



The Registry

July , 2020

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



Dillard Registration is Now Open

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Logan Walters	July, 12
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Brian L Crabtree	July, 21
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Thanks to Kathy and Tom George for another great

3 Squares

Upcoming Events

When

What

Where

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

Thanks

[PMGR Online Calendar](#)



3 Square Meals and Aurora Day Camp: Fundraising Update

It was a beautiful day for a drive and a fabulous day to be with friends. Led by Tom and Kathy George, the annual 3 Square Meals and a Drive took us on beautiful back roads all the way to McCaysville and back to Canton. In addition to the driving and comradery, the drive raised funds for the PMGR 2020 Charity, the Aurora Day Camp for children with cancer and their siblings. Although the camp is not able to hold actual camp this summer, the staff has created a Virtual experience for all of the children who look forward to being with friends and to getting out of their homes.

The drivers and many members of the PMGR and a few friends, raised over \$1,000 to support the children's experiences which are provided to them by the camp at no charge. As part of the encouragement for people to make contributions, two prizes were awarded. The winner for the most donations made in their honor was Aviva Hoffman. The winner for the most cash raised in their honor were Abe and Susan Cheij. Congratulations to our winners.

Look for more opportunities in the coming months to support this wonderful camp experience for our community's children.

Paul Flexner

Web Scoop

By

Steve Ratcliff and Joe Rushing

Welcome to a new column for the newsletter. Our goal is to keep you informed on what is happening on our PMGR Website. We have had several questions from time to time as to how things work. We will endeavor to provide as much information as possible. Please let us know if there is anything you want to know about our website or how it works. Send any questions and/or requests to webmaster@peachtreemg.com. This month we will publishing web access statistics and a sample of our more than 20 'For Sale' items.

Web Stats 2020

Month	Total Web Visits	Logged-in Visits
January, 2020	3,953	278
February, 2020	5,737	278
March, 2020	6,961	204
April, 2020	3,949	164
May, 2020	3,256	178
June, 2020	3,515	480
Totals	27,371	1,582

For Sale

For Sale - 1952 MG-TD - \$19,500 OBO
1250 cc, 4-cylinder, 4 speed manual transmission
- Left hand drive
- 15" wheels
- Red with black interior
- Kept in our garage
- Includes workshop manual

Runs well - All services have been performed by Neil's Restoration since at least 2010. Have service documentation.

Asking \$19,500
Judy Scheve
770-953-3444



Tech Talk

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

The Future of our Tech Sessions

As you may recall, the Spring Oil Change and Tune Up, which was scheduled for March 21, was the first Peachtree MG Registry event that we cancelled for the Corona virus pandemic. We had several more sessions planned, of course they didn't happen either, including a session on the electrical system on April 11 for which my friend and specialist Gene Cooper would fly in from Minneapolis, MN and we were going to celebrate Cecil Kimber's birthday (April 12) with a birthday cake and a beer at the Tucker Brewing Company.

While the pandemic continues, and in the light of the latest guidelines, it may be necessary to think a little bit about how, or when, or even if at all, we can resume the Tech Sessions.

Other club activities are a little bit easier to follow guidelines and make as safe as possible. After all, when you're driving with a group you're hopefully at safe distance from the cars in front and behind you. At stops, as long as the weather is good and you can be outside, it is probably possible to maintain physical distance, wear masks, wash hands, and not touch your face. And going to lunch or dinner with the group can be skipped. Or if some do, others can opt out. A picnic in a park with enough tables to be at safe and recommended distance is another option. Club meetings are more challenging but if the room/restaurant is large enough and tables are spread out enough some of you may be ok with it.



But
a

Tech Session is very different, specially when we intend to work on our cars together. How can you be together under the hood of a MG while maintaining physical distance? You'd be too close, even for face masks. How can we wrap

insulating tape around the muffler under a MG, I mean all together? How can we look at my friend Gene, pointing at the brown wires of the two-fuse-box under the hood of an early B? I am afraid that as long as the Corona virus is threatening our health and well being, any technical activities as on this photo are not a good idea.

Are there alternatives?

John Twist of University Motors Ltd. in Grand Rapids, MI has on line Telemechanic sessions every other Tuesday using Zoom as the medium and announced on his Facebook page. They are very informative. John has used the sessions to talk about a particular MG related topic and to answer mail and phone-in questions. But such a session is different from learning from a specialist in person, standing shoulder to shoulder in a shop, like we did in February at Barry Rosenberg's British Car Services. And I am not sure that there is a need to try something similar on a local level.

Unfortunately, I am not very optimistic about resuming Tech Sessions as we've known them any time soon. So, how we will continue remains to be seen. Are there other technical services that we can provide to the PMGR members? Maybe so, we can publish more technical articles, for you to read, in the newsletter, or on our website. We can share MG related tech topics from YouTube so they're easier to find, (John Twist has his YouTube channel that people seem to be very enthusiastic about) or we could re-post relevant technical topics from Facebook and other social media on our own club's Facebook page. We would love to hear your thoughts, ideas, and suggestions.

You can call me at 847.342.9804 or email me at reinoutvogt@gmail.com if you have any thoughts on this topic. In the mean time, enjoy driving or working on your MG. Cecil Kimber would never have thought that the slo-gan Safety Fast would get so much meaning in 2020.



The Membership Corner

Joe Rushing — Membership Chairman

As of now our regular club meetings have been suspended and some of our events have been modified due to Covid-19. You will be notified when the regular meetings will be resumed.

We have 152 active memberships as of now, with six new members joining since June—with several from out of state which likely indicates positive interest in the 2020 Dillard event.

Listed below are the new Members for the year.

Name	City	State	Date Joined
Glover, Brendan	Cartersville	GA	1/12/2020
Somerville, Dennis	Central	SC	1/20/2020
McCluer, Warren	Acworth	GA	2/9/2020
Rubino, Andrew	Roswell	GA	2/23/2020
Sce, Joseph	Acworth	GA	3/8/2020
Carlberg, Donald	Aiken	SC	4/8/2020
Smith, Bob	Watkinsville	GA	4/13/2020
Stovall, Moose	Clifton	TX	4/23/2020
Springfield, Richard	Marietta	GA	4/25/2020
Birchfield, Steve	Statesboro	GA	5/14/2020
Moon, William	Suwanee	GA	5/27/2020
Jackson, Kent	Lawrenceville	GA	6/1/2020
Beeson, Danny	Sandy Springs	GA	6/5/2020
Fant, Tom	Pinckney	MI	6/14/2020
Massey, David	Plantation	FL	6/14/2020
Poffenbarger, Greg	Lakeside	TX	6/14/2020
Guidice, Robert	Marietta	GA	6/15/2020

2020 THREE SQUARE MEALS AND A DRIVE RECAP

GREAT DAY FOR A GREAT DRIVE FOR A GREAT CAUSE BY TOM GEORGE

We had great day on June 6th for the Three Square Meals and a Drive event supporting Aurora Day Camp, this year's PMGR charity. I believe we have raised over \$1,000 so far to support the activities for the camp, which assists children with cancer and their families.

Starting in Hickory Flats we drove through East Ellijay to McCaysville and lunch at Burra Burra on the River and were seated on the patio overlooking the Toccoa River. After lunch and a tour around town we stopped in Ellijay for sights and shopping before ending in Canton for dinner at Local on North.

A very enjoyable day and one that we hope to repeat again next year! Please enjoy some views of our activities.



Goodwood Revival cancelled for 2020



Serving as a reminder, if one was needed, of the unprecedented time we are seeing, the organisers of the Goodwood Revival and Festival of Speed events have announced that the event will not take place in 2020. The Goodwood Revival began in 1998 and has been a key part of the historic motorsport calendar ever since, attracting many thousands of visitors every September to revel in a celebration of historic cars, motorsport and vintage fashion.

In a statement, the GRRC said,

“Sadly, we have had to take the decision not to hold the Festival of Speed and Revival this year. All ticket holders have the option to rollover their tickets or request a refund.

As we rely so heavily on our headline events, their absence places not only future events but even the long-term future of the estate under considerable strain. With this in mind, we are today reinvigorating the Goodwood Supporters’ Association (GSA) in the hope that the Goodwood community will stand beside us as we weather this storm together. As well as the options to rollover tickets to 2021 or request a refund, any ticket-holder can also choose to exchange a proportion of their 2020 ticket value in return for additional GSA benefits.

For those without tickets that would like to join the GSA and show their support, there are a range of GSA levels with various benefits at each level in recognition of your support. We appreciate this is a difficult time for everyone, and one which is surrounded by uncertainty.

We hope that this range of options across all of our customer groups will allow people to make an informed choice to suit their personal circumstances, and will help preserve the spirit of Goodwood, and our unique interpretation of the sport we all enjoy.”

There is talk from various media outlets of an alternative ‘virtual’ event to be announced in October, as soon as we receive more news on this we will share it with you.

For information on tickets visit: <https://www.goodwood.com/coronavirus-faqs/>



By Barry Rosenberg

Tech Article: July 2020

I have not been as busy at the shop lately as I should have. Had several ailments that has slowed me down. Damn getting older. When younger, stuff like poison ivy never bothered me. Now, it sends me to the doctors for prescription-strength medicine. A bad back used to get better in a few days; now it takes weeks.

A few years ago, I had a kidney flair-up that was the worst pain I ever felt send me to the hospital. This month, I had that pain again, so back to the doctor. No, not as soon as I felt the pain, but a week or so later. Doctor had some scans done, and yep, my stones are still there, but kidneys look fine otherwise. This was lower back pain.

Working on cars is my cause for the pain. This I know, and I remember the episode that started it all. I was cleaning 1/2 of a VW engine case in a vat I used to have. It had an air bubbler that agitated the fluid and cleaned really well. When I bent over the drum to lift the very light-weight part, I fell to my knees in severe pain.

Patty was at the Kroger in Marietta and I had our small son, Brian, with me at the shop. He was only about 3 at the time. I had him bring me my brake stool, and I crawled on it and paddled my way to the phone. This was when phones were all attached to the wall with a cable. We also used phone books back then, so I looked up the Kroger and called.

Patty was in the check-out line when she was paged over the store loudspeaker. She had to leave the groceries in the cart and take me to the hospital. I left there with instructions to lay flat on my back for 7 days—not even getting up for the bathroom. We left and went to a Chiropractor physician, and I was able

to walk out and go to work the next day.

The back acts up every now and then for the smallest things, picking up a potato, sneezing, and working on old British cars--three things I can't quit doing. Well, I could stop picking up potatoes.

Since my last article, I have had two bouts with my friend poison ivy (one did send me to a video meeting with my doctor) and a back pain so bad I took time off from working on everything. Now, I am fine and ready to work once again. The Herald has been making some slow progress.

Abe had the inside of the bonnet re-painted along with the brace and small bits that hold it all together. There is a good body and paint shop in Jasper. He picked up the bonnet, painted it and delivered it back to the barn. And he charged less than what he quoted! It looks good and will look even better when we replace it on the car—which should be soon.

The engine and all running gear work great; so far, brakes and clutch work, and we are doing a suspension alignment this week. I aligned the front suspension by making thick shims and swapping things around multiple times. Unlike a lot of old British cars, Triumphs have simple shims that set the camber and caster.

If you are not sure what these terms are, let's discuss them for just a few minutes. Camber is the amount of lean your tires have—either with the top leaning toward the engine or away from the engine. Leaning in is called negative camber and helps in handling. Too much and you wear out tires fairly quickly. Leaning away from the engine is positive camber and helps with stability going down the road.

Too much of either is bad so it needs to be set very accurately. MGs and Healeys are harder to adjust than Triumphs and require special parts to make a change. It also costs more to adjust them than Triumphs, so be prepared to spend some if you need to adjust.

Back to the terms, caster is the angle of an imaginary line through the center of top and bottom pivot points. If it leans forward at the top of the imaginary line, that is positive caster. If it leans backward, that is negative caster. Negative caster helps improve handling where positive caster helps keep the car going

straight; especially in high speed runs a positive caster does increase steering effort.

There is a balance one needs to aim for, and it is a moving target based on what you want most. Ease of steering effort and better handling: negative camber and caster. More straight-line stability and a little more steering feel: positive caster and near zero camber. In years long ago, roads were designed with a high center and the alignment was set for those conditions. Today, roads are flatter, and the adjustments can be made to satisfy you, the driver.

The third main alignment is the toe of the tires. Toe is the difference between the distance between the center line of the tires half-way up the tire. If the tires are closer to each other at the front than the rear, that is toe-in. If the tires are closer at the rear than the front, that is toe-out. Toe improves straight line stability and handling in normal driving.

Increased toe-in will reduce oversteer and help steady high-speed stability. Toe-out will reduce understeer and make the car turn into a curve easier. Auto-crossing a car will benefit from a little toe-out as the car will turn into the tight corners a little better than the same car with toe-in. Look closely at a NASCAR car's front suspension, and you will see toe-out on one side with toe-in on the other and different caster and camber angles on each side.

Their cars are designed for left-hand turns only on most tracks, and this weird alignment will make the car go around the turns with little driver input. This is not good for the street-driven cars. We have to set our alignment for many different road types and driving conditions. We compromise on the setting somewhere where the car tracks straight, turns easily and does not wear out tires.

If you plan on doing a lot of fast driving, you can get away with little changes in your alignment. On the Herald, we will be shooting for a caster angle of 3 to 4 degrees negative. This is actually close to a stock GT6. Camber will be set differently on each front wheel: 3/4 degree on the right front and 1/2 degree on the left front. This maximizes the setting when there is a driver in the car. The camber will change as the weight is increased on the suspension, and the car should always have a driver in it. At least when it is going down the road. When doing the final settings,

we may do it with Abe in the driver's seat. This would make the setting as close as possible for his weight and not be absolutely perfect for any other driver. This is how we used to do the TR4A race car.

There is a whole lot more to front suspension geometry, but this gives you an idea of how complex something so simple can become. As I said, it is at least fairly easy to adjust the Triumph's front suspension. The front suspension has two A-arms, upper and lower. Not Stags or TR2000s as they have struts, so we will not discuss them. These arms are attached to the chassis with bushings and brackets.

The brackets on the lower arms are bolted to the chassis where the upper are fixed and not easily adjusted. All one need do is loosen the bolts holding the brackets to the frame, pry it away from the chassis and insert thin spacers. Tighten the bolts, roll the car around to settle the suspension and recheck your alignment.

I like to set the camber first. I try to use the same number of shims on both the front and rear brackets to get the camber I want. On the Herald, I made some thicker shims and mixed them with the thinner ones, and after several attempts, I got 3/4 right and 1/2 left. Then I checked the caster. To set it, all you need to do is move shims from the rear to the front to decrease positive caster or move them from the front to the rear bracket to increase negative caster. I have 3 to 4 degrees negative caster in each wheel.

Oddly enough, moving the shims from front to rear, or the other way around, does not affect camber. Last, I set the toe-in. I like about 1/16" toe-in per tire. Why not 0 toe? Simple, as you drive down the road, the forces on the tires tend to push the front of the tires out due to deflection in the bushings. As this happens, the toe becomes close to zero. If we were talking about the drive wheels, either front wheel drive or rear wheels, I would set the toe-out at 1/16" per tire.

The forces acting on the tires trying to push or pull (in FWD) the car down the road have a tendency to push the tires in at the front of the tire, getting the toe close to zero. Having steel or bronze bushing (not recommended for anything other than race cars) does not allow any deflection, and the alignment can be set to the exact specs the engineers call for. But we

are going to drive on the street and want the best compromise in handling and tire life we can get.

I hope to get the rear toe set this week. There is not much we can do to adjust the rear camber, and rear caster makes no difference on these cars. Our rear camber is negative as we put slightly longer, late-model Spitfire axles under the car as well as a late Spitfire rear spring. This was factory-designed to increase the negative camber and decrease the rear tire tuck-in when hard cornering. I will check the rear camber once the toe is set correctly.

One thing I forgot about and never really thought about: would the tires and wheels fit under the fenders if we increase the rear track (the width of the rear end from tire center to tire center across the back of the car)? It never crossed my mind they may not fit. And they didn't! We jacked up the rear end and put it on non-Harbor Freight jack stands for safety. Then I laid on my back under the wheel well with a small air powered saws-all (Harbor Freight brand) and cut 1/2" off the inner lip, leaving a line of factory spot welds holding the inner and outer fender pieces together.

Next, we used an Eastwood fender roller and a heat gun to roll the inner lip up. The heat gun was used on the paint to stop it from chipping or cracking, and it worked. After a long and hard time rolling the lip, we had the clearance we need. And, as more weight is added to the car, such as a driver, the negative camber to the rear wheels will increase slightly increasing our clearances even more. We hope for no tire rub! Hope.

Well, it seems I had more to write than I thought I would, so I will end here. By my next article, I hope we will be driving the car. Can't wait. A GT6-powered Herald ought to be quick and fun. Time will tell. So, be safe, and see y'all somewhere soon.

Barry Rosenberg

British Car Service

770-689-7573

My Story

MG Books by Rheinout Vogt

Those of you who are reading *The Sacred Octagon*, the magazine of the New England MGT Register may have seen the three-installment series *Owner "MG" Paper, MG History Books*. It covers several MG books that describe the various technical details of certain models as well as the history of the entire model line-up, beginning in the 1920's and up to today, including MG's that have never been available in the United States of America since formal import stopped with the end of the MGB production in 1980. Most of the books described in the article are on one of these shelves in our house.

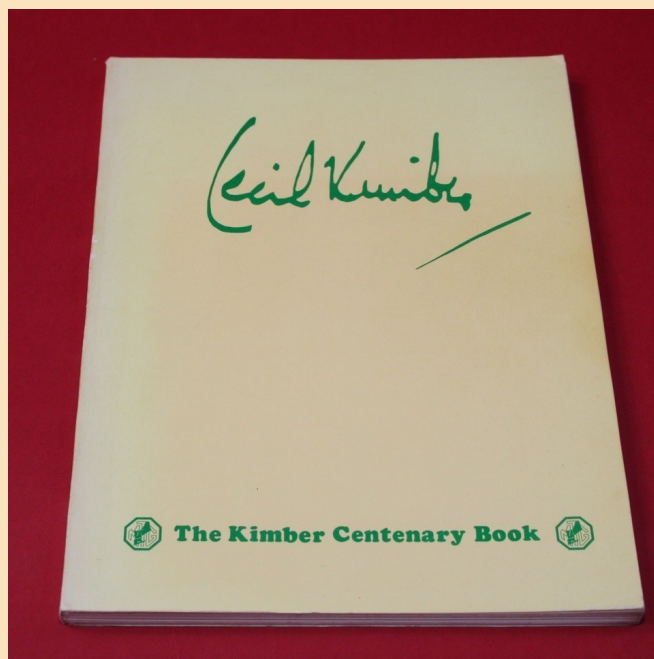


However, I have two books, not covered in the article, which I consider most important on the history of the marque and the lives and visions of the two men who made MG into the car we all like so much.

The first one of these two is, of course, Cecil Kimber, who started Morris Garages in the ear-

ly 20's, made it into M.G. (Yes with periods at that time) in 1923, and was the General Manag-

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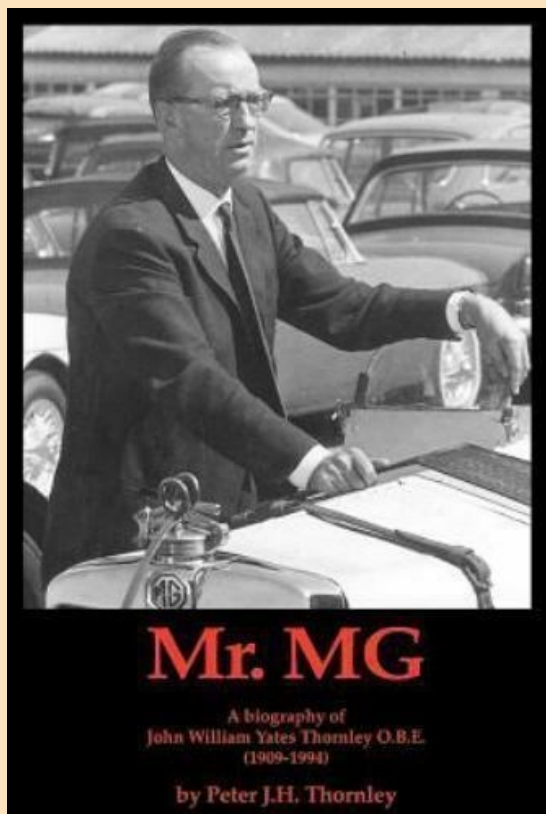
gining of WWII.

The most complete book about him is *Cecil Kimber, The Kimber Centenary Book*, published by The New England MG T Register and edited by Richard Knudson. (ISBN 0-938253-01-8) As the title suggests, it was published on April 12, 1998, Cecil Kimber's 100th birthday. I think that it is currently out-of-print but an updated issue is in the works and it comes up on eBay and similar sites frequently. The chapter by Jean Kimber Cook (daughter) is the longest and tells the story and back ground of Cecil's life. Augmented by chapters of people who knew him well or worked with him, the book presents a very complete insight of the person, his vision for the company, and his style in running it. Almost all of the second half of the book is dedi-

cated to a number of papers Cecil Kimber presented to professional organizations in England, covering design, motor racing, and the market for sports cars. It is here, in these presentations and illustrations that the true genius of Cecil Kimber is shown. When WWII broke out, Cecil Kimber turned the factory in Abingdon around to start the production of parts for airplanes and tanks. He did so without following proper procedures in the Morris organizations and was asked to resign. Unfortunately, Cecil Kimber was killed in a tragic train accident on February 4, 1945 at the age of 56 years and was never able to enjoy the post-war success of his brain-child MG.

The second is John Thornley, the man who took over after WWII and made MG in to an export machine generating the much needed cash (US Dollars) for the recovery. The book Mr. MG was written by his son, expat, and former Peachtree MG Registry member Peter Thornley. (ISBN 978-0954312107, currently available from many sources)

The
book
de-



scribes the life of John Thornley, going back to the days in the 1930s when he joined Cecil Kimber's company and started the factory-backed MG Car Club. The most impressive sections are how he was able to navigate the corporate intricacies of the Morris organization in all its variations, while maintaining focus on developing cars that would sell well in the all-important export markets of which the US was the most important. The book also goes into great detail of John Thornley's personal relationship with European importers and the US dealer organization. When factory closure was announced, John Thornley had already retired from the company, but the book also covers his engagement to try to keep the factory open, with presentations and letters to the government and the American dealers.

Both books offer great reading for the 2020 Summer-at-Home and will give you a much broader insight into the two men whom we have to thank for the two-letter initials in our club's name.

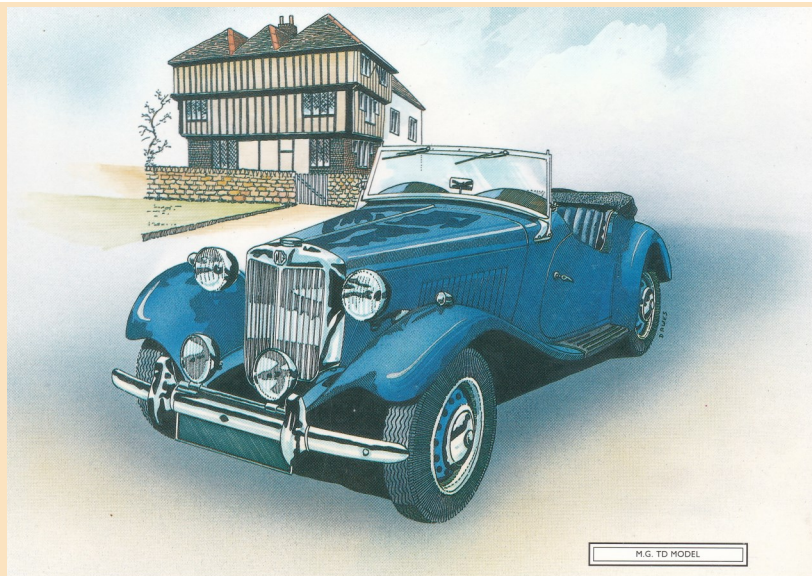


POSTCARDS FROM KAREL

By Reinout Vogt

This postcard is from Paris, France with a MG TD parked in front of The Moulin Rouge, probably the most famous night-club in town. One of the editors of the Dutch newsletters, also publishing Karel's cards, noted the name Sonja Henie on the sign right above the front of the MG TD and further mentioned that she was a Norwegian figure skater in the 1928, '32, and '36 Winter Olympics as well as a Norwegian tennis champion. Later she became a Hollywood movie star and probably was performing at the club when the photo was taken.

I looked up the other names on the billboards. Dancing Robinson was American tap-dancer and Broadway star Bill 'Bojangles' Robinson also performing at the club. And just above the Peugeot is a sign for La Maitresse de Fer, The Iron Mistress, a 1952 American movie with Alan Ladd and Virginia Mayo about Jim Bowie, a Texas revolutionary who died at the Alamo. Therefore it is likely that the photo for the post card was taken in 1952 or 1953



Ric Cline

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