



The Registry

November, 2019

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



**Join Us at the new meeting spot
Sunday , November 10 6:00 PM
Brimstone Tavern
10595 Old Alabama Road Connector**



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

**Reserve the date
Holiday Party
December 8, 2019 1-4 PM
Parker's on Ponce**

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James G White	November,	1
Mike McElheny	November,	1
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Tom Nadelhoffer	November,	11
Michael T Walsh	November,	13
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Wayne Melton	November,	21
Abraham P Cheij	November,	23
Gilbert C DuPre	November,	23
Susan Cheij	November,	23
Wayne Melton	November,	26
Sonny Marshall	November,	30

Congratulations and Thanks

Kathy and Jack Orkin presenting the Penny Award

To

Rick and Marjory Hartlein

Upcoming Events

When

What

Where

November 10, 2019 5:30 PM

Membership Meeting

Brimstone Tavern
10595 Old Alabama Road Connector
[MAP](#)

November 20, 2019

ORF

TBA

December 8, 2019

Holiday Party

Parker's on Ponce
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lunched at the Nocturnal Brewery. We truly enjoyed the Nocturnal. The food and service were first class and I understand the local brews were top notch.



The group headed north-east to Waynesville in falling weather.

The trip was uneventful since the weather helped to cool any really enthusiastic driving. I will say the advantage of highly modified MGs is that everyone stayed warm and dry, and there were no rolling tech sessions held.

Once we checked into the hotel and collected our sharable hors d'oeuvres and libations we gathered at the hospitality suite to warm up for dinner. While there, we were able to witness the



end of a hole of golf. One guy sunk a great long putt to our enthusiastic cheers, but alas, the other golfer 3

putted the green to our sympathetic moans. The players were a father-in-law and his daughter's husband. The father-in-law sunk the long one. One has to wonder if the son-n-law took the putts. I will say we provided a raucous and enthusiastic gallery to this epic battle.

We dined at the hotel with great food and beverages. The hotel provided a dining room for 26, and we were 30. It made us more companionable.

We were all on our own for Saturday, but most of us migrated to downtown Waynesville for shopping eating, and pub brewery crawling.



Once again Marjorie and Rick Hartlein outdid themselves with this year's Fall Tour to Waynesville, NC. Rick asked if we would be in favor of holding the event the last week of October with the hope the weather would be cooler and the Fall colors more vibrant. He was correct on both



counts. The temps were cooler and the colors were spectacular.

Our group met at the Panera at North Point Mall on Friday

morning. This group included a number of modified MGs. Rick, of course, had his GT, but there were two that were modified to look like Hyundais, two modified to look like BMWs, and one creatively masquerading as a Ford pickup. Penny and I, drove a BBC deciding to drive the Jag after checking out the weather forecasts. I will admit that we felt we had paid our dues since we had driven our roadster for the ORF with the top down all the way the previous Wednesday.

Our group headed to Boogers Hollow where we would meet the rest of the group. The Georges, Hoffmans, and Brad Dryden showed up with original MGs, but, once



again, a large group of highly modified MGs joined the tour.

We traveled to Hayesville, NC where we



Saturday night's festivities started at the hospitality suite. It seems the Jerry Cram's found balloon powered race cars. These wonderful little toys

certainly provided a high level of alcohol-induced competition. Although the final results were close, this reporter feels Rick's went through the doorway (the official finish line) the furthest. Admitting that I was more sober than the contestants, I feel my judgement can't be contested.

Dinner was at the Sagebrush Steak House where once again we were treated to a fun meal with excellent service. The highpoint of the dinner was the surprise visit from Kathy and Jack Orkin who presented Rick and Marjorie with



the Penny Award. This award is given annually to those members who have contributed, over time, to the benefit of the club. Rick and Marjorie are truly deserving of this award for the countless hours developing and hosting the Fall Tours for many, many years.



Once again the Fall Tour gave us all a great reason to drive our LBCs- even the modified ones- to camaradery and

fun. We look forward to next year.

would last. Michael Penny became ill in 1992 and moved back to his original home in Boston.



2019 Penny Cup Awardees:

Rick and Marjory Hartlein



A surprise presentation highlighted the Saturday dinner of this year's fall tour when Jack and Kathy Orkin, the 2018 Penny Cup recipients walked into the Sagebrush Steak House in Waynesville, NC to present the trophy. Rick and Marjory were honored for their many years of service to the PMGR as "tour directors" for the club's annual Fall Tour. This year's award represents 20 years of Penny Cup presentations.

For those who are new to the club or do not know the history of the Penny Award, Tom Nadelhoffer shared a May 2012 message from the late Chris Gore which Jack referred to that evening. Its essence follows:

In 1989, the Peachtree MG Club was a very young, small club with about 30 members. The President of the Club was Michael Penny. Michael worked for Kodak and drove a gray 1967 MGB GT. He had a passion for the Georgia MG club and promoted it in every way he could, including taking photos of everything the club did.

At the end of 1989, he hosted a Christmas party and slide show of the year's events. All the food was traditional English Christmas fare. At that party, he and the club's news editor, Dale Slack, approached Chris about running for President. At that time, he also said he wanted the club to host the 1990 American MG National Convention. Chris accepted the job, and the club hosted the event. The club grew from that event to over 200 members and has never looked back.

[As a side note, at that convention, a few key members learned that the AMGBA was a private, for-profit club run by 3 guys from Chicago. At the Atlanta event, 6 individuals--Michael Penny, Dick Wohlemd, John Twist, Ken Smith, Jerome Rosenberger, and Chris-- agreed that a new national club for owners of MGBs needed to be founded, and the North American MGB Registry was founded with Peachtree MG Registry the first to join.]

At a planning meeting for 1990 events, club leaders all agreed that the club should reward the person who had worked the hardest to be active in the club, and Dale Slack said, "why don't we call it the Penny Cup?" Chris sprang into action, headed to Action Award in Snellville, and with Hal Doby's help made the trophy-- little knowing how long it or the club would last. Michael Penny became ill in 1992 and moved back to his original home in Boston.



October 19, 2019 will be a day I will remember for a long time. It was a long day!



I had submitted my 1969 MGB/GT for inclusion in the 2019 Atlanta Concours d'Elegance, and an invitation to attend was extended

to me. This would be a new adventure for me. The Concours was held on the Tyler Perry Studio grounds, formerly Fort McPherson Army Base.

After a couple of months anticipating the Concours and hours getting my MG ready, the day arrived. Remember the extended hot and dry weather we had been having? October 19th was not one of those days! It was a cold and wet day. Temperature in the 50s and windy. The rain was fairly light, but would not stop. I was not going to let the weather stop me from attending the Atlanta Concours. After an hour's drive and a couple of wrong turns (even with GPS!) I arrived at the Tyler Perry Studios' front gate at 7:30 am.

With my credentials checked, I was directed to my parking space.



Because the quadrangle field where the Concours was being held was wet, I was directed to park on the road sur-

rounding the quadrangle, along with the other cars attending the Saturday event. With umbrella in hand, coat, hat

and driving gloves on, I ventured out on to the quadrangle field. Several displays of cars were already staged on the field so I checked them out. Multiple vendor tents were also set up, but most never even opened for the day. I did visit the few that were open, and I did buy myself the requisite Concours T-shirt.

As the hours passed, I became colder and wetter, finally resorting to getting the English wool blanket I keep in the car to wrap myself for warmth. The blanket and huddling on the porch of one of the buildings out of the rain and wind finally put me in survival mode. All of the other Saturday participants were doing the same! Hardcore car people or just crazy people? We were waiting for the selection of the "Magnificent Seven", seven vehicles that were to be selected by the Concours judges to participate in the Sunday festivities also.

Announcement of the "Magnificent Seven" was completed shortly after 1:00 pm and most of the Saturday participants started leaving, including me. It was unfortunate the weather was so miserable on Saturday, but I did get to view some really nice vehicles and historic Fort McPherson. The weather was much nicer on Sunday for the conclusion of the Concours. I am glad I participated in the 2019 Atlanta Concours d'Elegance in spite of the weather.



Don't forget our next business meeting November 10th; gathering begins at 5:30 pm and meeting at 6:00 pm. We will be meeting in a new location for this meeting, the Brimstone Tavern. See the club website and the newsletter's membership article for details.



2019
Atlanta
Concours d'Elegance

2019 PMG HOLIDAY PARTY

December 8, 2019

1-4 PM

Salad

Parker's House Salad *mixed greens, Pine Street Market bacon, toasted pecans, dried cherries, blue cheese crumbles, red wine vinaigrette*

Steakhouse Caesar Salad *garlic croutons, white anchovy, parmesan*

Entree

10oz NY Strip Steak

blue cheese-bacon loaded baked potato

Enchanted Springs Trout

stone-ground grits, haricot verts, herb butter

Springer Mountain Farms Roasted Chicken

mashed potatoes, collards with bacon, Cipollini onion chicken jus

Vegetarian Pasta

Dessert

House made Cheesecake *seasonal topping*

Dark Chocolate Mousse Pie

oreo crust, whipped cream

includes iced tea, soda, and water

Cost \$32 per PMGR Member, \$50 per Guest

***** Cash Bar *****

Make Checks Payable to:

Peachtree MG Registry

**Mail to: John & Penny Scarpucci
533 Hollydale Court NW**

Atlanta, GA 30342 770-656-8932

RSVP to president@peachtreemg.com

Mail Checks by Dec. 1, 2018

Parker's on Ponce

**116 E. Ponce de Leon
Decatur, GA 30030**

(404) 924-2230



The Membership Corner

Joe Rushing — Membership Chairman

PMGR continues to grow new members as we plan more activities including the ORF Drives, car shows, special events, and other activities for the club. Please welcome new members as you see them at events, and encourage others who have MGs or other little British cars to attend an event and think about joining the club.

October New Members:

<u>Name</u>	<u>City</u>	<u>State</u>
Barton, Patrick	Cumming	GA
Pilion, Mark	Newnan	GA
Prado, Thomas	Marietta	GA

Total Member Count: 221

Note: This number includes memberships from Columbus registrations.

As Dan Bosso reported in his Vice President's column in October, our November membership meeting will be a special one:

We are meeting at a new location and look for your reaction/input to help decide whether we want to make this our new "home" to take the place of The Harp (demised earlier this year). Thanks to Mike Cook for identifying this possible site! We want lots of input on this new site, so please

come, and let us know what you think!

The November meeting is important to the future of the club; we will be nominating officers at this meeting and start the planning for our annual planning meeting on January 12, 2020. If you have any interest in helping lead PMGR in the coming year, please reach out to a member of the Board of Directors (listed on the first page of the newsletter) to let them know or to get more information about the responsibilities of any of the listed positions. The club not just survives but thrives based on the willingness of its members to serve. And being involved in leadership is a lot of fun....

So, the **November PMGR meeting will be on 11/12/2019** at:

Brimstone Restaurant & Tavern

<https://brimstonetavern.com>

**10595 Old Alabama Road Connector
Alpharetta, GA 30022**

(678) 568-9543

The meeting starts 6:00 PM. Gathering at 5:30.

O-R-F News

From Tom Nadelhoffer, Chief ORF

ORF TOUR OCTOBER 2019:

Delayed, but Not Diminished!

Here's a reminder to all of you to vote when given the opportunity. In late September, Tom Nadelhoffer invited PMGR members and ORF habitués to vote on drives to either Tellico Plains, TN or to the Tail of the Dragon. ONE VOTE carried the day and directed the October ORF to Tellico Plains.

Plans originally called for the usual third Wednesday in October, but since the skies finally decided to open up and provide much-needed rain, ORF Chief Tom Nadelhoffer wisely delayed the drive to October 23. The prior week's rain helped to bring out color in the North Georgia and Tennessee trees, providing one of the loveliest fall days any of us have seen in 2019.

The drive drew 14 vehicles as well as a few assorted fans for the usual IHOP breakfast only—Jay Franklin, Jack Orkin, and Gene Westmoreland. Departures from Dawsonville included leader Tom Nadelhoffer, Larry Norton, Joe Tew, Jim Doran, Bruce Kosbab, John and Penny Scarpucci, Wally Carlisle, Steve Ratcliffe, and newcomer Matt (sorry Matt, we didn't write your name down). The group headed to Mineral Bluff, GA by way of lots of curvy, twisty roads—especially GA 60. At Reliance TN, Roy and Laura Oppedisano, Tim Gaffney, Linton Atkinson, Erich Starzinger, and Abe and Susan Cheij joined the party. More great curving miles followed on US 64W and TN 30W and TN315N toward Tellico Plains. This part of the drive passes the spectacular Ocoee Whitewater Center.

While the day was clear and gorgeous, the air was crisp. The Scarpucci's, Wally, and Bruce elected to drive with tops down on the roadsters; others opted for driving with tops up or enlisting their GTs for the drive. Temps finally reached the mid-60s in the afternoon. And lunch at the Tellico Plains Bakery warmed everyone for the pictures taken at the City Hall and the drive back.

Tom led the way with virtually all the cars following on Route 68 to Route 74 and enjoying more gorgeous scenery. The Cheij's found a winery at Ball Ground (Feathers Edge Vineyard) and drew a few others to join them for a tasting; it promises to be a feature of some future ORFs.

Having heard rave reviews of how much fun this particular drive is and how beautiful the scenery, I was thrilled to be able to go along. The drive more than lives up to all its



billing and would seem to be equally wonderful in spring, summer or fall; the thick forests provide lots of shade for cooling on a summer drive and the leaf colors should be enticing in both spring and fall.

Kudos to ORF Chief Tom Nadelhoffer for all the energy and effort he puts into planning the monthly ORF drives; they offer opportunity to get to know other members, other LBC enthusiasts, and to enjoy these cars on roads which are more suited to their engines and suspensions than our local interstate highways. This ORF lived up to its prior billing with universal raves from those who drove it.

Next time you're given an option, remember to vote!

Penny Scarpucci

NOVEMBER ORF – 2019

WHEN: Wednesday November 20

We are doing something different for this month's ORF. Instead of a drive and lunch we are doing lunch and a movie! Of course!!! LBC's are welcome, but not required!!!

RESTAURANT:

The lunch will be at the Summit Wayside Tavern in Cumming, GA. Meet @ 11:15. See URL below for directions, menu and extensive on tap beer list:

http://www.summits-online.com/03_cumming/

THEATER:

The movie will be FORD VS FERRARI. See movie trailer below:

<https://www.youtube.com/watch?v=I3h9Z89U9ZA>

Another good trailer:

https://www.youtube.com/watch?v=9i_McA5BIKE

Where: New Vision Theater - Movie time 1:00pm. Movie lasts for 2 hrs 32 mins. On-line ticket cost for Senior/Matinee are \$7.02 plus a handling charge of \$1.82 for a total of \$9.04.

See URL below for directions.

https://www.newvisiontheatres.com/cinema-info/movies-400?utm_source=google-listing&utm_medium=organic&utm_content=movies-400

If you are planning to attend PLEASE respond to Tom Nadelhoffer no later than Monday 11/18. We need the head-count for lunch to make sure the restaurant is prepared for wait staff and cooks for our group!!!

Tom Nadelhofferblueb@bellsouth.net



**October ORF
To
Tellico Plains**





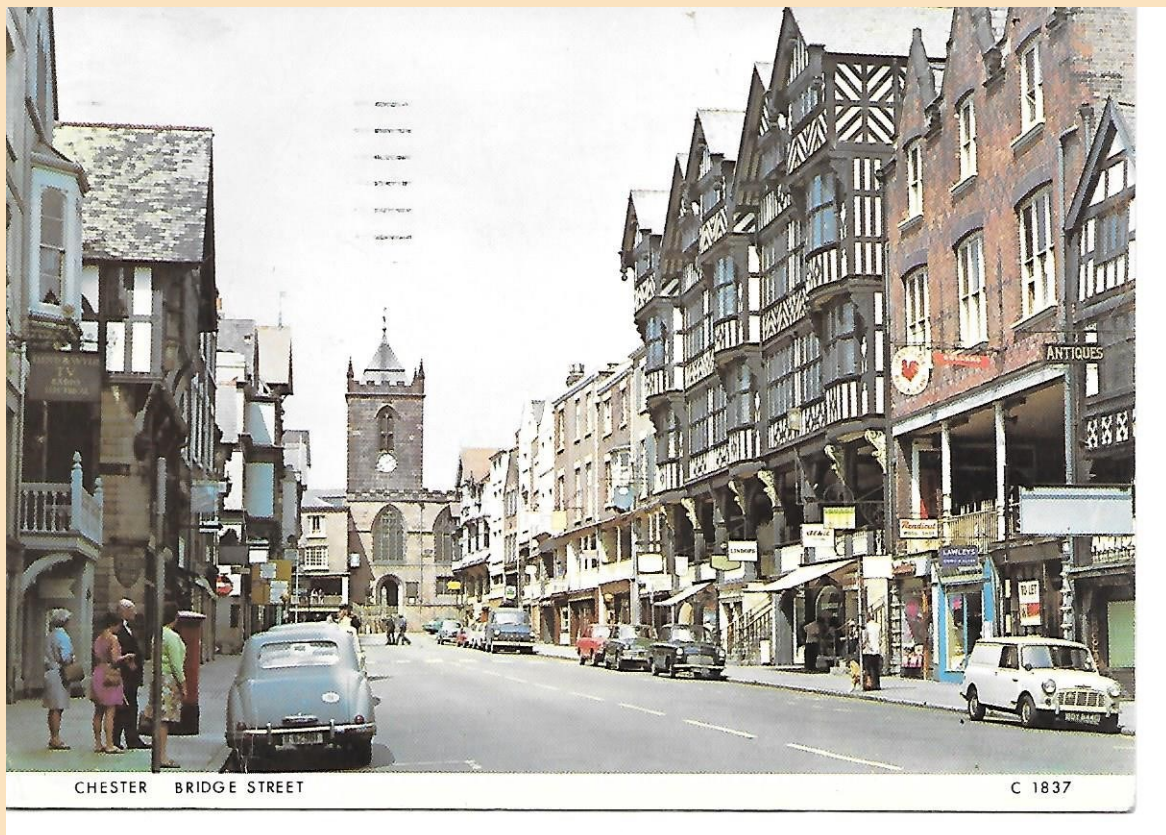
POSTCARDS FROM KAREL

By Reinout Vogt

This postcard is from Chester, with a view down Bridge Street. The MG Z is from Norway.

Chester is a walled city from the 1st Century A.D., located in Cheshire just South of Liverpool on the border with Wales.

On Google Streetview, you can see that this section of Bridge Street is now a pedestrian zone and the church at the end looks still the same. Most buildings haven't changed much either. The antique store on the right, by the white Mini van is now a vape shop with a Mad Hatters Tearoom on the second floor. And of course the MG Z is gone too and a large red, modern, mailbox sits in its place.





By Barry Rosenberg

This month will be a short article. I forgot to write one until reminded. Let this be more about warnings on what you read from the internet and Facebook and all the forums. Do not take their advice unless you personally know the writer. Today, I read a post on Facebook about someone who bought an 1800 MGB “rebuilt” engine from E-bay and put it in his MGA.

First, never buy a “rebuilt” engine or anything from E-bay unless the builder is an established business and then still be very leery of what you will get. Read all the reviews of the builder you can find before making the purchase. Ask for references; don’t be shy. It is your money that could be going down the drain. Before installing the engine, or any rebuilt part you have purchased, check it out. Look inside if you can. On a transmission, open the top or inspection cover.

Does it look rebuilt? Are the internal parts new? New Triumph synchros should be a shiny brass color. Dull brass most likely is used. Are the gears pitted? Then it was rusty. You can tell a good rebuild and if not, ask someone who knows to take a quick look. Back to the engine.

So the purchaser installs the engine in his MGA, and it does not turn over fast enough to crank. He tries a new battery and a new starter, cleans contacts and the ground location, and still it will not start. He asks Facebook experts “why?” The replies are stupid and dangerous to the engine, if it was a good rebuild.

One suggested he try to use the hand crank thru the hole in the bumper—except the MGB engine he said he bought does not have the crank nut for that. Another tells him to pull the car behind another car and pop the clutch to jump start it. Never ever do this.

My suggestion, and I know mine is correct because I have 45 years of experience, was to pull the plugs and try to turn the engine over with the starter until oil pressure shows on the gauge. If, after a few minutes, still no pressure, pull the pressure line from the block and see if any oil dribbles out. Still none, pull the filter and see if there is oil in it. Still no oil, then you have a serious problem that will require pulling the engine back out.

If you get oil pressure, then pull the valve cover off and get the engine to TDC #1 cylinder firing by watching the intake valve open and close. The next time the pointer is at TDC, that is #1 firing. The # 1 valves should be rocking and have

about equal play. If not, then the cam timing could be out.

If the engine turns very slowly, and it hard to turn by hand with the plugs out, there may be an internal problem such as a rod cap on backwards, incorrect bearing on one journal, rings not gapped. Anyway, you will be pulling the engine and looking into it. Have someone who knows what they are doing fix it.

I see the same problems in the forums, people answering questions with incorrect (I was going to say “hair-brained”) answers. Just because you have trouble getting your TR6 to run smoothly, never put two downdraft Webers on it, NEVER. The Strombergs are fine for that engine up to a strong performance build.

Roller rockers are never needed on a street engine. Shaving the head and block are not needed for a street engine. Yet these are constantly recommended on the internet. I always respond to “build for how you will drive.” Never put a high performance cam in a street car, especially if you do not raise the compression a good bit. It will run like crap.

The same goes for brakes and suspensions. A lot of the suggestions are from people either with egos who have done it or those who do not understand the detriment it can do to your enjoyment of your car. Sure, drilled and slotted brake rotors look cool. But, did you know, street rotors can crack around the drilled holes? Especially if you have been driving and the rotors are hot, and you hit a water puddle. The cool water can start minute cracks around the holes.

Take a magnifying glass and look at your rotor around the holes every 6 months or so. When you see cracks, replace them with solid rotors; forget the ego thing. Egos can cost you a lot of wasted money.

I do not want you to think everyone posting on-line is an idiot, but the majority seem to be. Be careful of the advice you take and the parts you buy. Dealing locally with reputable people will be much better in the long haul. You can always call me for advice, and I am sure most other shops feel the same way. Ok, that is enough standing on my soap box today.

I am planning a tune up tech session with the Ga. Triumph Assoc. In the spring. Watch for updates and y’all come learn how to tune your car. No charge and free food. What more can you ask for? See y’all somewhere soon.

Barry Rosenberg

770-689-7573

Ric Cline

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