:30 AM
Voting.....	11:00 - 1:30 PM
Awards.....	3:00 PM
Dinner with Cars Show Friends.....	5:00PM
Dutch Treat in Lodge Restaurant	

FOR JOE WHEELER STATE PARK LODGE RESERVATIONS, CALL 1.800.544.5639.
Room Rate \$95 + Tax + 1st night Only Fee \$4 (Event code 3037)

For information/questions, Please call Eddie Agre, 256-710-3456. Leave a message. Your call will be returned.

WEBSITE: shoalsbritishcars.org EMAIL ADDRESS: patricia67@comcast.net

A Personal Invitation to British Car Owners and Previous Britfest Entrants

The **Grand Strand British Car Club** would like to thank you for your past support of our car shows and wish to extend to you a special invitation to attend our **Ninth Annual Myrtle Beach Britfest Car Show** to be held on Saturday, Oct. 1, 2022 at **The Market Common** of Myrtle Beach!

The **Myrtle Beach Britfest** will be held at **The Market Common** located on Farrow Parkway between Highway 17 Business and Highway 17 By-Pass in Myrtle Beach. In addition to all of the beautiful British cars and our hospitality shade tents, only a block away is The Market Common which boasts lots of shops, restaurants and a cinema so your weekend will be packed with fun for everyone!

Dash Plaques will be given to all early registration entrants and will be available for most late and “day-of” registrations. **Award Plaques or Trophies** will be presented to winners in each class. **Special Awards** will be given for “**My Favorite British Car**” and “**Best Picnic Presentation**”. And back by popular demand will be an “**English Tea**” featuring a contest for the “**Best Hat**”. Special “Britfest” t-shirts will also be available. Food vendors, restrooms, local restaurants, and shopping are available nearby all day!

A Welcome Reception will be held Friday night from 6:00 p.m. until 9:00 p.m. We will meet at the car show field (The Market Common, corner of Hackler St. and Johnson Dr.) under the Big Tent at which time we will hand out Pre-Registration Envelopes and pre-ordered T-shirts. Food trucks will offer a variety of cuisines for your purchasing selection (BYOB).

Special Room Rates Have Been Arranged at The Hilton Garden Inn Myrtle Beach / Coastal Grand Mall (pet friendly). Check the club’s website for additional information as it becomes available.

Friday Evening Reception:

6:00 – 9:00 pm Meet at the Show Field

Saturday Events Agenda:

9:00 am Show Field Opens to Parking

11:00 – 12:00 noon English Tea and Best Hat Contest

11:00 am Late Registration Closes and Voting Begins

1:30 pm Popular Voting Ends

2:30 pm Awards Presentation, Raffles, Etc.

Off-Road Trailer Parking available next to show field.

If you would like to show off your British automotive beauty, then you need register online today (or fill out and mail a registration form). Early registrations by Sep. 1 are \$25 first car entered plus \$15 for each additional car entered. Late registrations after Sep. 1 are \$30 first car entered and \$15 for each additional car entered. There are over 30 classes from which to choose. Register early and plan to stay all weekend to soak up the fun!

For more information contact Dick Foltz, Myrtle Beach Britfest Committee Chairman, at DickFoltz@icloud.com or tel. 843-457-9574. Or visit our website at www.GrandStrandBritishCarClub.com. This will be a fantastic event, and we would hate for anyone to miss out on the fun!



Red Door Festival Car Show is Back!

Many may remember that we had an all British car show at the Episcopal Church of the Holy Spirit in the fall in Cumming, GA, for a couple years. The show stopped because of construction associated with expansion of the church and then the pandemic. I am pleased to announce that the Red Door Festival and the car show will be back in 2022! Please come enjoy the crisp fall weather and the British car show that will happen again on Saturday, October 22nd, on the church grounds at 724 Pilgrim Mill Rd, Cumming, GA 30040. A flyer with more information is included in this newsletter. We look forward to restarting this gathering and hope for a good turnout from the Peachtree MG Registry and all the Atlanta area British car clubs.


3rd Annual
All British Car Show
October 22nd, 2022
724 Pilgrim Mill Road
Cumming, GA
 at:
The EPISCOPAL CHURCH
of the HOLY SPIRIT

This car show is part of our Red Door Festival with proceeds funding our non-food community outreach pantry program and other ministries. Your registration is a tax deductible charitable contribution.

There will be many other things happening on site including food trucks and children’s activities.

Car show registration opens
 at 9AM, voting from 10AM to 1 PM, awards at 2:00 PM.
 Advance registration is \$20, after October 1st or day of show is \$25.

For questions or directions contact Jay Franklin at 770-889-2812

Registration Form

Name(s) _____

Address _____

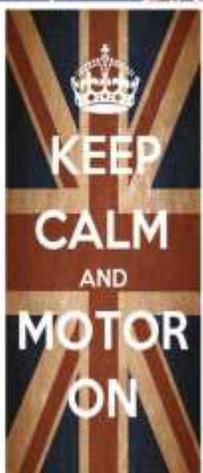
City/State/ZIP _____

E-mail _____

Phone _____

Vehicle	Year	Marque	Model	Color
Car #1				
Car #2				
Car #3				

Make Check Payable to: ECOHS



Send to:
 ECOHS Red Door Car Show
 P.O. Box 1010
 Cumming, GA 30028

Registration first car:

- Prior to Oct. 1st: \$20.00
- After Oct. 1 and on site the day of show: \$25.00

Additional cars: \$10.00

Car Show Times:

Registration: 9 AM to noon
 Show opens: at 10 AM
 Voting from: 10 AM to 1 PM
 Awards at: 2:00 PM



33rd Annual British Car Classic

British Car Classic XXXIII, October 22, 2022

9am Thru 3pm

Upholding the Tradition

British Cars on Display at a British Pub!

Join us for the XXXIII British Classic in Northeast Florida
 All Marques of British Built Classic Cars Welcome
 The XXXIII British Car Classic at the King's Head British Pub
 6460 US-1, St. Augustine, FL 32095

Awards for each Class
 (Classes by Marque)

Door Prizes; Food; Beverage; DJ; Event Regalia Options!

Early Bird Registration \$40 (Prior to October 1);
 Pre-Registration \$45;
 Show Day Registration \$55.

Details, Registration, and Event Shirts at:
www.mgclassicsfl.org/bcc2022





The British Car Club of Charleston

Invites You to Join Us for a 2-Day Event Celebrating all Things British
Friday & Saturday, October 28 & 29, 2022

ON FRIDAY our festivities begin at the **McLeod Plantation Pavilion**. These are the events open to you on Friday:

- A Lowcountry **Drive** to the only tea plantation in the US, **Charleston Tea Garden** with Optional Tours.
- A **Tour of McLeod Plantation**.
- A **Traditional Authentic English Tea** with trimmings.
- An **Evening Reception** at the **McLeod Plantation Pavilion on Wappoo Creek** (5 pm-9 pm) Cash bar and light fare with fellow registrants; included with show registration fee.

The **Drive** ties in with the **Authentic English Tea** and the **Tour** back at **McLeod Plantation** (325 Country Club Dr., Charleston) *Note: Discounts for combined events.*

ON SATURDAY the **British Car Day show** will take place at **Palmetto Islands County Park**, 444 Needlerush Pkwy, Mt. Pleasant. This is a delightful venue with lots of shade, lush grass, and shelters with restrooms right next to the showfield.



The Featured Marque this year is **MORGAN**. There will be Morgans coming from the Southeast as well as local Morgans in the Club.

British Car Days info at:

<https://www.britishcarclubcharleston.com/BritishCarDay2022/BCD2022.html>

Register for British Car Days at:

<https://www.britishcarclubcharleston.com/BritishCarDay2022/BCDregistration.php>





The Fall Mountain Tour XXX

Hosted by Rick Hartlein

Co-hosted by Tom George

The 30th annual Peachtree MG Registry Fall Tour will be **October 25-27, 2022**. The destination is Spruce Pine, NC. Spruce Pine is a great little western North Carolina town with nice little shops and restaurants. There is also much to see and do in the surrounding area.

And yes – for the second time we are holding the fall tour in the middle of the week, not a weekend. The dates were selected to give us the best room rates and minimize traffic. Most of the club members are now retired and many Fall Tour veterans have told me that holding the event during the week is good for them. And, holding it near the end of October will hopefully provide for some fall leaf color.

We are staying at the Blue Ridge Boutique Hotel in Downtown Spruce Pine. You may book your reservation by clicking on the link below. Room rates run from \$102 - \$136 plus taxes. Note that you will be charged for one night at the time of booking. To cancel, you must call the hotel at least 24 hours in advance.

Website: <https://www.blueridgeboutiquehotel.com/> (You may need to turn off VPN to access this website)

Click "**BOOK NOW**"

Click the blue highlighted "**Advanced options**"

Click "I have a group number" and enter: **PeachTreeMG2022**

Choose a room and select "**Book Now**"

Enter payment information and book your stay

You must make your reservation by September 15, 2022.

We reserved 16 rooms. More rooms may become available later. The overflow location is the Richmond Inn – about a 10-minute walk from the Blue Ridge Boutique Hotel: If all rooms at the Boutique Hotel are reserved, you can contact the Richmond Inn at 828-765-6993.

Their room rates are \$135 plus tax.

- We also have a room reserved where we can gather for afternoon drinks, joke telling, etc.
- We will reserve a restaurant for each night so we can dine together as a group.
- If you would like to join us, please make reservations now and let me know if you plan to participate.

Stay tuned for further details. In the meantime, if you have any questions about the trip, please give me a call at 404-310-9283 or send an email to hartlein@bellsouth.net.

Please send me an email if you do plan to attend.

See you in the Fall!

Safety Fast!

Rick Hartlein

Greeting Card from Reinout

No postcard this month, maybe Karel is vacationing somewhere. Therefore, two cards from my own collection.

With the Southeastern British Car Festival coming up, a card with several different MG models seems right. These are painted by Steven Binks and the card was published by Country Cards from St. Boswells in Scotland. Note the post-Abingdon MGF in the upper left-hand corner. I've heard that several, including PMGR's own Larry Norton's, will come to Dillard in September. On the back of the card the five MG models are identified as: MGF, MGB GT, MGB Roadster, MG Midget, and MGA Lord Roadster. Yes, a 'Lord' Roadster and I have no idea what that means, please let me know if you do.

In Dillard we'll be celebrating the 60th anniversary of the MGB and this card, from Jenna Publishing in England, uses "original manufacturer's illustrations" of the 1962 MGB, now known as the pull handle MGB. Central in the card is a LHD example of, arguably, the prettiest MGB dashboard.





Tech

See the latest Tech sessions on YouTube. Just search for Peachtree Registry or use the QR code.



Tech Article: September; 2022

This one will be short because it is so late. At the Southeast British Car Festival this September 15th thru 18th, I will be doing a tech session on cylinder heads. I hope to have an old used head and one completely machined and ready to be assembled. My plan is to show how to disassemble a head; examine all the parts; decide what needs replacing; then assembling the parts into a useable cylinder head.

During my time, if I can find it, I will show a cut head and explain some about porting and polishing a head. For a normal street car, this is not worth what you would pay a specialist to perform. But it is something you can do yourself with a few simple tools from Harbor Freight.

Yes, you can use tools from Snap-On or Mac but why spend the extra money. Porting and polishing and working on your own cylinder head is not rocket science and no college degree is needed. Just some inexpensive tools, sanding paper or rolls and a high-speed grinder, either electric or air powered.

The one huge cardinal rule in porting is: **DO NOT CUT THRU THE PORT WALLS!** This will allow water to seep into your cylinders and cause all sorts of expensive problems. But, to do this, you would have to be very aggressive, and I will explain to you to NOT be that aggressive.

There are certain parts of doing head work that you will not be able to do on your own. Surfacing the head to make it perfectly flat. Yes, in the past some people used to use a belt sander but don't. Just don't! In the old days, and I mean the days before I started working on these cars, the factory race mechanics would use a perfectly flat surface and grinding paste and work the head back and forth until it was absolutely smooth and flat.

Then they did the same with the top of the block until it was as smooth and flat as the head. Then they would assemble the engine without a head gasket. This gave them one less thing that could fail.

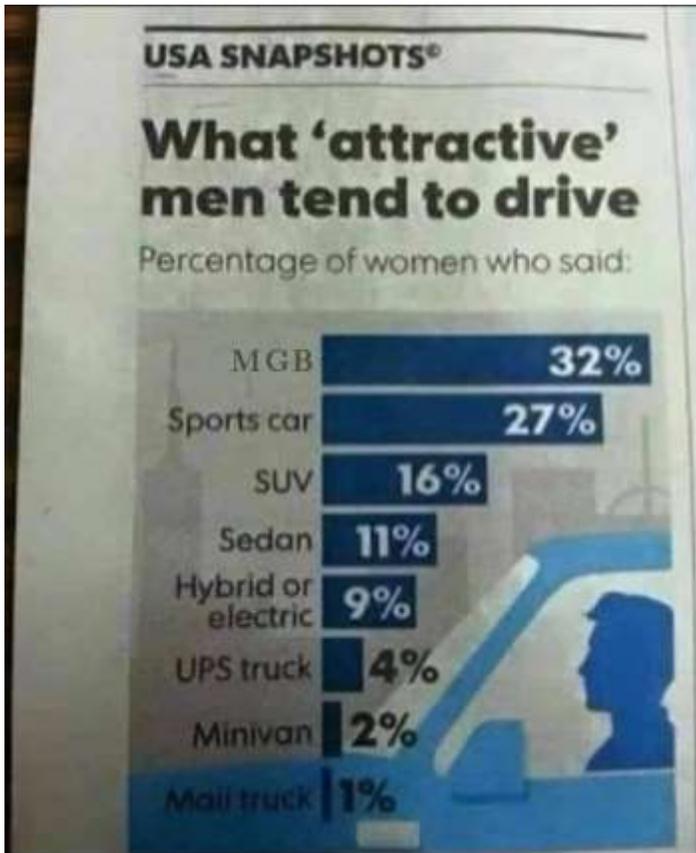
And it worked so well, MG held several land speed records for decades. They would run a 6-cylinder engine, then pull out 2 pistons and run as a smaller displacement engine and set more records. You can read about this in a very interesting book by John Thornley called *Maintaining The Breed, The Saga of MG Racing Cars*. It was last published in 1990 so you may have to hunt for a copy.

Back to my tech session, I will also show how to determine what the head needs such as guides and seats. Let me state now, I do not like the new bronze valve guides or replacement seats. The guides need too much clearance when new (why replace worn guides with new one that need almost the same clearance as your old ones) and I have seen so poorly installed, they fall out. Have that happen at 4,000 rpm and listen to the destruction noises it makes in your engine.

Continued on next page

So, if you want to learn more, come to the show at the Dillard House in Dillard, Ga and join my tech session. Until I see y'all somewhere else, see you at the show.

Barry Rosenberg



Tech Session Lift Day (by Reinout Vogt)

On Saturday, August 27 the Peachtree MG Registry had a tech session at our house on Crandall Ct. in Decatur. About 23 members with 18 MGs came out for Lift Day.

Here are some photos from the event.



Crandall Court never looked better.



Mike Dennison's BGT and Steve Ratcliffe's MGB with club members helping.



Henneke served watermelon on an octagonal plate, with Mike Dennison, Jack Orkin, Oliver Hoffmann, Larry Ice (from L to R).



Rick Watts working under his MGB.

The first two cars to register were Mike D's MGB GT to take a look at the crankcase ventilation system. You see his car on the lift while we were also working on Steve Ratcliffe's 1980 MGB. A compression check showed about 148 psi on cylinders 1, 3, and 4 while no. 2 was a little bit lower. We squirted some engine oil through the spark plug hole and the compression came right up to almost 155 psi, indicating some wear on

Continued on the next page.



Steve's MGB with (from L to R) Linton Atkinson, Ron Human, Donald Crump (in the door opening), Steve Ratcliffe, Jeff Brown, Tom Galloway, and Walt Carpenter (in the background).



Ron Human, Aviva Hoffman, Walt Carpenter, Henneke Vogt, Phil Preston, and Linton Atkinson taking a break (from L to R).

the piston rings. The valve lash is supposed to be .015" and usually gets larger when the engine makes more miles. Steve's MG however had most valves at .008", about half of the specified value. The only reason for that, we argued, is that the valves are receding into the cylinder head because of today's unleaded fuel. We reset them to .015" but it will certainly need further work if the valve seats continue to deteriorate.

When Steve restarted the engine after we put everything back together a large blue puff of smoke came from under the hood. The blue was of course the oil we squirted in cylinder no. 2 to diagnose the lower compression. But why was it not coming from the tail pipe? It turned out that the donut shaped gasket between the exhaust manifold and exhaust pipe was partially gone and there was a large opening blowing exhaust gasses into the engine compartment. Unfortunately fixing that was a job too big for a tech session.

After that, several MGs went up on the lift and were inspected by the driver, experienced amateur mechanics, and other interested club members. A few minor problems were found and could be corrected while the cars were up.

The PMGR provided coffee, donuts, soft drinks and watermelon to help the tire kicking and socializing for those having no MG to inspect on the lift.

For whatever reasons, we looked at some of the most perfect MGs last, Linton Atkinson's 1968 MGB, Oliver Hoffman's 1960 MGA, and Dan Bosso's 1968 MGB GT.

And those who stuck around went for lunch and a beer at Melton's App and Tap just down the road on Scott Blvd. and... Crandall Ct. returned to normalcy again.

Thanks to everybody who came out and contributed and especially to Steve Ratcliffe for providing a car to work on and learn from, to Don Funderburke for his expertise and technical help for every MG on the lift and on the driveway.

The End of Manual Transmission

https://www.theatlantic.com/technology/archive/2022/08/stick-shift-manual-transmission-cars/671078/?utm_source=feed

Stick shifts are dying. When they go, something bigger than driving will be lost.

By [Ian Bogost](#)



Katie Martin

AUGUST 8, 2022

SHARE

This article was featured in One Story to Read Today, a newsletter in which our editors recommend a single must-read from The Atlantic

I drive a stick shift. It's a pain, sometimes. Clutching and shifting in bumper-to-bumper traffic wears you out. My wife can't drive my car, which limits our transit options. And when I'm at the wheel, I can't hold a cold, delicious slushie in one hand, at least not safely. But despite the inconvenience, I love a manual transmission. I love the feeling that I am *operating* my car, not just driving it. That's why I've driven stick shifts for the past 20 years.

That streak may soon be over. When it comes time to replace my current car, I probably won't be able to get another like it. In 2000, more than 15 percent of new and used cars sold by the auto retailer CarMax came with

stick shifts; by 2020, that figure had dropped to 2.4 percent. Among the hundreds of new car models for sale in the United States this year, only about 30 can be purchased with a manual transmission. Electric cars, which now account for more than 5 percent of car sales, don't even have gearboxes. There are rumors that Mercedes-Benz plans to retire manuals entirely by the end of next year, all around the world, in a decision driven partly by electrification; Volkswagen is said to be dropping its own by 2030, and other brands are sure to follow. Stick shifts have long been a niche market in the U.S. Soon they'll be extinct.

We can't say we weren't warned. For years, the stick's decline has been publicly lamented. *Car and Driver* ran a "Save the Manuals" campaign in 2010, insisting that drivers who "learned to operate the entire car" would enjoy driving more and do it better.

A #SaveTheManual hashtag followed. Shifting gears yourself isn't just a source of pleasure, its advocates have said, or a way to hone your driving. A manual car is also less likely to be stolen if fewer people know how to drive it. It's cheaper to buy (or at least it used to be), and it once had lower operation and maintenance costs. You can push-start a manual if the battery dies, so you're less likely to get stuck somewhere; and you can use the stick more easily for engine braking, which can reduce wear and make descending hills easier and safer.

But the manual transmission's chief appeal derives from the feeling it imparts to the driver: a sense, whether real or imagined, that he or she is in control. According to the business consultant turned motorcycle repairman turned best-selling author Matthew Crawford, attending to that sense is not just an affectation. Humans develop tools that assist in locomotion, such as domesticated horses and carriages and bicycles and cars—and then extend their awareness to those tools. The driver "becomes one" with the machine, as we say. In his 2020 book, Why We Drive, Crawford argues that a device becomes a prosthetic. The rider fuses with the horse. To move the tool is to move the self.

Crawford argues that this cognitive enhancement is possible only when you can interpret the components of the tool you're operating. As a rider must sense the horse's gait, so must a driver grok the engine's torque. But modern automotive technology tends to inhibit that sensation. Power steering, electronic fuel injection, anti-lock braking systems, and, yes, automatic transmissions obstruct the "natural bonds between action and perception," Crawford writes. They inhibit the operator's ability to interpret the car's state and capacities through a healthy feedback loop of action and information. To illustrate the point, he tells a story about test-driving a 400-horsepower Audi RS3 with all the options, including a paddle-shifting automatic transmission. It was powerful and capable, he says, but "I could not connect with the car." That description is a common one among gearheads, a way of expressing that the human operator and the machine are out of sync.

The stick shift has become a proxy object for that loss. When manual transmissions were the norm, drivers had to touch and manipulate the shifter, in tandem with the clutch, constantly while operating a vehicle. Passengers saw this action taking place, and shifting gears became imbued with meaning. It represented the allure of the road, for all its good and ill, and stood in for the human control of a big, hot, dangerous machine screaming down the pavement. The manual transmission's impending disappearance feels foreboding not (just) because shifting a car is fun and sensual, but also because the gearshift is—or was—a powerful cultural symbol of the human body working in unison with the engineered world.

Crawford admits that he might connect with the Audi if he put in enough hours at the wheel. But even knowing this, "the car left me cold," he writes. In part, that's because the coarse feedback that one gets while driving an all-electronic vehicle might be—or feel—too subtle for a brute human mind. Cars have, in a way, become *too* good. Human understanding slips off their surface, like ice off a hot hood.

The decoupling of humans from their driving

machines will accelerate in years to come. If the automatic transmission made the stick shift a monument to lost control, the autonomous (self-driving) vehicle aims to do the same for steering wheels. At that point, the loss will be so complete that it may not feel so alienating. Any pretense that the automobile is a prosthetic will be eliminated, so car passengers can move on to other things. Like people on a train, they might settle into a book or take a nap or open up an Excel spreadsheet.

But fully autonomous cars might never be in widespread use, and even *mostly* autonomous cars could be a long way off. In the meantime, the automotive industry will take away drivers' control in slow, lumbering steps, just as other industries have for other appliances, apparatuses, and services. You can now flush a toilet or operate a sink not with the force of your hands, but by means of sensors. Web and product searches yield the results some third party wants you to see, rather than the best matches to your requests. Maps, now digital, show points of interest in place of raw information; travelers let the apps that host those maps tell them where to go and how to get there. Customer-service agents follow scripts to solve your problems, your doctors follow automatic diagnostic templates, and the streaming platforms on your television calculate which shows you should watch next.

People rued the decline of the stick shift for years before the "Save the Manuals" campaign (and hashtag, and merch) spun up. But it may be no accident that the formal crusade arose just as computation overtook culture, steering human lives in the direction of technology companies' and data aggregators' needs. Around that time, all the apps and services just mentioned (and many more) became widespread.

Read: I'll shift for myself

The manual transmission, however marginal it has become during the smartphone age, remains a vestige of direct, mechanical control. When a driver changes speeds, their intention can be fruitfully realized in gratifying

action, meshing literal gears. Even when your hand slips and the gears grind, the device still speaks in a way you can understand.

To lament the end of the manual transmission is to eulogize much more than shifting gears. When the manual dies, little about driving will fall away that hasn't already been lost. But we'll lose something bigger and more important: the comfort of knowing that there is one essential, everyday device still out there that you can actually *feel* operating. Even if you don't own a stick, or if you don't know how to drive one, its mere existence signals that a more embodied technology is possi-

ble—that it once was common, even—and that humans and machines really can commune. The stick shift is a form of hope, but it's one we'll soon have left behind.

[Ian Bogost](#) is a contributing writer at *The Atlantic* and the Director of the Program in Film & Media Studies at Washington University in St. Louis. His latest book is [Play Anything](#).

Thank you to **THE ATLANTIC**

We just had a guy come into our auto parts store asking if we sold longer dipsticks, because his doesn't reach his oil anymore.





EDITOR NOTE: *This is a reprint of a series entitled Just the Tip authored by Thomas Brobst. His 'make-do-with-what-you-got' and ingenuity makes for interesting reading and maybe help a poor soul out of a perplexing repair. See if you agree with me this is fun reading.*

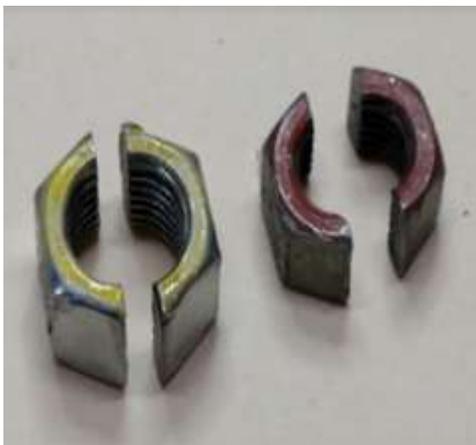
Just the Tip

Tip #8

Hello, again, MG people, British car people and readers of all flavors. Welcome to another episode of Just the Tip (cue the soap opera organ).

Previously on JtT we saw how our intrepid hero made a useful tool by cutting a bolt in half. This week he will show you how to make something useful by cutting a nut in half. Who knows what he'll cut in half next week....maybe a woman? Either way, his band saw will get a lot of use.

Over the few weeks I've been putting my engine back together. Are you aware of all the studs that need to be removed and installed when rebuilding an engine? There are 11 studs that attach the head to the block, six for the intake/exhaust manifold, three more for the thermostat housing, four for the rocker shaft assembly,....studs everywhere!! They can be a pain to remove without damaging them. And even after they are removed and cleaned and the associated tapped holes are all cleaned out the studs still don't always go back in with just finger pressure like I wish. So....what to do? Yes, you could go buy a stud remover/installer. I know. But that's too easy. And I'd be concerned about thread damage when removing really tight or corroded studs. So, what this camper did is take an appropriately sized nut and....come on, all together now.... cut it in half! That's right!



Now I can nestle the two halves onto the threads of the stud and clamp them tightly with a vise- grip and ...voila!...I can turn the tightest stud with ease. It makes an incredibly tight grip and does absolutely no damage to the threads. In fact, I've used the same method to actually restore damaged threads. Just loosen up on the vise- grip pressure a bit and turn the half-nut set around the threads of a bolt or stud a few times to restore the damaged area. Works great! Check out the pics.



One pic shows two sets of half-nuts I made for my MG, 5/16-24 and 3/8-24. I even color coded them! The other shows one set in action. Give it a try!

That's it for this episode of Just the Tip. Feel free to share some of your garage...or household...tips. I would love to hear from you. thomas.brobst@gmail.com

Thanks to Chicagoland MG Club for sharing this article

For Sale

You can find more cars, parts, information, and photos on
www.peachtreemg.com "For Sale" tab.

WANTED!

I buy stalled restoration projects. Please email me if it's time to clean out your garage.

Greg Chait GregoryMChait@yahoo.com

1974 1/2 MGB-GT V8 Conversion Project - \$9,500 OBO

A special car with every available option including tinted glass, air conditioning, rear window defogger, and wire wheels. She is 99% rust free and no accidents.

1967 MGB-GT - \$7,500

Here is another great project MGB that I brought over from California about eight years ago

1962 MGA Mk2 Coupe \$30k firm

She's a 100%, body-on restoration, rust free California girl.

1959 MGA Twin Cam, \$72,500

Contact Nanette Sayles 478-955-9238.

Early MGB exhaust manifold for sale.

Completely sand blasted, then ceramic coated, new studs, will significantly reduce heat, \$250
 In MOSS catalog a brand new one that is not ceramic coated and does not include studs, \$300.
 Scarborough Faire, also not Ceramic coated and does not include the studs, for \$275

I'd be willing to discuss a possible trade for a MGA windshield or MGA framework for convertible top, or sell for \$250

Philip Preston

Cell# 404-630-1969

1969 MGB "Roller"

\$1200 for all

Mike Dennison

678-386-3570

Lilburn, GA

1969 MGB + Trailer - \$2,500

1969 with a 1977 engine. As part of the deal, I am including a 24ft, dual axle trailer with electric brakes. We are about 11 miles off I-75 in Rossville, Ga. I would like to get \$2,250 for everything.

Robert Willams ncsailor62@gmail.com

1974 chrome bumper MGB for \$2,000

It is at Ric Cline's in Shady Dale, GA.

John Cork 404-202-4565 cork9663@aol.com or Ric Cline 770-778-0843.

More information on Peachtreemg.com website

1950 MG TD - \$29,900
Marty and Pat Shane,

864-718-0315, alis4@yahoo.com.

1972 MGB - \$6,500 OBO

I am selling this 1972 MGB for a friend whose husband bought it for \$8,500, put about \$5,000 into it, and later died. Located in Lilburn, GA
Keith 678-770-2310

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