



The Registry

January, 2019

The official monthly publication of the Peachtree MG Registry, Atlanta GA.



Thanks, Joe!

**Next Meeting January 13, 2019 5:30 @ The Harp
Annual Planning Meeting**



The only MEMBER-RUN organization
for MGB, MGC, Midget, 1100/1300 and
North American MGB Register
PO BOX 875 - Downers Grove, IL 60515-0875
Toll-free phone: 800-NAMGBR-1
www.namgb.org

[Click Here for Membership Renewal](#)



Officers and Committee Chairs

John Scarpucci

President

404-229-7710

president@peachtreemg.com

Dan Bosso

VP & Events Coordinator

417-818-4482

vp@peachtreemg.com

Thom Bosko

Secretary – Treasurer

678-787-2713

treasurer@peachtreemg.com

Reinout Vogt & Phil O'Brien,

Co-Technical Directors

Reinout:847-342-9804

Phil:770-843-1133

tech@peachtreemg.com

Joe Rushing,

Membership

470-269-4967

membership@peachtreemg.com

Erich Starzinger,

Historian

404-663-5352

historian@peachtreemg.com

Ron & Judith Human,

Regalia

770-926-7234

regalia@peachtreemg.com

Steve Ratcliffe,

Webmaster

803-807-3554

webmaster@peachtreemg.com

Penny Scarpucci,

Newsletter Editor

404-255-8610

newsletter@peachtreemg.com



Gayle Norton	Jan.	3
Joe Tew	Jan.	7
Frank Richards	Jan.	18
Tom Fisher	Jan.	19
John Miller	Jan.	20
Gloria Cheatham	Jan.	22
Linton Atkinson	Jan.	23
Robert Memler	Jan.	24
John Brockman	Jan.	25
Dave Peck	Jan.	26
Jerry Brousseau	Jan.	30
Bruce Kosbab	Jan.	31

About your birthday

We've switched to a new system with expanded Profiles Info for the membership. Please log into the website and complete the form for your profile. Thanks

www.Peachtreemg.com

Cover Girl of the Month

We caught Joe during a Rolling Tech Session

Upcoming Events

When	What	Where
January 13, 2019	Monthly Meeting	The Harp
	Annual Planning Meeting	1425 Market Blvd #1330, MAP
January 16, 2019	ORF	TBA
February 9, 2019	Alternate Monthly	TBA
February 16, 2019	Tech Session	Bob Wagner's
February 20, 2019	ORF	TBA
March 9, 2019	Alternate Monthly Meeting	Ball Ground- Jasper Starting Point Details to follow
March 20, 2019	ORF	TBA



As we start 2019 I want to take this opportunity to thank Joe Rushing for his wonderful guidance over the past year. We are a better organization because of his tenure and I'm thankful for the things he has taught me. He has instituted a number of changes that will benefit the club over the long haul. I'm pleased he will continue on the Board as Past President. Joe has also accepted heading up a newly structured Membership Committee.

Also, I want to thank Dan Bosso for accepting the position of Vice-President and Events Coordinator. Dan is and will continue to be a great asset to the club.

Additionally, Reinout Vogt and Phil O'Brien will work together as Technical Co-Directors. As you will read further on in the Newsletter, they have some great ideas. I've asked them to plan 4-5 technical events this year. The first event will be at Bob Wagner's and Neil Este's and then we'll have the annual Spring Tune-up Event TBA.

We've expanded the size of the Membership Committee with Kathy Orkin, Madell Dobrushin, Paul

Flexner, Larry Norton. and Penny Scarpucci joining with Joe in order to get the existing membership more engaged and recruiting new blood into the club. Although the number of members has remained pretty steady at around 140, there has been a drop-off in participation. We've reduced the number of business meetings to 4 (January, April, July, and November) and will schedule social events on the second weekend of the month to keep everyone engaged. This will add 5 social events to the calendar in place of these meetings. Joe has a list of fun places and events to that will be family friendly. If you have any ideas about places to go or things to do, please let us know. Even though the new website software will send email blasts about upcoming events, it's best to keep an eye on the Calendar on the website.

We invite you to come to the annual planning meeting on January 13th to give your input into the kind of events you're interested in—both social and technical. We also hope that you would consider becoming part of the process for the events we have planned. Some of the events we have in mind would be easier to plan and execute if we have a few more bodies to help.

Finally, this is membership renewal time. Please go to the website and renew your membership online. You can also print out the renewal form from the site and pay by check.

Safety Fast,

John Scarpucci

Attend Beaulieu Autojumble and Goodwood Revival

Little British Car company (a reseller of Moss Motors) hosts a trip or two each year. In September 2018, they made a trip to England: **Beaulieu Autojumble and Goodwood Revival, plus other sites in southern England.** When Vance saw that he had missed the trip, I contacted Jan Zorn to ask if they would consider making the trip again. She already has 25 on a waitlist, but needs 40 to make the trip.

A full description of the trip, places they visited, estimated costs etc. are on their website. <https://www.lbcarco.com/>. Once on their webpage, look on the right side-click "Newsletter 12/29/18". Scroll down to "Repeat 2019 Adventure to Beaulieu" for the description. If your members are interested, have them email Jan to be put on the wait list at jan@LBCarCo.com with Adventure England 2019 as subject title.

We have several from Columbia that are already on the wait list.. would love to see you join us!

Thanks for sharing this with your members. A most Happy 2019!

Robin Young, BCCMC Board Secretary



2018 Holiday Party and Annual Awards

Sixty members gathered at Parker's on Ponce on December 9 for PMGR's annual Holiday Party and awards recognition. The 2019 slate of officers was voted on and approved (as noted on the masthead on the front page of the newsletter).

Special recognition went to the following:



Jack and Kathy Orkin: Winners of the 2018 Useless Information Award—for the most correct answers in the monthly

trivia contests overseen by Mike Cook.



Teresa Gaffney: 2018 Best Contributing Article to NAMGBR's *Driver Magazine*—a special award for her special article.

Note: You can read Teresa's Awa Winning Article in the

[July Newsletter](#)



Peachtree MG Registry: NAMGBR Chapter of the Year 2018—as noted in the December issue of the newsletter, our second such award.



Tech Session

Where: **Bob Wagner Motorsports**

When: **Saturday, February 16, 2019 at 12:00 noon**

Address: **257 Dekalb Industrial Way, Decatur, GA 30030**

For many, the first tech session of the New Year will be at a familiar place as we return to an old favorite, Bob Wagner Motorsports in Decatur, GA. Neil Estes, of Neil's Restorations (next door to Bob Wagner's) will also be present

The afternoon will start with sandwiches and soft-drinks, provided by the clubs. Here's an opportunity to pick Bob's and Neil's brains about anything automotive, they will also talk a little bit about some of the projects that are in their shops on the day that we will be there. Don't forget to bring your folding chairs.

Bob Wagner Motorsports and Neil's Restoration are located at:

257 Dekalb Industrial Way, Decatur, GA 30030

The entrances are at the back side of the Quantum Mechanics building.

Please contact Reinout Vogt at (847) 342-9804 or reinoutvogt@gmail.com if you have any questions about the event or suggestions of topics for Bob (and/or Neil) to cover during our tech session.



By Barry Rosenberg

Tech article: January, 2019;

There is a lot of talk about the “health” of our hobby, passion, obsession, etc. not being very good. Having worked in this field for over 44 years now, I have to agree. Attend any old British car show and look at the hair color of the participants. Most of what you see will be gray or white, like mine. I am now 70 and I know most of my friends are getting close to this age if they haven’t already passed it. There are usually very few young people at our shows and there are even fewer getting into loving our cars. Here is a question you might ask your son, daughter, or grandchild before spending tens of thousands of their inheritance on your old British car restoration, “Do you want my car after I am gone? Will you drive and keep it in good condition? Would you prefer I saved the money and leave it to you as cash?” I know several customers whose heirs have little or no interest in these cars.

So, why spend the money knowing the car will probably be sold when we pass on to the great touring roads of heaven? I understand all the cars there are already fully restored; run perfectly and use no fuel; never wear out tires or brakes; clutches last forever; electrical systems never fail and it never rains in the cars. What will happen to the car you spend so much time and effort in restoring? The solution is to get more young people involved in our cars. One recent and great method was demonstrated by Mike Cook of the Peachtree MG Registry in Atlanta at our semi-annual car show. He invited a group of local high school students to come to the show. He showed them around all the cars, some people let them sit in their car and take pictures, explained some of the differences between them and them, let them pick their favorites for special trophies.

This went over great with the students; they loved the experience. This will be something the club will do every year we have a big show. Maybe one day, one of the students will show up with a British classic. Another idea I heard about was to have a club sponsor a restoration/repair class at a local technical college. I have to say, I am pretty sure this will not work. I knew someone

who was a great mechanic and administrator who was hired away from my shop to start automotive classes at a big Atlanta area tech school. We kept in contact for a number of years after and he says it was not nearly as successful as they had hoped it would be.

He said out of a class of 25 students supposedly learning automotive skills, 20 were there just to fill a seat. They were getting some sort of government aid to attend school such as the GI Bill. They had very little interest in actually working on cars once the class was over. They signed up for other classes such as welding for the next semester. Out of the remaining 5 students, one or two might go to work on cars and the rest would piddle in their own garage or family business as they lacked the ability to grasp the difficulties of auto repair.

Sponsoring a class would be a waste of time, money and possibly a restorable old British car. Don’t think I have the answer because I don’t. Throughout my 45 years in business, I have trained many mechanics. From not knowing one end of a combination wrench from the other to pulling, rebuilding and installing your engines is how much I taught some of them. And all my lessons were on British cars. How many still work on them? None. One went into the parts business selling to European shops; one owns his own business selling all the hydraulic lines and fittings we need (he even sells to NASA); one had a shop making and installing custom roll bars and now works at an automotive machine shop and another moved up north to work in an Aston Martin dealership.

I wish I had kept in better contact with more of them as they were all, well almost all, great learners and students. And this is the way we can get younger people involved in our passion: get your young son or daughter or grandchildren working with you in the shop. As individuals, we can get them interested by letting them help with some of the real work. You may have to start by teaching them the names and uses of your tools and how to care for them, but let them do some fun stuff.

You won’t start them off rebuilding your speedometer but you can get them a safe step stool so they can sand blast parts in your cabinet. Or you can let them help take apart the engine as long as you keep track of all the little parts. Yes, you should keep them away from most shop chemicals such as spray cans of carb cleaner as they always splash back in your face but most things in the shop are benign enough to be safe for younger people. You can teach them the same as I taught all my helpers.

Depending on their age, you can have them duplicating your building one carb on the other one. Even if you have to go back later to readjust a few things. The excitement of

putting something together that will go on your car will be great for them. The time spent with them can be great for you as well.

I constantly have customers wanting to come help me work on their cars. To be honest, I don't like it. The work takes longer when you are showing someone who has never done it how it should be done. And the questions. My! How they ask questions. I don't mind answering but when they question my answer with something Fred working on the pin setters down at the bowling alley tells them, I get very frustrated.

There is also an issue with insurance. Suppose they drop their engine on their foot, am I at fault? Should I have to cover the doctor bills? What happens if they are pulling the engine out of a big Healey and drop it on the shroud? It is going to dent it in a big way, big enough that it won't just buff out.

Knowing myself, I will probably continue teaching people. By letting one or two help, I feel like I am preserving the hobby for a future generation. Except now the people that want to learn are close to my age. I can hear all the grunting and groaning now in the barn. Sample complaints forthcoming: You mean I have to go all the way upstairs for the bathroom; or what no heat in the shop (and later, what no ac in the shop); and last, I have to get on a creeper and roll under the car, what happens if I fall asleep?

I once thought about starting a small class on British cars. But how to do it seemed to complicate matters so much. I could take one car, say a MGB, and go thru all the systems and mechanicals starting with some basics first. Or I could allow four or five students each with their own car and teach them as individuals on repairing their own vehicle.

Common classes on some areas would be easy enough. All our cars use the same basic electrical system and carburetor systems so some generic classes are possible. Body repairs are pretty generic and I am sure a good welder could be convinced to come teach proper techniques. Oh hell, I'm too old for that.

Playing with old British cars is as much fun as it is work for me. Patty knows I play with cars all day. She no longer thinks I work on them. 45 years doing what you like and really enjoy ain't a bad way to spend your life. Try to get someone interested so they may have the same opportunity as me. I was once a student of an old master, Jim Ealy. He taught me most of what I know and I have tried to pass along that legacy my whole career. Hope this article finds you all in good health after having a very Merry Christmas and happy New Year. See ya'll somewhere soon.

Barry Rosenberg

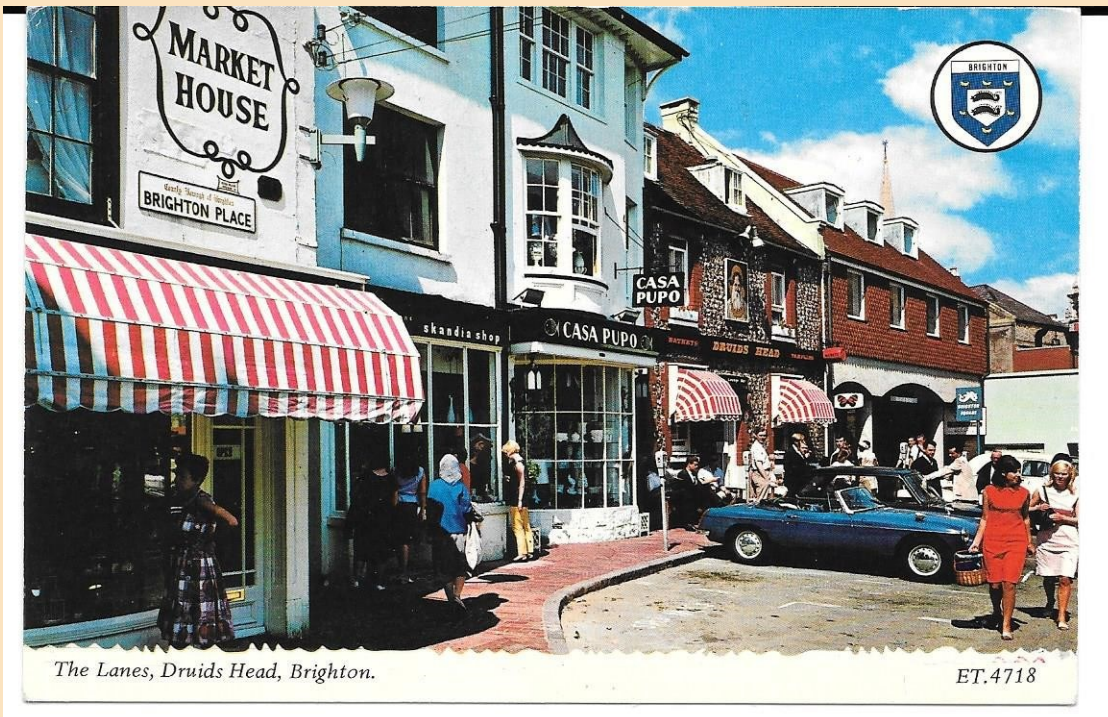


POSTCARDS FROM KAREL

By Reinout Vogt

A MGC in front of the Druids Head in The Lanes in Brighton.

Although the scan doesn't show the 'bubbled' MGC hood (or bonnet if you prefer), Karel (who always looks at the originals very careful) must have enough indication to declare this a C.



The Druids Head today, Editor

Ric Cline

British Car Repair, Performance and Parts
MG – Triumph – Austin Healey

1611 Davidson Road
Shady Dale, GA 31085

Call 770-778-0843 for an Appointment
or to Order Parts



Little British Car Co

Quality Parts at a Reasonable Price

www.LBCarCo.com

29311 Aranel

Farmington Hills, MI 48334

Phone: (248) 489-0022

Email: LBCarCo@LBCarCo.com

Enjoy this week's event and please keep us in mind for your shopping throughout the year. Parts for restoration & maintenance are our main business – **at always discounted prices**. We have the parts you need, the convenience you want & a lower price than you thought you would pay.

We're an authorized distributor for Moss Motors, Pertronix, Moto-Lita, Gunson & more.

And we have quality automotive accessories & gifts for the British car enthusiast.

