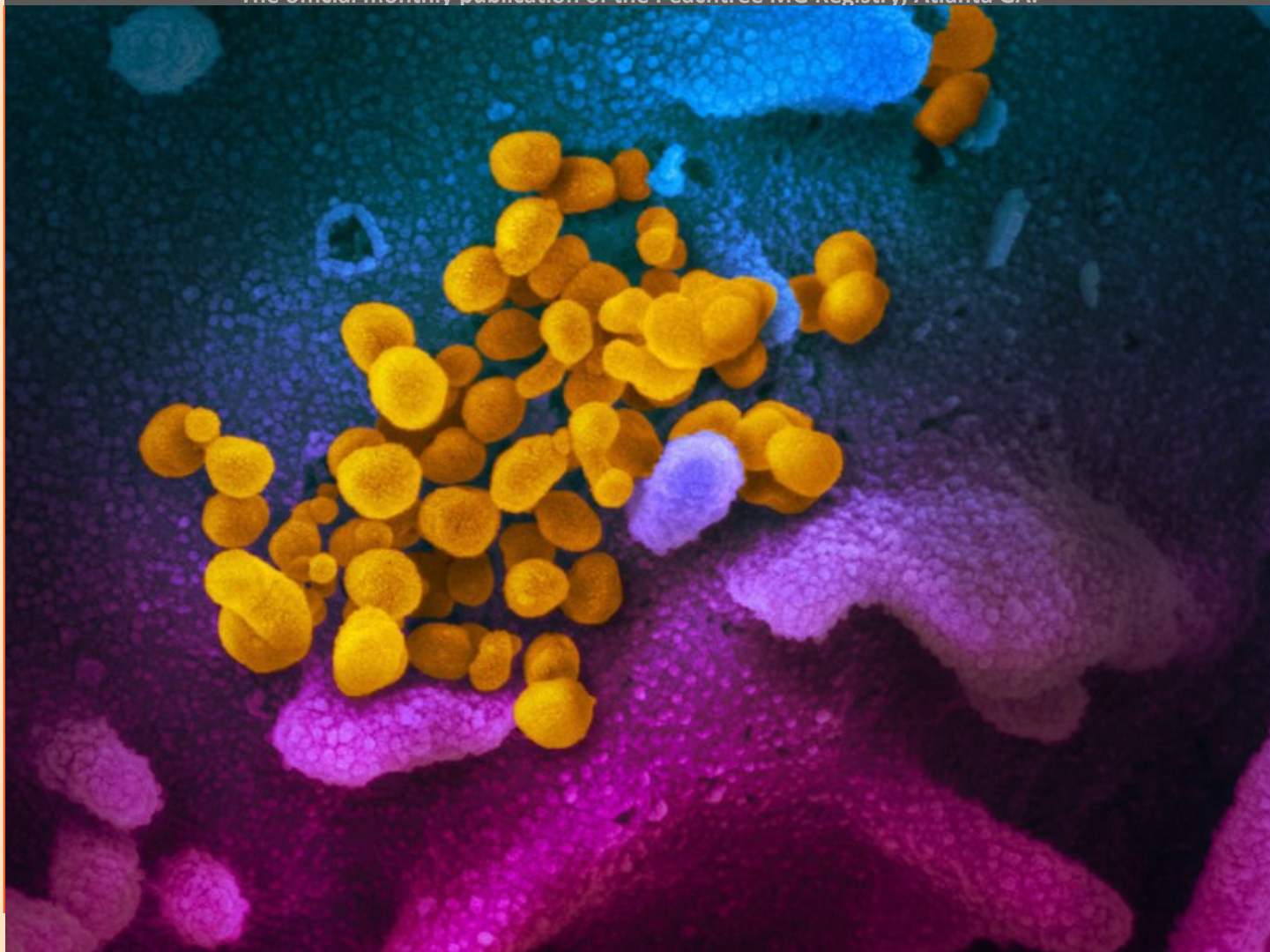




# The Registry

April, 2020

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



COVID-19 coronavirus is seen in yellow, emerging from cells (in blue and pink) cultured in the lab. This image is from a scanning electron microscope. *NIAID-RML*



The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and  
**North American MGB Register**  
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[www.namgb.org](http://www.namgb.org)

Limit Travel

Wash Your Hands

Don't touch your face

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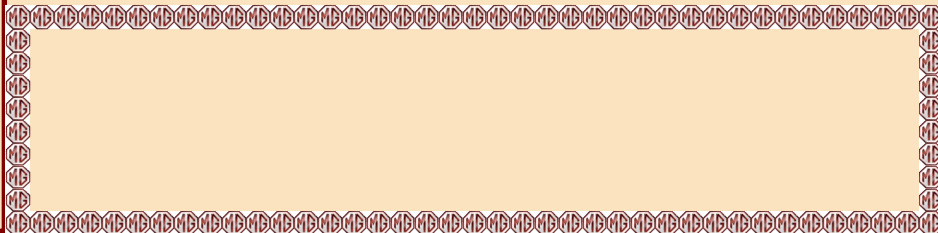
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<b>Donald M Laughran</b>	<b>April, 1</b>
<b>Warren J McCluer</b>	<b>April, 5</b>
<b>Jim Graves</b>	<b>April, 8</b>
<b>William J Guzman</b>	<b>April, 8</b>
<b>Bennet N Aiken</b>	<b>April, 9</b>
<b>Brian M Dubuc</b>	<b>April, 17</b>
<b>Kit L Forshee</b>	<b>April, 19</b>
<b>Gary Whiting</b>	<b>April, 19</b>
<b>George Hussey</b>	<b>April, 25</b>
<b>Jay Levy</b>	<b>April, 26</b>
<b>Alan Pinnick</b>	<b>April, 30</b>



# Upcoming Events

**When**

**What**

**Where**

Please check with the PMGR Calendar to get the latest information about events

Thanks

**[PMGR Online Calendar](#)**



I send my best wishes to all of you! Hopefully you all are well and following the recommended health precautions. Our daily lives have certainly changed, no more taking everyone and everything for granted. COVID-19 has disrupted every facet of our lives, including Peachtree MG Registry meetings and events. As you know several tech sessions and car shows have already been cancelled. We are suspending all PMGR activities until further notice. Please monitor the website calendar and your emails for resumption of our club activities. Maybe you can use this time to perform maintenance on your car or even tackle a new project for your car.

Planning for the Dillard car show continues at this time. I am hoping for a great Dillard 2020! If you haven't made your reservation at the Dillard House yet, I suggest you make it. With many car shows already cancelled there may be a pent-up demand to attend Dillard 2020 this fall. It would be great to have a huge turnout, but the Dillard area has a limited number of hotel rooms. Plan ahead!

I want to encourage all club members and their families to stay safe and healthy in this trying time. If your community has enacted shelter in place, please follow the guidelines. Above all, practice social distancing! Wash your hands frequently and DON'T TOUCH YOUR FACE! (I just had to say that!)

Let's all pray for a quick return to normal and plan for a great turn out at Dillard 2020.

Best of health to all,

Dan

## Dillard 2020 Update

As most of you know, we planned to open registrations for Dillard 2020 on April 1st. However, the PMGR Board has decided that, in view of the Corona Virus Pandemic, it would be best to hold off opening reservations until later. The event is not cancelled! They will revisit the situation in June and make a final decision about the event at that time.

The Board recommends that all who want to attend Dillard this year, go ahead and make your reservations at the Dillard House. You can cancel them later, if appropriate.

This information has been posted on the PMGR website for all to see.

If you have questions, please feel free to contact me at [president@peachtreemg.com](mailto:president@peachtreemg.com)



## **SAVE THE DATE FOR THE 2020 THREE SQUARE MEALS DRIVE**

**JUNE 6, 2020**

**From Tom George**

The 2020 edition of the Three Square Meals Drive will be held on Saturday, June 6<sup>th</sup>, 2020. This may also become known as the PMGR 2020 COVID-19 Survivor Rally. So if everything has calmed down by June, and I think it will, and we all survive, and I'm sure we will, we will enjoy this annual event on a great day for food, friendship and a drive.

We will meet at the same location as last year, the Chick-fil-A at the corner of Hickory Flats Rd and Hwy 140 near Canton. We will drive north to McCaysville to enjoy one of the newer restaurants in the area, Burra Burra on the River.

Named after one of the local copper mines in the area, Burra Burra overlooks the Toccoa River on the Georgia side and offers American style food featuring burgers, sandwiches, soups, salads, seafood and pizza. They also have a great selection of beers on tap and a nice wine list.

After lunch we will have some time to look around McCaysville/Copper Basin before our return drive to the Canton area for dinner, which is yet TBD, but I am talking with a couple of downtown restaurants.

So please mark your calendar to join us for this annual fun event and to help raise funds for this year's charity, Aurora Day Camp. Paul and Barbara Flexner will be on hand to help us with fund-raising fun for the event. More details in next month's newsletter.

So all you hearty survivors--- get out for a great day and a great cause on June 6<sup>th</sup>!

# 2020 Fall Tour

The 2020 Peachtree MG Registry Fall Tour will be **October 23-25, 2020**. Like last year, the dates were selected to provide a greater chance for fall leaf color.

Our destination is the Saluda, NC. This is our first fall tour visit to this quaint, friendly little town.

We reserved 18 rooms (more are available if everyone reserves early) at the Saluda Mountain Lodge. The lodge is in the style of an old motor court and is located just a mile or so from downtown Saluda. All the rooms are currently being renovated, so they should be nice and fresh for the fall tour. The rates are:

- **Deluxe** (has back entrance to fire pit gathering area): \$284.76 total for two nights including taxes
- **King Standard:** \$264.42 total for two nights including taxes
- **Double Standard:** \$244.08 total for two nights including taxes

There is no restaurant on site, so you may want to bring breakfast goodies. There is a room (breezeway) where we can gather for breakfast and for afternoon drinks. There is also a fire pit gathering area if the weather is nice. Bring camping chairs if you can.

We have reserved two restaurants in Saluda for a group dinner each night.

If you would like to join us, please make reservations now and **let me know if you are planning to be on the trip.**

- **Call 828-749-4951**
- **State that you are with The Peachtree MG Car Club**
- **Call to make your reservations – do not reserve through the website.**
- **To get these room rates, you must make your room reservation before August 31, 2020.**
- **If you need to cancel, you must do so by midnight on October 20th**

## The general schedule is as follows:

Friday: Meet in Alpharetta in the morning, then drive to Saluda.

Friday Night: Group Dinner

Saturday: Multiple options:

- Chill out and enjoy Saluda (We will have a guided tour of the train station museum. The tour guide built race cars in his past so it should be a fun discussion.)
- Bar hop in Saluda (some nice little pubs)
- Hit the shops (arts, crafts, WOMEN'S CLOTHING STORES, etc.) in Saluda
- Check out nearby attractions (breweries, Hendersonville, etc.)

Saturday Night: Group Dinner

Sunday: Return home at your leisure.

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](mailto:hartlein@bellsouth.net). **If you do plan to attend, please shoot me an email.**

**Rick Hartlein**

# Tech Talk

With Phil O'Brien & Reinout Vogt  
Technical Co-Directors

Under the current circumstances it is not clear when we will be able to resume our real get-together Tech Sessions. Staying healthy and making sure that we're not making it any worse for the most vulnerable people and for the heroes that do take care of patients is much, much more important than a bunch of guys kicking tires and busting knuckles working together on old MGs. When the situation improves, we'll get back to it. Spring Oil Change and Tune Up will be just Oil Change and Tune Up, and the session that we had in the planning, Lucas Electrics for April 11 can be held anytime when it is safe again to get together.

There are many things that we can do to our cars while we're social-distancing. Henneke's MGA needed the wire wheel splined hubs cleaned and lubricated. There is probably many different ways of doing that and there may not really be a wrong way. But this is what has always worked well for me. But before we begin it is important to realize why it is a good idea to clean and lubricate the splined hubs. If not properly maintained, the wheel can actually become stuck on the hub. Not just a little stuck or hard-to-remove stuck. I mean frozen, rock-solid, never-to-come-loose stuck. If you have ever had that happen, you know what I mean. The grease on the splines can dry up very hard, or rust can develop between the splines, or a combination of these two may occur and it becomes impossible to move the wheel without destroying it. If your wire wheels don't come off easily, you're on the way for this to happen and you should consider cleaning and regreasing the splines.

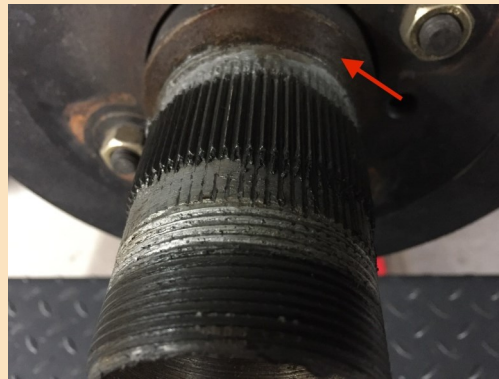
The next are just some photos and captions to illustrate how I got the wire wheels and hubs of Henneke's MGA 'Finale' back in top shape. Finale? Yes, Henneke always liked the MGA Roadster and for a very long time (was it really 35+ years?) I promised to get her one. Last year, Labor Day weekend, I finally did. Unfortunately "Finally" was not available as a personalized license plate and "Finale" was the closest thing we could get.



## Before-Nut

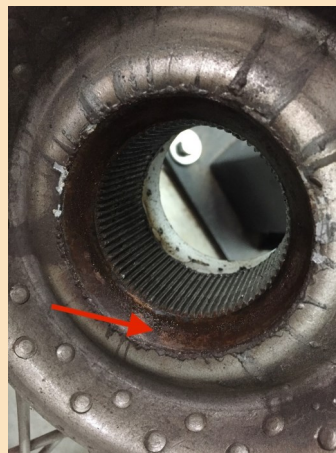
The threads are what holds the wheel and prevents it from coming off the car. The arrow points at the surface that makes the wheel mounts true (exactly

square on the rear axle and rolling exactly straight forward). And you can see dry grease there too.



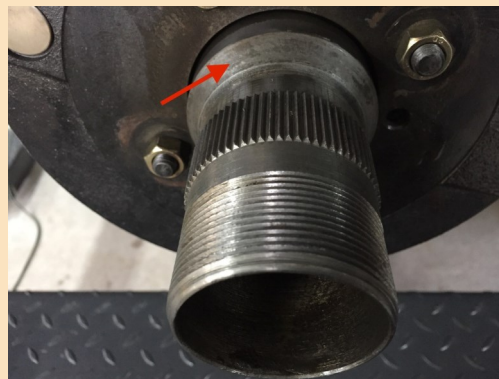
## Before-Hub

Dry grease on the splines and some rust on the area where the arrow points, which is the inside true-mounting surface.



## Before-Wheel

Dry grease inside the hub and a combination of rust and dirt on the true mounting surface, with the arrow.



## Degreased-Hub

I used degreaser to clean all three parts, the wheel nut, the hub, and the wheel. I have a parts washer with a mineral spirit based solvent, but any degreas-

er will work. Use a pan or some heavy-duty cardboard under the hub to catch the dirty solvent and prevent too big a mess. After cleaning with a wire brush and lots of degreaser, the hub looked like this, fairly clean with a little bit of dry grease residue still between the splines and in the threads and a little of corrosion on the true-mounting surface.





### Wire Brush

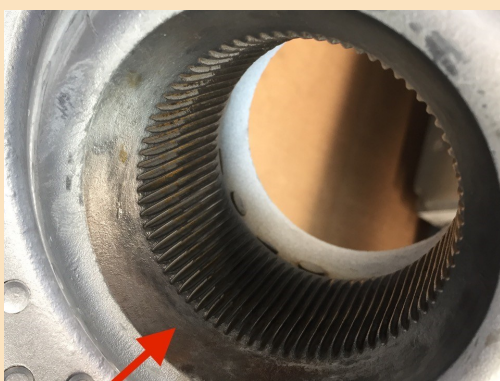
A rotary wire brush will clean up any grease residue and corrosion real nice. This one is air-driven, but in an electric drill it will work just as well (maybe a

little slower). These rotary wire wheels are pretty dangerous as steel wires sometimes fly off. Safety glasses are a must but I like to wear a complete shield to prevent them from hitting my face too.



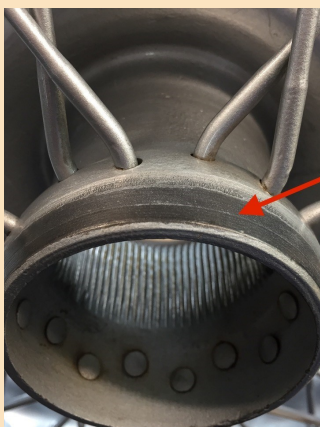
### Clean-Hub

This is how clean the hub should look before you apply any kind of grease or anti-seize. Shiny between the splines, in the threads, and on the true-mounting surface.



### Clean-Wheel-Inside

Here is the wheel, after wire-brushing, clean and shiny between the splines and on the true-mounting surface.



### Clean-Wheel-Outside

The outside mounting surface of Finale's wheels had some overspray gray paint on it, which I also wire-brushed off to get the cleanest and truest mounting.



### Anti-Seize

This product has always served me very well as an anti-seize. It is some fairly thin grease with copper in it, and it gives an almost gold appearance when just applied. It can be used on anything that you want to stay put but being able to be removed, even after years. I've used it on suspensions, exhaust pipes and mufflers and headers.



for a while.

### Ready-Hub

Apply Copaslip to the splines, threads and the mounting surface. To be a little bit generous on the splines and threads is ok, but what ever is too much will spill out after you've driven



### Ready-Wheel

The same procedure for the wheel itself; Copaslip on the splines and the mounting surfaces (inside and outside).



### Ready-Nut

The threads of the wheel nut get some Copaslip too and it is also important to apply a thin layer to the mounting surface (with a small paint brush).

After you've driven a while, you will probably see some of the Copaslip in the inside and outside of your wire wheels. It is very easy to clean off immediately, but if you leave it and it picks up road dirt etc., it becomes much harder.

Good luck if you decide to do this maintenance while your locked-up at home but most importantly, Stay Safe.



**Getting Down  
to the**

**By Steve Schultz**

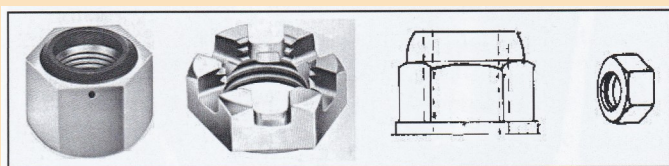
**Part 2 of 3**

# Nuts and Bolts

Last time we looked at bolts. We discussed how to determine the fatigue rating of an SAE bolt and how a grade 8 bolt is a better choice for your MG than a grade 5 bolt. We also looked at the superior characteristics of AN rated bolts. It was also suggested to use stainless steel bolts on body and fender components where strong is important but absolute strength is not essential. But how about nuts and lock washers?

For guidance on this topic, I turned to the auto racers bible written by Carroll Smith. His book entitled Nuts, Bolts, Fasteners and Plumbing Handbook is considered by many to be an excellent source for high performance fasteners. My hope here is to highlight information of interest to all those restoring MGs so that informed choices can be made with regard to nuts and bolts on critical components like the suspension and drive train. Now that we have identified how to read the grading on SAE bolts, how about nuts? What is the equivalent quality nut to go with the grade 8 bolt?

Well, bolt strength is much more important than nut strength. Sounds strange but the strength of a nut and bolt is primarily dependent on the strength of the bolt. This can be maximized by not damaging the bolt on installation, ensuring the grip length and thread length area are in their proper location (see previous article), and making sure to put proper loading on the bolt and the nut. The strength of the nut is of secondary importance according to Mr. Smith.

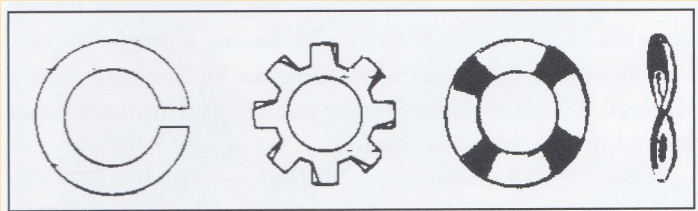


However, there is more one can do to reduce fastener fatigue. There are quite a variety of nuts from which to choose. Two are of particular importance for our purposes.

es. They are plain nuts and locking nuts. Plain nuts when properly installed on a quality bolt and properly tightened will not come loose. When was the last time you heard that a properly torqued nut on a piston rod came loose? Probably never. Properly installed hex nuts will only come loose if there is dirt under the nut on installation, if there is severe vibration, or if there is movement between two pieces of metal held in place by the nut and bolt. But there are many places on an MG where there is movement between two pieces of metal. To improve holding power, the elastic stop nut is a better choice. Although there are several types of locking nuts, the elastic stop nut is particularly significant for our purposes. These nuts have a nylon locking collar on the top portion. The nylon collar is smaller than the bolt diameter. When threaded on the bolt the collar grabs the bolt threads forming a friction hold on the threads. This ensures that a properly tightened nut will stay in place up to 250°F. These nuts will not damage the threads on the bolt and can be used many times. There is a nut variant called a Nylon Pellet nut which has a hole in the side of the nut filled with nylon. The holding power of a Nylon Pellet nut is much less than a Nylon locking nut. There is also a superior version used in the aerospace industry called the Dynaloc free spinning nylon nut. It has the nylon on the bottom of the nut and can be spun on without any resistance. Once the nut is tightened, the nylon squeezes the threads on the bolt and has the same effect as a regular nylon nut. These nuts are very expensive and somewhat difficult to find. There are many other types of nuts. For more information I will refer you to Mr. Smith's book. In summary, use a nylon stop nut whenever possible. How about lock washers? This is an interesting area. I always thought a lock washer was an important component in insuring that the nut and bolt stay in place. Not true! We keep coming back to the fact that a properly tightened nut and bolt will do much more than any lock washer can ever do. This is because a torqued bolt will

stretch slightly and will try to return to its original position. While this is happening, the male threads are firmly secured against the female threads of the nut holding it in place. This is why the correct torque setting will maximize holding power. A randomly tightened nut will not reach this holding power.

*(Steve Schultz is a regular contributor of technical articles to the MG Vintage Racers' Newsletter from which the three articles in this series are reprinted with permission. The illustrations are from Nuts, Bolts, Fasteners and Plumbing Handbook by Carroll Smith)*



So where does the lock washer fit in? Not very significantly. The standard split lock washer is about the least effective. If it makes you feel better to put it on, go ahead but better use a nylon stop nut to hold the bolt in place. Think of how little effort it takes to un-tighten most nuts with a split lock washer. Neither the spring washer nor the wave washer do anything either. The star washer has some holding power on softer metals and plastic but that is about all. The protruding edges can dig in a little and help but use a nylon stop nut to be sure. This might help on the body and fender components.

Then there is the tab washer. On an MGA they are used on the rear lugs to hold the drum brakes in place before wire wheels are installed. Tab washers are not very well rated due to the fatigue that takes place when bending the tabs over the nut. Never use a tab washer a second time!

So all of this completely destroys all of my thoughts about lock washers. How about You?

To sum up so far, here are my preferences:

- Use U.S. manufactured grade 8 bolts on all suspension and safety related applications. If you can find AN bolts, they are even better.
- Use nylon stop nuts whenever possible.
- For maximum strength, torque the nut in place to properly load the bolt threads.
- Use stainless steel machine screws and bolts on body and fender applications.
- A lock washer is basically useless. If you use one never use it a second time.
- Use star washers on softer metals if a lock washer is preferred. Add a nylon lock nut to be sure.

In the next article we will wrap up our review of fasteners. We will take a look at safety wiring, cotter pins, and Loctite along with other securing devices.



# The Membership Corner

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Joe Rushing — Membership Chairman

As of this article being written, 3/27/2020, we have 199 active memberships—only slightly lower than the 203 we had at the start of the year.

Each year., you have until 3/31/2020 to renew your membership. For those of you who may have missed that deadline, you can still renew and not miss out on any of the great events we have planned when we're able to leave our COVID-19 "social isolation." The renewal process is easy to do. Log into our website, [www.peachtreemg.com](http://www.peachtreemg.com). As you login take the renewal option, it will lead you through the process. Currently we have 67 open renewals. After the renewal period is over you will not have access to the members' portion of the web site nor receive any club emails. So if you haven't renewed, but still want to be part of Peachtree MG, please reach out to me at [beachgazer@outlook.com](mailto:beachgazer@outlook.com).

## New Members for 2020:

January:	Brian Crabtree	Lawrenceville, GA
	Dennis & Kathy Somerville	Central, SC
	Brendan & Jeffrey Glover	Cartersville, GA
February:	Warren McCluer	Acworth, GA
	Andrew Rubino	Roswell, GA
March:		
	Joseph Sce	Acworth, GA

## Where's my cancelled renewal check?

The checks aren't lost, we've had problem getting the checks to the bank.

Thanks for your patience, Joe!





## By Barry Rosenberg

It is still raining pretty hard up here in the mountains; as it has been most of the year so far. I sit at home writing my article because the plumbers are here for the fourth time trying to fix one toilet flushing problem. They installed a new toilet several weeks ago and it has not worked right since. Now, they think it is a pipe problem under the house, in the crawl space, so they are cutting out and replacing sections of the pipe. I am not saying they do not know what they are doing, but odd problems can be hard to diagnose.

Take for example my customer who has the MGB GT with the new motor and transmission, now. His differential has howled since the first mechanic rebuilt it. At a Peachtree MG Registry tech session, we took it apart after the owner removed it from the car. The tech session was showing how to replace the spider gear thrust washers and disassemble the entire diff. It was going well until we tried to remove one of the axles that really wanted to stay attached to the diff.

I have a slide hammer, a real big slide hammer, that we attached to the axle and several hard slams later, the axle came flying out of the housing. This could have been a real nut buster to the owner as he was slamming the hammer when the axle freed itself. Once the axle was out, we began removing the ring and pinion and carrier assembly.

As we wanted to show that the spider gear thrust washers can be replaced with the diff still under the car by removing only one axle (and draining the fluid first), those gears were already on the bench. The carrier is held in with four bolts and two bearing caps or retainers. The retainers must be put back on in the orientation they were removed.

A word of caution and warning before we go any further; unless you have some very special tools and micrometers, do not try to rebuild your own rear end. Let a specialist do it. I mark each bearing cap before removing them. I like a sharp chisel and place one small nick in a cap and the housing. The other cap gets two nicks and the housing next to the cap gets two as well. This way, no matter how you clean the parts, the caps are easy to install correctly.

Before you remove the caps, use a dial gauge to measure the backlash. On MGBs, each differential can have a slightly different backlash. Your set has the backlash etched onto the back of the ring gear. Ours measured .010" but the gear called for .005". Ours was off by .005" which does not sound like a lot but in

differential speak, it is huge. Once this measurement is written down, the carrier bolts and caps can be removed. Now, here is one place I differ from the factory; I do not own a case spreader.

A case spreader can actually spread the case a few thousandths so the bearing preload is released on the carrier bearings and the carrier slips right out. I did not need one for this diff as there was insufficient preload to start with. The carrier slipped out with just a gentle lift with a pry bar. It should be tight and take a little grunting to get out. As with everything the first mechanic had done on this car, we assumed he did not know how to build the diff either.

Once the carrier lifts out, the bearing races and adjusting shims will fall into the housing. Do not let this happen. The bearing races need to stay with the bearing they have been running with and should never be mixed up. It can shorten the life of the bearing if you are planning to reuse them. The spacer behind the races are what set the bearing preload and the location of the ring gear from side to side. Once the carrier and bearings are out, I measure the depth of the pinion gear relative to the case (another place I differ from the factory).

If you are replacing the pinion bearings, this is critical. New bearing should be the exact, and I mean the exact, same as the originals but you just never know. Once the new bearing is installed, I temporarily assemble the pinion gear with both inner and outer bearing and torque to the factory spec and check to see that the pinion depth is the same. If it is, that is great. If not, you get to remove the inner pinion bearing and change the thickness of the shim between the bearing and the gear. And this showed up one of our problems.

The previous builder had put the shim on upside down. What difference does that make, you ask. About .012" in raising the gear in the housing. How, you ask. When a shaft and gear or flange is machined from one piece of material, the area where the flange or gear gets bigger in diameter than the shaft has a small fillet or curved junction machined into it. This is for two reasons. One, it is very difficult to cut an exact square junction. The other is strength; a round or curved fillet is much stronger than a perfect square cut. The square cut will become a perfect spot for a fracture to occur.

Since there is this fillet, the washer or spacer has one side with a slight angle cut in the inner hole to allow the spacer to sit flat with the gear or flange. The other side is cut square. He put the square cut side of the spacer against the fillet and this left a .012" gap. I installed the spacer correctly and installed the new bearing. I also used a new crushable spacer between the inner and outer bearings. I mentioned torquing the pinion nut earlier in the article.

This isn't quite correct. There is not a specific torque. The bearings need some preload to keep them running perfectly true and centered and to make sure the rollers will rotate and not slip along the race as the shaft spins. There is a specific amount of preload listed in the book, it is about 12 lb. inch.

There is a special tool to measure this but having done a lot of these over the past 46 years, I have a pretty good feel for it by hand. Tightening the pinion flange nut, collapses the collapsable

spacer you should have installed between the two bearings.

Once you get the correct preload, you will need to remove the nut and flange to install a new seal. I also go ahead and remove the pinion for now. Next, I put the carrier back into the housing with the races, shims and caps. Using a dial gauge, I measure the end play of the carrier assembly. It should be zero as the bearings should be under preload. I measured .0005" end play. Next, I removed the carrier assembly and measured the thickness of the shims. Having some end play meant I needed at least one thicker shim. I went with one about .005" and reinstalled the carrier to test again for end play.

When I finally got zero movement and was happy with the preload, I pulled the carrier out again. This time I measured the two shims, added them together and divided by two. This gave me the thickness of my starting point to set the backlash. Finding the correct shims is getting difficult as a lot of them are no longer available. I had the two I needed. Next, and this is interesting, the factory has stamped the additional thickness you need to add to get the preload they want. Each side of the diff has either the letter A or B stamped. Next is a + or a - sign and finally a number. The unit I was working on called for A+2 and B+3. This meant I needed to add .002" to one side and .003" to the other shim.

I installed the ring gear back onto the carrier and corrected my shim requirements. If I do not have nor can I get the thickness I need, I can make my shims. In this case, I was able to fabricate the shim I needed on one side and I had the correct shim for the other side. After I assembled the complete carrier in the housing, with no oil or grease on the bearings or gears, I measured my backlash. It came in at .0055", just .0005" too much. Close enough! Lastly, I sprayed some flat black paint on just a few teeth of the ring gear and rotated the unit several times. This will show you exactly where the ring and pinion touch. It should be pretty centered in the teeth and mine were very nice. I might say perfect if I were to brag.

Now, I took every thing back apart, recleaned all, used Vaseline to lubricate all the bearings and seal and did a final assembly. Checking the backlash one last time, it showed I still had .0055" and I was happy. I did not dance a jig but would have if my knees did not hurt so bad. The final stuff to do was fit new bearings and seal the axles and install them. I like a nice thick fluid in a street differential so I use a combination of STP—yes, the very slippery stuff—and GL4 140 weight gear oil.

We Installed the chromed rear cover with a new gasket and loaded it in the back of the customer's car. He gets the fun of installing it in the MGB GT. I hope it is quiet now. But, whenever gears are not properly set up and are run for several thousand miles, they can get a bad wear pattern on them and still make a little noise. This is something you can never predict. You can only set it up correctly and pray—or hope if you aren't religious. But building differentials can make one become religious very quickly.

Writing about this does not confer how much work and time goes into rebuilding differentials. I did not mention the effort to clean the housing, all the different times I measured,; took

apart; reassembled and measured again and again. Don't build a differential, buy a used one. Preferably one under a Miata as you sell the MGB and buy a Miata. Let me admit, not every differential I build comes out perfect.

I am trying to find some new gears for a Spitfire, one I already built three times, I think. It had worn the original gears enough that I just cannot get the noise out no matter how I adjust the gears. I charge only for the first rebuild and the rest are on me for the labor. Now, we have agreed to find a good set of new gears that the owner will buy; I will install. You have to watch out for what new gears you use as some are made so poorly, they would be worse than the originals that whine.

If you have any questions about differentials, please find someone else to ask. And when you start getting conflicting answers, give me a call and I will see if I can confuse you some more.

Time to quit typing for now. The plumbers are just starting to reassemble my pipes so maybe I can go pee soon. I could go outside and pee with Bolt but it is daylight. My poor Bolt had another seizure last night. They last about 20 to 30 minutes and apparently have no lasting effects but it breaks my heart and scares the daylights out of us when he has them. Today, he is back to normal and very bored because we have not been out to play frisbee.

See y'all somewhere soon, I hope.

Barry Rosenberg

British Car Service

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# My Story

Whodunit?

The Murder of Archibald Grim

by Kathy and Jack Orkin

Mr. Archibald Grim, a wealthy but coldhearted miser, was found dead in his mansion. It turns out the investigation showed that he had been murdered. It also turns out that there was no love lost between his many relatives, business associates and neighbors, all of whom became suspects in his murder.

Eleven intrepid PMGR members and friends met for a Murder Mystery Dinner at the Sugar Hill Café and Bakery. Each person played the role of the various suspects with some even dressing as their character. We used our de-

ductive skills, questioning our fellow suspects to determine the murderer, all while enjoying a 4-course meal. After several rounds of intense interrogation, each of the players named who they thought was the murderer. Either we were not very good with our deductive reasoning or the suspects were just very good at evading the truth, but no one guessed the real killer. The killer turned out to be Miller Mazzo, an ex-employee and current creature designer for Hollywood movies, aka Kathy Orkin. Who would have thought?!

We all had a great time with the game and meeting new and re-meeting old members. Check the calendar and plan on participating in a future PMGR event!







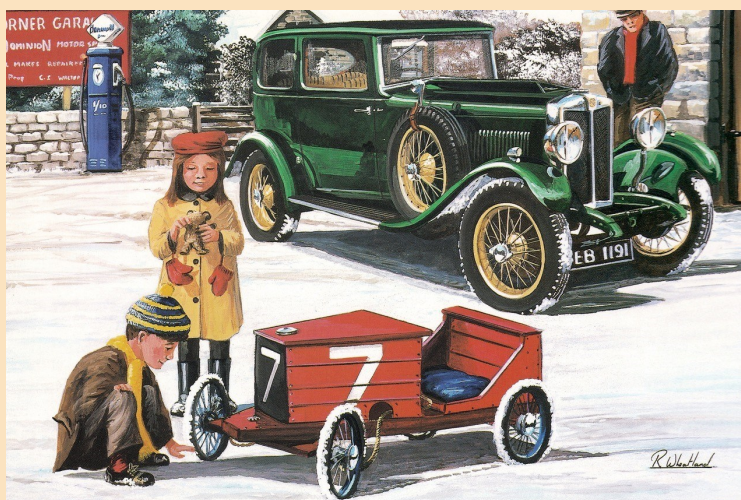
## POSTCARDS FROM KAREL

By Reinout Vogt

This post card is from John o' Groats, the far northwestern tip of the mainland of The United Kingdom, and sort-of the opposite from Land's End. The car in the foreground is one of the large saloons that were the beginning of MG. It looks much like a 14/40 or 18/80 from the late 20's.



For a long time already we have been publishing Post Cards from Karel, my friend in the Netherlands who collects old post cards, from places around the world, that happen to have an MG in them. I have a shoe box full of Greeting Cards, some for an occasion such as the Holidays, some with a commercial back ground, and some just because they have wonderful art on them. The shoe box full of cards has been sitting on a shelf in our office for years and moved with us from Chicago to Decatur. Recently we decided to use them as, well.... , greeting cards. For whenever we need to send a card to an MG friend. But before we do, I thought I put them in the newsletter, along with Karel's post card. This month works out really well. Karel has a card with a 14/40 or 18/80 and I found an old Holiday Card with the same MG model. Although it is Spring and a card with snow seems out of place, it makes for a nice first time to publish two cards together in a new series. Hope you enjoy.



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