



The Registry

October, 2020

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



Best of Show
Bill Richey
1933 MG L1 Magna



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2-Oct Reinout F Vogt

4-Oct Michael G Auzenne

5-Oct Mike Cook

7-Oct Joe Rushing

7-Oct Steve Highsmith

7-Oct Steve Ratcliffe

9-Oct David Massey

10-Oct Oliver D Walker

14-Oct Susan Boykin

15-Oct Alan White

19-Oct Robert M Guidice

19-Oct Patrick M Barton

20-Oct Robert Tucker

24-Oct Daniel G Bosso

26-Oct Larry Stephens

27-Oct Michael Glass

29-Oct James Walton

29-Oct Charlie J Moshell

Best of Show

Bill Richey

1933 MG L1 Magna

Upcoming Events

When

What

Where

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

Thanks

[PMGR Online Calendar](#)



Aviva Hoffman
VP and Events Coordinator

We Did It!

Another Southeast British Car Festival in Dillard, Georgia is in the history books. I am so proud of our Peachtree MG Registry, its members, and especially the volunteers who made this year's show possible. The 2020 festival incorporated a few differences from year's past, but good times and Southern Hospitality were the same – if not more so.

From the moment our guests checked in at the registration table to the time they departed – they were sure to encounter something to make their car-loving hearts rejoice. From the organized drives, meals, firepit and raffle prizes, to the scavenger hunt, hospitality suite, tech sessions and actual car show, this was a great time to visit with old friends and make some new ones too. Additionally, the show field did not disappoint – with 161 cars displayed in all their glory – with car owners driving from far-away places. The Dillard House also went to great lengths to accommodate everyone during the ongoing pandemic. They certainly helped us make an event to remember.

My oldest son, Nigel, entered his 1973 MGB in the show. This was his first time at Dillard and his favorite car show so far. He recounts enjoying all the car-related conversations he had with fellow British car enthusiasts as well as seeing several other cars from the same model and year – but with their own customized details. Nigel was also lucky to receive the “Glenn treatment” from Glenn Lenhard and his “Rolling Tech Session.” Without even asking, Glenn pointed out several things that Nigel was actually curious about but had never asked anyone. The more formal tech sessions by Glenn and Jerry Richards, former British Olympian, got rave reviews.

A big thank you to all the folks that took ownership of the special events! The movie at the Tiger Drive-In was well-attended and started off with a short film documenting a “spirited” (wink) drive through the early hours of Paris in the 1970s. The subsequent movie was enjoyed by many. The people that participated in the Trifecta Tour and the Tail of the Dragon had a great time zipping through the curves and eating lunch at the beautiful Tapoco Tavern on the river. Those who opted for the drive to Franklin had an opportunity to get their shopping and antiquing done and also had a great lunch at Root and Barrel. Not having been on the wine-tasting tour, I have to rely on first-hand accounts praising this event also. Just like in previous years, the hospitality suite was manned by experts offering a cornucopia of delectables. Thanks also to the many sponsors of our raffle. It was a huge hit and a success for the club's chosen charity, the “Aurora Day Camp.”

Despite all the difficult circumstances preparing for this show, we all had a great time organizing and executing it. We are grateful to everyone who shared in the fun with us by attending and participating. I can confidently say, “We did it!”



Southeast British Car Festival Winners by Class:

Class A - MG Prewar

1st - Bill Richey 1933 MG L1 Magna
2nd - Peter Davis 1934 MG PA Midget
3rd - James Hester 1930 MG M-type

Class C - MG T-Series Other

1st - Alan White 1949 MG TC
2nd - Scott McAllister 1955 MG TF 1500
3rd - Randy Yaussy 1949 MG TC

Class E - British Modified

1st - Zachary Merrill 1966 MGB-GT (Modified)
2nd - Ralph Ratta 1980 MGB V8 (Modified)
3rd - Russell Pierce 1964 Triumph Spitfire
(Modified)
4th tie - Barry Glass 1968 MGB-GT V8 (Modified)
4th tie - Seth Reynolds 1967 MGB-GT V6 (Modified)

Class G - Triumph TR4 & 250

1st - Terry Sopher 1968 Triumph TR250
2nd - Kenneth Jackson 1968 Triumph TR250
3rd tie - Andi Rountree 1968 Triumph TR250
3rd tie - Robert Coker 1963 Triumph TR4

Class I - Triumph Spitfire

1st - John Lloyd 1976 Triumph Spitfire
2nd tie - Steven Middleton 1977 Triumph Spitfire
2nd tie - Tom Hodges 1973 Triumph Spitfire
3rd - Jim Doran 1980 Triumph Spitfire

Class K - Triumph Combined

1st - Frank Polack 1972 Triumph Toledo
2nd - Ernest Bennett 1980 Triumph TR7 (Spider)

Class B - MG TD

1st - Ronald Platt 1951 MG TD
2nd - Robin Young 1951 MG TD
3rd - Robert Tone 1952 MG TD

Class D - MG Midget

1st - Ryan Looft 1958 MG Midget ZB
2nd - Wray Lemke 1958 MG Midget ZB
3rd - Ed Polonus 1957 MG Midget ZB

Class F - Triumph TR3

1st - Scott McCombe 1961 Triumph TR3A
2nd - Jerry Wise 1959 Triumph TR3A
3rd - David Appleby 1961 Triumph TR3A

Class H - Triumph TR6

1st - Dennis Somerville 1970 Triumph TR6
2nd tie - Jim Wilson 1970 Triumph TR6
2nd tie - Ron Harr 1976 Triumph TR6
3rd tie - Ashford Little 1970 Triumph TR6
3rd tie - Ronnie Babbitt 1974 Triumph TR6

Class J - Triumph Herald

1st - Abe Cheij 1964 Triumph Herald Conv.
2nd - William Stoessel 1965 Triumph Herald Conv.
3rd - Joe Earnest 1964 Triumph Herald Saloon

Class L - Jaguar Open

1st - Martin Gawlas 1971 Jaguar E-Type OTS
2nd - David Kirkman 1969 Jaguar E-Type OTS
3rd - Claude Watts 2004 Jaguar XK8

Class M - Jaguar Closed

1st - Richard Schloemer 1986 Jaguar VanDen Plas
 2nd - Fran Lewis 2003 Jaguar X-Type
 3rd tie - Penny Scarpucci 1986 Jaguar XJ6
 3rd tie - Gary Honnert 2 004 Jaguar S Type

Class O - MGA 60-61

1st - Carole Looft 1960 MGA
 2nd - Oliver Hoffmann 1960 MGA 1600
 3rd - Jim Brown 1961 MGA Deluxe

Class Q - MGA Coupe

1st - Jim Cheatham 1957 MGA Coupe
 2nd - Terry Looft 1960 MGA Coupe
 3rd - Tim Gaffney 1959 MGA Coupe 1500

Class S - Britannia Open

1st - Dennis Rausch 1964 Austin Healey 3000 BJ8
 2nd - John Burton 1954 Austin Healey 100
 3rd - Larran Walls 1967 Austin Healey 3000 MK III

Class U - MGC

1st - Dana Rindge 1968 MGC
 2nd - David Gribler 1969 MGC-GT
 3rd - Jim Alonso 1969 MGC

Class W - MGB 74 1/2 - 80

1st - Bruce Whiteside 1979 MGB LE
 2nd tie - Steve Ratcliffe 1980 MGB
 2nd tie - Tim Gaffney 1974.5 MGB-GT
 3rd - Otman Renken 1978 MGB
 4th - Thomas Wunk 1978 MGB
 5th tie - Tom Nadelhoffer 1979 MGB
 5th tie - David Drum 1980 MGB

Class Z - British Motorcycles

1st - Jack Wells 1938 Brough Superior SS100
 2nd - Jack Wells 1934 BSA 600 Sloper
 3rd - Jack Wells 1938 Brough Superior 11-50

Class N - MGA 56-59

1st - Chip Perry 1959 MGA Twin Cam
 2nd - Davin Planeaux 1958 MGA
 3rd - Moose Stovall 1958 MGA

Class P - MGA 1600 MK II

1st - David Gribler 1962 MGA 1600 MKII
 2nd - Jay Franklin 1962 MGA 1600 MKII
 3rd - Gary Whiting 1962 MGA 1600 MKII

Class R - Sprite/Midget

1st - Wayne Telman 1961 AH Bugeye Sprite
 2nd - Edward Long 1967 MG Midget
 3rd - Jack Orkin 1974 MG Midget

Class T - Britannia Closed

1st - Mike Eckhart 1964 Morris Minor Traveller (Modified)
 2nd - Ted Stewart 1967 Sunbeam Imp
 3rd - Michael Crews 1969 Morris Minor Traveller

Class V - MGB GT

1st - John Colwell 1966 MGB-GT
 2nd - Abe Cheij 1971 MGB-GT
 3rd - Gerald Medford 1973 MGB-GT

Class X - MGB 70-74

1st - Danny Osborne 1973 MGB
 2nd - John Brockman 1973 MGB
 3rd - Jim Zavorski 1973 MGB

Class Y - MGB 62-69

1st - Marty Shane 1964 MGB
 2nd - Carl McKinney 1967 MGB
 3rd - Aviva Hoffmann 1963 MGB

Best of Show**Bill Richey****1933 MG L1 Magna**



The Membership Corner

Joe Rushing — Membership Chairman

As of this article being written, 9/30/2020, we have 170 active memberships.

New Members for 2020:

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
Geracie, Joe	Suwanee	GA	6/22/2020
Hynes, Danielle	Warner Robins	GA	7/14/2020
Murray, Francis	Greensboro	GA	7/31/2020
Heckendorn, Frank	Aiken	SC	8/1/2020
Prior, Richard	Decatur	GA	8/7/2020
Curtis, Brad	St Simons Island	GA	8/9/2020
Farley, David	Princeton	WV	8/12/2020
Newton, Jim	Marietta	GA	9/3/2020
Auzenne, Michael	ATLANTA	GA	9/9/2020
Weinberg, Dan	Roswell	GA	9/9/2020
Petree, Oscar	Ocala	FL	9/14/2020
Schloemer, Richard	Cartersville	GA	9/20/2020
Walker, Oliver	Gainesville	GA	9/24/2020
Watts, Claude	Covington	GA	9/27/2020

If you have any questions or difficulties with membership functions email me at membership@peachtreemg.com.

My Story

Father Of The Midget From Reinout Vogt

The Midget has been the longest running model name of the MG Car Company. In 37 of the 57 years (from the start in 1923 to the closing of the Abingdon factory in 1980), one could drive a brand-new Midget off the showroom floor. Launched in 1928, the first M-Type Midget rolled out of the factory, still in Oxford, in 1929 and was followed by C, D, J1, J2, J3, J4, PA, PB, Q, and R Midgets, all with overhead-cam 4-cylinder engines. These were succeeded in 1936 by the TA Midget, the first of the T-Series.



Production of the TB was stopped at the outbreak of WWII. Production restarted in 1945 with the TC, followed by TD and the TF which was replaced by the MGA in 1955. The name returned in the line-up in 1961, with the Midget Mk. I, followed by the Mk. II, Mk. III and, 1500 of

which the last one was produced in the Abingdon factory in late 1979, shortly after the announcement to close MG for good in 1980. In the 39 Midget years, a grand total of 287,786 units* of 20 different Midget models were built.

For some reason, I always thought that it was the founder of MG, Cecil Kimber's vision to make an 'affordable' sports car for 'regular' people, and the M-Type Midget was his first attempt to build such a car and shape a new market segment. That idea lasted until I read the article - Engineer, tuning wizard, communicator and thoroughly nice man - A personal appreciation of Reg Jackson (1906-1976) - by Mike Allison in the 2018 Yearbook of The the MG Car Club Triple-M Register. Reg Jackson joined MG in 1928, specifically to work, directly under Cecil Cousin, on Cecil

Kimber's newest project to develop a 6-cylinder car, later known as the 18/80 (previous MG's used 4-cylinder engines). Mike Allison, honorary chairman of the MGCC Triple-M Register, author of The Magic of MG, and a living MG encyclopedia, worked directly under Reg Jackson in the 1960's. During their daily morning meetings, Mike recorded, in longhand, the stories Reg shared with him. Mike published these stories, written in the first person, as Reg told them, in Safety Fast (the MGCC UK monthly magazine) and the yearbook mentioned above. I re-read the yearbook article several times as it provides a fascinating first hand account of the history of the Triple-M models. Eye-opening was the story about the Midget. Out the window went the idea of Cecil Kimber's grand vision when I learned that Reg Jackson should be considered the father of the M-Type Midget and said: "It was "sassy", smart and above all, cheap. The sort of price which with a bit of saving, I could have afforded".

This excerpt is reprinted with permission of the author, Mike Allison, and the Triple-M Register of the MGCC. The two comments in *Italic*, between brackets, are the authors.

Reg Jackson (1906-1976)

1960's Photo from ex-BMC files

"One day I had to go to Cowley and spotted the Minor. Cous and I were always talking about the Austin Seven racing achievements, and I was soon taken on a flight of fancy about a small MG, and Cous and I talked it over. He took the idea to Kimber, who pooh- poohed it, but also chatted to HN** about our ideas, and he took it to Kimber, who said he might get a chassis up for development work... but we had to concentrate on getting the Six ready for the Motor Show... I think it was in late '28. (*Actually, it was August*). We cobbled together a body with a pointed tail, Harry Herring made the framework, and we stretched Rexine over it as a covering...The Six was to be fabric

covered, and so were some of the old 14HP jobs, so this was a natural thing for us to do. I made up a smaller version of the 18/80, as the Six had become known, radiator shell in German silver, and polished it and fitted it over the Morris radiator. It looked OK, but a bit amateur-ish, so Kimber got Carbodies to make a couple of proper bodies up in a few days, which looked a lot better. When Kimber tried it, he was pleased. (*Cecil Cousins had told me a very similar story*)

"The prototype caused a tremendous impression at the Motor Show, and Kimber told me that he had taken 250 orders for the Midget, which caused him heartache as he was trying to sell the idea of a luxury sports car to Billy Morris and the press! Anyway, the Midget went into production and more and more effort went into that car, as we were selling five or seven of those to every 18/80. I can't say that I was ever enthusiastic about the 18/80 which was really old-fashioned, but the Midget was a different story: it was "sassy", smart and above all, cheap. The sort of price which with a bit of saving, I could have afforded.

"The Midget had proved a success, and early in 1929 Cous, Frankie Tayler and I were to take three cars to Brooklands and run them in a High-Speed Trial organised by the MCC, with "named" drivers, of course, we three as riding mechanics. This was largely CK's idea, inspired by Harold Parker of the Shell Company, to show the cars could stand up to one hour at maximum speed. I think we all three did sixty miles in the hour, which made good advertising copy at a time when neither the Morris Minor nor the Austin Seven could do much over forty in standard tune.

"HN got me to have a look at the engine of one of the original press cars, and when I checked the valve timing, I found there was no overlap at TDC, which I knew wasn't much cop, and I asked Wolseley Motors to send me an unground camshaft over. HN did some calculations, and I worked on grinding the blank on the workshop lathe, and had it hardened at Birmingham, to a different profile which gave us a little overlap, and the car went much better! We could get it up to around 73mph, but it was running weak, so I said we then needed a bit of polish and port alignment carried out. I did all this myself, and the result was a Midget which would just nudge eighty, and we knew we were on to something good. This car was called "Shinio" by the lads because of all the elbow grease I had used on the internals. I had balanced the bottom end up, equalised the combustion cham-

bers, lined up the manifolds and so forth, and fitted a larger carburettor, and it really did scurry along then. The camshaft was put into production, production examples being ground on a proper machine, but I think that was a bit later, as they had to be slipped in between batches of Minor cams.

"We were by then moving the Factory to Abingdon, and the Essex "market gardeners" got onto Kimber for a team of Midgets to run in the Double-Twelve Race at Brooklands. We prepared half a dozen cars for that, and won the Team Prize, while CK's "baby" the Tigress, blew up. After that it was Midgets all the way, and the 18/80 died off.

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* Sources: MG by McComb and Wikipedia

** HN refers to H.N. Charles, the early MG Senior Designer and a good friend of Cecil Kimber.

2020 Fall Tour Participants:

Here is an update on the 2020 MG Fall Tour with new information regarding the route and lunch on Friday. If you are receiving this message, it means that I have you (or you and your partner) down as a participant in the 2020 Fall Mountain Tour. The updated participant list is provided at the end of this email. If there are errors or omissions, please let me know.

Destination: Saluda, NC at the Saluda Mountain Lodge

Route: We will start at the Alpharetta Panera Bread. From there we will head straight up highway 400 until it ends. Then east on highway 115 to Cleveland where we will have our first P-Stop at the Ingles Grocery Store. I suspect that the folks in the Ellijay area and others will want to meet up with us there. I will let you know the time in a subsequent email. From there we will head to Clarksville and Toccoa via highways 115 and 123. Then up highways 11 and 183 to Walhalla and on to High Falls County Park where we will have a Brown Bag lunch under a pavilion that I have reserved. Then up highways 183 and 11, then onto Mountain Page Road and up into Saluda.

Lunch: High Falls County Park on Lake Keowee. **You must bring your own lunch.** I have rented a pavilion where we can spread out as desired and consume whatever we individually bring with us. Note that the Park does not have food and does not allow alcohol consumption on the premises.

A note regarding covid-19 safety: All of us (or at least most of us) work to avoid contracting covid-19 to one degree or another. So, I wanted to let you know that our activities are designed to accommodate, as much as practical, social distancing practices/options that match your comfort level. Here is the general plan for the trip with notes regarding social distancing (more details will follow in subsequent emails):

1. **The start:** We begin the trip with a departure from the Panera Bread Restaurant in Alpharetta at 9 am sharp on October 23. We typically meet there around 8 am and have breakfast as a group inside Panera, but you may want to have breakfast in advance and simply meet up in the parking lot. Or you may want to grab something from Panera and eat outside. Do what is comfortable for you.

2. **Arrival in Saluda:** We should arrive at the Saluda Lodge around 4-5 pm. Note that the lodge has a strict room cleaning protocol, which includes no occupants in the room 24 hours before a new guest checks in.

3. **Gatherings:** Each evening we typically gather before dinner with our own drinks (adult or otherwise) and snacks. At the Saluda Lodge, we can gather around a fire pit (bring your own chairs if you can) and/or a breezeway with a TV and an electric fireplace. If the weather is good, the fire pit allows for notable social distancing. The breezeway could be a little crowded. You may or may not want to participate in the gatherings. Again, that is totally up to you.

4. **Breakfast:** There is no restaurant on site, **so you probably want to bring breakfast goodies.** I will set up a big coffee pot in the breezeway. You can consume your breakfast goodies there or around the fire pit or in your room.

5. **Dinners:** We have reserved a restaurant for both Friday and Saturday nights. The restaurants separate tables per CDC guidelines. For groups, they generally seat 8 or so to a table. One of the restaurants has an outdoor patio. Or some may want to have your own table. Others may want to come into town to grab a pizza and take it back to your room or elsewhere. I will find out more about

your preferences in early October.

6. Saturday: Multiple options:

- a) Chill out and enjoy Saluda
- b) I hope to have a guided tour of the train station museum as a possible option.
- c) Bar hop in Saluda (some nice little pubs)
- d) Hit the shops (arts, crafts, including a couple of women's clothing stores) in Saluda
- e) Check out nearby attractions (breweries, Hendersonville, etc.)
- f) Try out one of the country's largest zip lines, which is located near the lodge. I want to give that a try before Tom and I do our usual bar hopping.

7. Sunday: Return home at your leisure.

As of now, we have 20 "cars" signed up for the event. The last names for the folks that are on the Inn registration list or who have told me they are coming are listed below.

If you will not be joining us or if you know of others who plan to participate, please let me know.

- 1 Adams
- 2 Carlisle
- 3 Cram
- 4 Crissey
- 5 Dryden
- 6 Flexner
- 7 George
- 8 Gil ?
- 9 Goldmeyer
- 10 Hoffmann
- 11 Hartlein
- 12 McKinney
- 13 Orkin
- 14 Rosenberg
- 15 Rushing
- 16 Scarpucci
- 17 Starzinger
- 18 Summer
- 19 Unger
- 20 Vogt

Stay tuned for more details. We look forward to seeing everyone soon.

Rick and Marjorie Hartlein



POSTCARDS FROM KAREL

By Reinout Vogt

This cute little card looks very crafty, maybe hand made by an artist and sold at a MG Swapmeet or arts-fair. It measures just 4x5 inches and consists of six layers of the same aquarel painting of what looks like an MG P-Type in front of an English cottage. Each layer adds a part of the painting with some depth as there is a tiny height between the layers. In the scan you can see them as the black lines. The landscape and the high part of the house is layer 1. On top of that the lower part of the cottage with the chimney. The 3rd layer is the MG with the windshield frame (without the glass so that you see the 2nd layer through the window) and the wire wheels (no tires). The next layer is the rear tire. On top of that, the two fenders. And the 6th and top layer is just the front tire. Real clever, and very nicely done, 3D appearance. There is no name of the artist, craftsman, or publisher, totally blank.



Ric Cline

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