



# The Registry

November, 2020

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



The Peachtree MG Registry is affiliated with these organizations

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<b>James G White</b>	<b>Nov. 1</b>
<b>Walter Cheatham</b>	<b>Nov. 3</b>
<b>John E Tansy</b>	<b>Nov. 5</b>
<b>Deb Nadelhoffer</b>	<b>Nov. 11</b>
<b>Donald R Carlberg</b>	<b>Nov. 13</b>
<b>Michael T Walsh</b>	<b>Nov. 13</b>
<b>Carol Franklin</b>	<b>Nov. 16</b>
<b>Erich Starzinger</b>	<b>Nov. 20</b>
<b>Melvin R Harper</b>	<b>Nov. 21</b>
<b>Glenn A Lenhard</b>	<b>Nov. 21</b>
<b>Rebecca Melton</b>	<b>Nov. 21</b>
<b>Gilbert c DuPre</b>	<b>Nov. 23</b>
<b>Abraham P Cheij</b>	<b>Nov. 23</b>
<b>Wayne G Melton</b>	<b>Nov. 26</b>
<b>Sonny Marshall</b>	<b>Nov. 30</b>

**2020 Penny Award Reipients**

**Lyn and Joe Rushing**

# 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

and one of the most active of the club's movers and shakers, so the award became the Penny Cup, with Michael Penny as the first recipient. Since that time, many notable Club members have their name on the Penny Cup trophy. Traditionally, the Cup recipient selects the next person to receive the honor and presents it at a year-end club event. Last year, Jack Orkin presented the Cup to Rick and Marjorie Hartlein for their work in planning and leading the



## And the Penny Cup goes to...

By Rick Hartlein and Aviva Hoffmann



club's annual Fall Tour events. During this year's Fall Tour, Rick presented the Cup to Joe and Lyn Rushing. Joe has served as president of the Peachtree MG Registry, served on the club board, actively participated in the planning & support of the Dillard Southeastern MG Car Show, started and helped maintain the Peachtree MG Registry Face Book Page, and has maintained the club membership roster. And, of course, Joe could not have done any of that without the support of his lovely wife, Lyn. Next year, it will be Joe's turn to select a deserving member of the Peachtree MG Registry Penny Cup.

The club's 2020 Fall Tour was a wonderful way to coast into the fall season! The leaves might not have been fully in their fall glory, but there was plenty of vibrant, orange, yellow, red, and brown hues to see in Saluda, North Carolina. Organized by Rick and Marjorie Hartlein, the weekend event provided a diverse mix of driving, good eats and safe socializing. The weather graced us with (mostly) lots of sun and cotton clouds on Friday and Saturday. Rick thought of everything and made sure to include everyone too. Also included in this year's fall tour was the long tradition of handing off the Peachtree MG Registry's coveted Penny Cup!

In 1989, the Peachtree MG Registry was a very young and small club with around 30 members. As the club grew, it became increasingly involved in a variety of activities including the hosting of the 1990 American MGB National Convention. With all the hard work involved in making the Club successful, it was suggested at a 1990 planning meeting that an award should be presented *"annually to the most outstanding members of the Peachtree MG Registry."* At the time, Michael Penny was the club president





# The Membership Corner

## Joe Rushing — Membership Chairman

As of this article being written, 10/30/2020, we have 172 active memberships.

### New Members for 2020:

Name	City	State	Date
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](mailto:membership@peachtreemg.com).



## By Barry Rosenberg

I am starting to dislike this time of year, the holiday season. We have Halloween, Thanksgiving, Christmas, and Hanukkah. It is always a very busy time of the year. Last year's move added a lot of stress and work to the season. And this year will probably be worse.

I sold my barn and plan to move to a smaller shop at my home. To reduce the quantity of what I have to move, I am selling as much stuff as I can. I sold and shipped over 100 lbs. of NOS Lucas parts and some factory tools. I sold my old wood stove and I sold all of my new parts inventory (I will miss this). I still have boxes and tubs of used parts and lots of tools yet to go. If anyone reading this works on Triumph TR2 thru 6 differentials, I have the factory tool to set pinion depth that needs to go to somebody who will use it more than I.

I have a rare, but not often needed, valve gapper that uses a dial indicator to set valves within .0005"! But who really needs them that close? Never on a street car. Anyone want or need 3 GT6 parts cars? One has a powder-coated frame under it, never bolted back together. And they come with a tub or two of extra parts, new left and right inner sills, outer rocker panels and a new rear valence panel. Or how about two 4.0 liter Rover engines, GM factory bell-housing that bolts a World Class 5-speed to the Rover engines, an Edelbrock 4-barrel intake manifold and a special brand new cam ground on a new blank, not a regrind.

Why am I doing this? I am getting older and do not want to surprise my wife by dropping dead one day and leave her with all my crap to dispose. She will have no idea what it is or what to do with it. How many of you reading this right now are in a similar situation? I bet most of you.

The average age of enthusiasts for old British cars is increasing at a much faster pace than the number of young people getting into old British cars. I bet the attendance at the Peachtree MG Registry show in Dillard this year had an average age past 60 years old. Why aren't the young people excited about our old cars? This is a complicated question and one we need to get an answer for if we want to keep the value up in our cars.

How many people do you think still want MGAs, TR3s and Healeys? The number is decreasing. As those numbers decrease, the value of the cars will decrease as will the availability of good parts. Why bother producing good quality parts for a shrinking number of customers?

I have spoken with numerous people who don't even drive, well into their early 20s. They have Uber and many other services that shuffle them from place to place and figure why run the risk of being a driver, have a car payment along with the insurance, upkeep and fuel that goes along with the car and have to park or store the damn thing.

Lots of young people still live at home or are moving to intown communities where parking and storage can be a problem. Who wants a nice old convertible that has to sit outside, probably under some sap dripping trees with birds possessing guided missile dropping? Those living in rural areas, who usually have a garage, will work the LBC into a corner; bury it under boxes of un-needed household crap or old discarded Christmas crap and not move it for years because they have no place for the stuff stacked on top.

Most space in their garage is used for the real family cars. And why drive an old LBC when you can now have your car drive you where you want to go with very little input from you. And they can do it with the ultimate in comfort and safety. Ever look closely at your old LBC? Look under it at the frame.

Some have very little metal between your rib cage and the front bumper of a car "T- boning" you. Triumph Spitfires, GT6s, Lotuses all have a frame running down the center of the car. There are only a few thin metal parts--inner and outer sills and a rocker panel--protecting you from the bumper of the opposing car. New cars have air bags on all sides of the occupants now and you don't even see any sign of them until POW, you get hit.



Wipers, ventilation, heat, brakes, ride quality, etc. are all better in new cars. And performance, yes performance. The cheapest, newer car out there can out accelerate, brake, and turn better than the best restored old LBC. I once restored a bright orange MG Midget for a couple. I warned them I was restoring a 1962 Midget and not a current Honda or Toyota and not to expect it to act like the new cars. The wife was the original owner of the car and her husband had only moved it from one house to another. She wanted it restored.

He picked it up on the dark stormy night of December 24th with plans to drive it to a Lake Hartwell cabin situated on a gravel road. This was about an 80-mile drive, in the dark, in the rain, and it was the first time he ever drove the car or any LBC for that matter. He called the next day after making the trip with no problems other than the wipers could not keep up with the amount of rain falling, nor could the side curtains keep out all the water.

He said he was terrified the entire trip. Cars and trucks

would pass him on the interstate at twice his speed and throw up rooster tails that would overwhelm his wipers. Or the vehicles would come at him with bright lights and blind him as the car sat so low their headlights were aimed right at his windshield height. His last comment to me was "if I had ever driven this car before restoring it, I would not have spent a dime on it". I did remind him I said I restored a 1962 Midget and not a late model car.

There is a happy ending to his story. He built a separate garage at the cabin to park the Midget in and his grand kids loved riding around the lake in it; going to get pancakes or ice cream. He eventually began to like the car and reached terms with it. It agreed not to leak water in if he agreed not to drive it in the rain.

Now, I don't want you to get the impression I no longer like old British cars. Nothing could be farther from the truth. [Well, me wanting Biden to win is way farther from the truth.] I still like them. I do not own one anymore and I do regret that some. Bending and contorting my body to get in or out is not missed as bad knees and back do not appreciate the charm of an old MG or Triumph.



*MG cars from the Peachtree MG Registry of Atlanta line up in front of the Saluda Historic Depot & Museum on Saturday, October 24<sup>th</sup>. Members enjoyed a tour of the museum and also the shops and restaurants in downtown.*

## MG INVASION IN SALUDA

BY THOMAS GEORGE - PEACHTREE MG REGISTREE

Although the situations surrounding COVID-19 have curtailed many activities for certain groups throughout the South, the members of the Peachtree MG Registry of Atlanta have a unique solution for getting together while social distancing. Two-seat British sports cars provide the perfect opportunity to see the sights, continue relationships with friends and be more than six feet apart from your neighbor.

Since 1984 The Peachtree MG Registry has been dedicated to the enjoyment and preservation of all British automobiles regardless of age -- old or new.

Home to more than 140 British car enthusiasts in the Greater Atlanta Metro region and beyond, membership is open to anyone who has an interest in British cars. Their largest population is metro Atlanta, but also has members across Georgia and surrounding states plus members in other states from Connecticut to Texas.

Annually for nearly 20 years the members of The Registry get together in the fall to enjoy camaraderie, sight-seeing and of course touring in their cars to different destinations throughout the region. This year the group stayed at the Saluda Mountain Lodge for the weekend of October 23<sup>rd</sup> - 24<sup>th</sup> and enjoyed dinner in town at The Purple Onion and Azalea Bistro.

Registry members were also treated to an informative presentation about the history of Saluda as a railroad town and the facts about the Saluda Grade. Judy Ward and David O'Brian hosted the discussion which was enthusiastically received by the participants.

After the museum tour the Registry members visited Dad's Collectibles at their new location at 53 Gary Hill Drive, suite 10 in East Flat Rock, NC. Owner Mark Ray opened his doors to the group who enjoyed shopping for model cars during their visit and were entertained with plenty of great car stories and local knowledge.

To learn more about the Peachtree MG Registry visit their website at: [www.peachtreemg.com](http://www.peachtreemg.com) or on Facebook at Peachtree MG Registry Group.

Peachtree MG Registry is affiliated with the North American MGB Registry, North American MGA Registry, and The MG Car Club Ltd, UK.



# My Story

## Don Hayter, the last chief engineer of the MG Car Company, dies at the age of 94

*Humanitarian on Four Wheels: He made a life's work of bringing people mobility and enjoyment*

By [Mark J. McCourt](#) from December 2006 issue of [Hemmings Sports and Exotics](#)

*Hayter at the 2006 MG International convention. Photo by Mark McCourt.*



*Hayter discusses the relocation of the MGA's dash-mounted rear-view mirror to a sliding location on the MGB's windshield bar.*

*Photo by Mark McCourt.*

*[Editor's Note: MGB designer Don Hayter died on Friday, October 9, at the age of 94. Mark McCourt spoke with him extensively for a profile piece in the December 2006 issue of Hemmings Sports and Exotic Car, reproduced below.]*

It's often been said that there was a magic that surrounded M.G., from the generations of legacy families that assembled cars together on the line at the Abingdon works to the spirit of competition that came from the slew of record-setting racers and the friendly charm of the sports cars themselves. The people who were integral in the history of M.G. also contributed to this magic, and one of the principal designers of the best-selling British sports car of all time, the MGB, is a living example of the egalitarianism that made the company and its cars great. When his father, a retired local policeman, was hired by the M.G. works to drive completed TFs to the docks for export shipment, 28-year-old Donald Hayter was working as a draftsman for Aston Martin Lagonda in Feltham. He had apprenticed and worked in the drawing offices at the Pressed Steel Company at Cowley through the 1940s, and during that time, he created engineering drawings from a scale model of what would become the ZA Magnette, drawing the doors, taillamps and interior panels. Don had taken a draftsman position with Aston Martin in 1954, but when that company relocated from Feltham to Newport Pagnell two years later, he left and was hired as a body draftsman at Abingdon for M.G.

"When I came to M.G., the MGA was in production and the Le Mans cars had been done, but the Twin Cam had not been built," he recalls. "We had two Twin Cam prototypes in the shop. I was given the jobs of checking out the installation as far as the chassis and body clearances were concerned, and designing the exhaust access panels."

He was also charged with making the MGA coupe's design production-ready, and styling that model's final run at Le Mans; "I was taken by [M.G. Chief Engineer] Syd Enever to Morris Bodies in Coventry—he said we were going to do a coupe, and in fact, a coupe had been produced as a roughly styled model up there. He asked, 'Can you productionize this?' I was traveling miles over the Cotswolds from Abingdon to Coventry, back and forth, leaving at 7:00 every morning, driving back at 6:00 or 7:00 every night, and the MGA coupe came along. Following the introduction of the coupe, this enabled M.G. to think about going to Le Mans in the two-liter GT class. Syd said they wanted it streamlined off, so he gave me the job to draw up a lower, streamlined roof that used the same windscreen. That was the last and fastest Le Mans MGA, as driven by Ted Lund."



*Don Hayter (left) congratulates Alec Hounslow (right) on his retirement in early 1974. Hounslow was the foreman of M.G.'s development department, and the one-time riding mechanic to legendary racer Tazio Nuvolari. The car is the prototype of the right-hand drive MGB/GT V-8.*

Although Don worked on contemporary BMC record breakers, he also dealt with other cars on the production lines at Abing-

don. "The [Austin-Healey] Sprite was an interesting one... the road testing that we were doing proved that it was fine for two people, but that as soon as you added a full tank of fuel and a bit of luggage, the body just bent across the back. That was the first time an M.G. production line went backwards," he laughs. "All the bits we'd put on went off again, and reinforcements were welded in. Anybody who has an early Sprite has a very strong motorcar because of those extra welds."

The MGA's replacement was already proposed in 1958, and Don again traveled between Abingdon and Morris Bodies in Coventry as he worked on a full-sized wooden mock-up of EX 205/1, a fastback coupe proposal based on the MGA chassis. Syd Enever and M.G.'s managing director, John Thornley, felt this wasn't the route to take. "The answer was to go monocoque construction. Syd gave me free rein to draw a new package, so I drew up a package in quarter scale with varying styles." Don's EX 214/1, a roadster that carried many of the cues that would appear on the production MGB, had been inspired by Enever's thoughts on aerodynamics as well as by the shape of EX 181, M.G.'s 'Roaring Raindrop' record breaker. "John Thornley saw it, the director saw it--they said go for it," he recalls. "We went for a full-sized model in wood, then a steel model, then that was approved." Don's drawings that were translated into the initial MGB prototype featured a different rear suspension than what made production, as chief chassis draftsman Roy Brocklehurst was forced to make a drastic change early in the game. "We wanted to improve from old-fashioned cart springs to something with better travel and ride, so he designed a trailing-arm coil-spring suspension. We built the prototype with the right body that rode nice and soft, but its Panhard rod steered the rear end. You could drive the car normally and not know this, but if you started doing a bit of handling, the transition was noticeable. Syd said no, so we went back to cart springs."



Another issue arose while the MGB was in prototype form. "Because of my experience with body panels, I was looking after light alloy body stuff as well," Don continues. "We started out on the MGB with a light alloy bonnet, boot lid and doors. But as soon as we got [the second and third] prototypes, people were bending the doors by slamming them--16-gauge aluminum isn't very strong. We had to take the doors and boot lids back off because people were denting them, but we carried on with the bonnet for a while. The early MGB has an alloy bonnet, and people were bending them, too. The reason that you can't bend the [production] bonnet is because inside the front of the bonnet, above the lock platform where you can't see it, is a nice-shaped piece of wood where you push...every alloy MGB bonnet had a piece of curved wood inside where you pushed it so that you wouldn't bend it," he laughs.

Although its parent company never expected the MGB to remain in production for more than ten years, it would go on until 1980, and as a result, was required to meet all new safety and emissions regulations that appeared after 1965. "The MGB was re-

markably strong and safe, with sure handling," Don says. "That stood us in good stead later on with America's regulations.

"The changes to the car... some were a good thing, but most made the car heavier. I wasn't happy with some we had to do," he explains. "The first were California emissions, which caused big engine problems. Then bumper testing became an issue, and we fitted the 'Sabrina' bumpers--we had to do a five-mph stop without damaging the lights or the mechanical systems. Regulations stiffened in the mid-1970s, and the big problem was that the American cars' bumpers had to be a certain height off the ground. The poor M.G.'s bumper was below your big cars' bumpers. So when they did the swinging pendulum test, it went over the top and smashed the body.

"We had to raise the car just over an inch from 1975--it crept up to the required 16-inch height. With that, you could run the rubber-bumper MGB into a crash barrier at 30 mph, and the dummy would hit the steering wheel, collapsing the steering column, but you could still walk out of the car... the center package was the safest part," Don says. "I think it was the only car that came from Europe that had a modified polyurethane bumper system, while all the others had big shockers, or springs or rubbers or something. We complied completely within the bumper itself, and anybody who's been hit by another car in a B will know that it's a pretty safe car."



*Photo by Mark McCourt.*

M.G. enthusiasts realize how anemic the MGB became in its last five years on the American market, with its formerly twin-carbureted, 98hp, 1,798cc engine slipping to an emission-controlled, single-carbureted 62.5hp. While M.G. may have been the redheaded stepchild of the British Leyland empire in the late 1970s, the engineers at Abingdon were at work preparing for a bright new future for the MGB. He explains:

"John Barnett and the engineers at Longbridge [BL headquarters] had designed a two-liter overhead-cam engine called the O-Series that they were proposing to use elsewhere. I wanted to develop a new version of the B using this engine, and John Lloyd, the director at Triumph, came down and said, 'Okay, just get on with it'... they didn't want to know. We were the first to get the O-Series.

"We were working on two versions--one was carbureted for Europe and England, and the other was a fuel-injected for more performance, fuel economy and emissions compliance. I went to Jaguar and got four cylinders' worth of their 12-cylinder fuel-injection system. We got the Lucas people, who were doing the Lucas Jetronic system, to adapt it to our engine--and it was super. We had been trying a Chrysler lean burn system that Triumph was interested in, but that engine management system didn't get us anywhere, and the Jetronic system did.

"If you're putting fuel injection into a car that wasn't designed for it, you've got to do some special tubing to ram air into the

engine. There were very small mods inside the engine compartment, but we talked to the body people at Swindon, and they said yeah, we can do that, give us the drawings. So off we went, and we built 24 cars. I sent six to America for high-speed testing on the circuit at Galveston [Texas], where they cruised around 112 mph. They also went to New Orleans for high temperature testing, they went up to Pikes Peak for altitude testing, to Denver to comply with emissions... and we passed everything. At the same time, several cars were crash tested; we had to run them into the block at 30 mph and still be able to open the doors. We ran the rear end of a car into a barrier at 20 mph. And as soon as you had crashed it front and rear, you had to turn the car on its side for so many seconds, turn it upside down and turn it on to the other side, and you were allowed to lose just one egg cup full of fuel. We passed all that. We even did a turbocharged version making 160hp.

"The car was ready to come to the American market. Then came the decision--'No, the B isn't going to go on. But we'd like to put your engine in the TR7.' Every O-series engine was taken out of those cars and sent to Longbridge or Triumph. M.G. was fin-

ished, and they planned the shut-down dates. The American distributors said, sod that, we do not want the TR7, so it shut Triumph down as well. They shot themselves in the foot," he laughs.

Don had been at M.G. nearly 30 years when Abingdon was closed, and he was approached by BL brass about a new project to Europeanize the Honda Ballard into the Triumph Acclaim; he moved into an office in Pressed Steel, where he'd started his apprenticeship in 1942, and worked on the Honda project from 1979 to 1982 before retiring at age 56. But this wasn't the end of Don's work.

The retiree became involved with the manufacturing of medical equipment before learning that Nuffield Orthopedic needed an engineer to design products to assist the disabled. "I went in and worked with people with Cerebral Palsy, Motor Neurone Disease and injuries and handicaps who needed special wheelchairs. I designed a wheelchair installation with a foot control for a 30-year-old guy who only had motor control of his right foot. He'd never been independent before, but once he got that chair, he wore it out in a fortnight! That was one of the best jobs you can





## Another Fall Tour Take

Reinout and Henneke Vogt

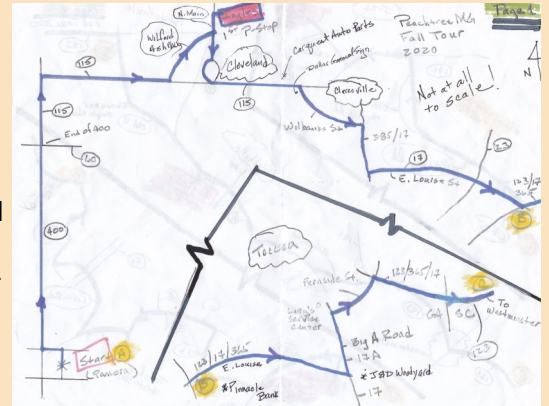
"When I drive Finale to Saluda, NC, you can drive back home" Henneke said when we were discussing how we could make the PMGR Fall Tour and come back home the same day. Henneke calls her MGA 'Finally' which has something to do with the fact that (in the mid-80's) I promised to buy her a MGA... which I did in August of last year. The Georgia DOT claimed that Finally was already taken for a license plate (somebody else must have beat me to buying a long-promised MGA for his/her partner) but they were very helpful. When the supervisor asked the lady assisting me why it took so long, she explained "this guy here bought his wife some old car which he has promised her 35 years ago and we need a plate that looks and sounds like finally". The best we could come up with was "Finale" and that's what on Henneke's MGA now. After I pulled Finale out of the garage, while Henneke was packing food and drinks for the day, I let it idle to warm up and pulled the hand-brake. When we left, Henneke behind the wheel with me in the passenger seat, I forgot to release hand brake. So, we arrived at Panera Bread in Roswell... smoking and smelling. Luckily, MG hand brakes are not famous for tremendous effectiveness and no permanent damage was done. Henneke didn't even know that I applied the hand brake and for the rest of the

day, every time we took off, she pointed at the passenger side of the tunnel (where the handbrake lever is) and asked me "is that thing there

down?".

Fall Tour leader Rick Hartlein began the drivers meeting promptly at 9:00 am and explained the first leg to Cleveland. Rick had emailed everybody a link to the route in Google Maps. We downloaded it and for as long as we had cell phone coverage, which is not necessarily a given when you leave the larger Atlanta metro area, it showed the route and a dot to indicate where we were. No turn-by-turn instructions, but it worked really well. Rick had probably anticipated that we would lose cell phone signal and

also handed out very innovative, color, maps. The hand-drawn route consisted of segments with the longer sections shortened and the turns in towns blown-up. Although that implies that things are not even meant to be to



scale, it was a perfect reference. We more or less followed the MG in front of us, and kept an eye on the MG in the rearview mirror so it wasn't difficult to find our way. But we always like to see the route in a bigger perspective and, following Rick's map and Google, we knew exactly where we were at all times.

The first stop was at an Ingles grocery store in Cleveland where we picked up the rest of the cars for the day. Rick briefed the newcomers and talked about the next leg to the second stop, in Walhalla, SC. "Is that thing there down?" and off we went. Soon we were



stopped by a police truck with blue flashing light at an intersection. We waited for a while when another police car, with lights and sirens, led a caravan of vintage Chevrolets through the intersection. You see, what happens if you don't have a tour leader like Rick. Lacking a Google route and a hand drawn map, you'll need the help of a police escort to find your way through South Carolina.

The second stop was again at an Ingles supermarket. Rick



had planned that so we could pick up any last minute items for the picnic lunch and because the restroom situation at the picnic location were a

little uncertain due to the Corona virus pandemic. "Is that



thing there down?" and off we went again for a short ride to the High Falls County Park. While the sun came out we lined up the MGs and had lunch in a

shelter right on the lake.

Before we left this beautiful place, Rick briefed us on the last leg, to our final destination in Saluda, with a quick stop for an after-lunch restroom visit. "Is that thing there down?" and here we went again for the short ride. Many of the leaves had already turned their colors but it wasn't until the afternoon sun started to come out that they became really pretty. And the quick stop at Table Rock State Park was beautiful. A gorgeous lake, mountains in the distance, and a little bit of sun shine. Back in the MGs, "Is that



thing down?" and vroom-vroom, up to Saluda, NC, one of the more beautiful sections of the day. Rick had planned the whole

route extremely well. It is not so difficult to find a pretty route if you don't have a destination, about 200 miles away, and are free to use any road that has some elevation changes and nice curves. It is also not difficult to find a direct route to get you quickly to a destination about 200

miles away. It gets difficult when you have to lay out a roughly 200 mile tour (from Atlanta to Saluda, NC) with elevation changes and curves plus: time limits, meeting points, gas/bathroom stops, and a place to eat lunch. And by the way we want to see some Fall colors too. Rick's route was successful in all these things.

At the Mountain Lodge, where the group would stay for the weekend we met a few more participants who joined us from different directions and soon the parking lot was the gathering place. Unfortunately, we had to leave. "That thing here is down!" she said from the passenger seat. Shortly before 7:00 pm, we filled up at a gas station on I-85 and we took some time for a snack, a drink, and an ice cream. "That thing here is down" and when I pulled back on I-85 we almost immediately came to a stand still in a huge traffic back-up. The signs flashed: Nightly lane closures for repaving begin at 7 pm. Expect delays. Well, at least 90 minutes of delay, stop and go. When new were finally through Henneke reminded me "that thing here is down" indicating that it was time for me to step on the gas, get in fifth gear, and make up some time. We flew home in record time.

Thanks Rick for a well planned and executed day. We loved the route and the company. Next year we'll stay for the entire weekend. And we recommend y'all consider to do the same.



## Dillard Trip September 2020

### Southeastern British Car Festival

By Ed Stanfield, President of the Columbia, SC  
Reprinted with permission

Early morning on Thursday September 17<sup>th</sup>, a group of 7 LBCs departed from Columbia, SC with 14 hardy BCCMC club members; it was a bit cool and raining. We all met at the Exxon station in Chapin, except Ron and Cyndi Platt who were meeting us in Little Mountain. All was well (except for the pouring rain). We left and were about a mile or so from Little Mountain when Cyndi called and to say their TD would not start and for us to keep going. We all see them at a service station on the side of the road, waving us on. Cyndi calls Donna S. and tells her they are calling a tow truck.

Well, after a couple of miles, Ed and Donna decide to turn around and see what is going on with their **newly purchased TD** (we messaged everyone to keep going; we'll catch up somewhere...). After some looking and testing, we found the battery was dead, but the generator was still working. We jump-started the TD. I suggested to Ron to follow behind me with just parking lights so they could be seen from the rear. I said, "if need be, we can jump-start or push-start it." With a good bit of consternation on Ron and Cyndi's part, we departed to catch up with the group.

Bruce and Donna Edge had decided to wait for us at the first rest-stop area. Randy and Kimberly Yaussy (our leaders) with Mike and Susan Eckhart, Ott and Beth Renken, Vance and Robin Young traveled on to our next scheduled rest-stop in Honea Path, SC. The rest of us caught up with them at the Sphinx gas station where they were waiting. Everyone had a restroom break and we then traveled on to Pendleton for lunch at a unique BBQ restaurant – The Smokin' Pig—that Robin had recommended. The food was quite good along with the service; all had their fill and one more restroom visit.

Outside in the drizzle we pushed Ron and Cyndi's TD to get them started and left for our next scheduled stop, the Ingles grocery store in Clayton GA for our normal pick up of beverages and snacks for our rooms at the Dillard House. Ott and Beth and Ron and Cyndi had rented cottages at separate locations just down the road in Dillard.

And yes, it rained the entire way - and was still raining when we arrived!

After everyone unpacked and rested a bit, we had our traditional happy hour on the veranda outside of the Stanfield's, Eckhart's, and Edge's rooms. We had planned to go to the Drive-In movie, but since we had seen the movie (the original "Italian Job") once before, we knew we couldn't watch it again! Someone in the group (Donna, I believe) said "wouldn't it be great if they would put the T-Series cars on our side of the fence? It would make it so convenient for us to go to and from our rooms for refreshments." We all laughed and said "yeah, that would be great." The Platts, Edges, Eckharts, Youngs and Stanfields decided to go down to Clayton for some food and refreshments. The Yaussys and Renkens decided to pick up Chick-Fil-A instead. The Yaussys

picked up their food but the Renkens did not; while waiting in line their car began to overheat, steam spewing from under the bonnet. Ott pulls out of line and parks to see what's going on, opens the bonnet and coolant is spewing from the heater valve. Of course, coolant is everywhere along with that not-so-pleasant, hot coolant smell. A guy who was also in the parking lot came over and offered most of a gallon of coolant that he had in his truck and says, "here you can have it and left." Ott and Beth head back to the cottage, but only get a block or so, then pull into a rather dark parking lot. He decides the car is way too hot to do anything but wait and try to put coolant in it to get back to the cottage. During this time, he gave me a call and informed me what was happening with his car. He told me not to hurry because the car had to cool before we could do anything--which was good, because at that moment we were still waiting for our food!!

Donna and I were riding with Mike and Susan Eckhart in their Morris Traveller, and we left to find Ott and Beth. Vance and Robin who were riding with Bruce and Donna in the Magnette were following us. Mike spotted Ott's MGB, so we very quickly pulled in; Bruce went right by us. He turned around and drove by us again. [Remember, I said it was a rather dark parking lot.] Then he turned around and drove by us again. He then said he was heading to the Dillard House. We told him we needed his tools, so he comes back and at the last-minute saw us, and abruptly pulled in with gravel flying. In his defense, he was getting advice from other sources within the car. And, I don't think the tinted windows helped.

By then the car was cool enough for us to evaluate what course of action to take. Ott pointed out that the recovery tank was still full. We removed the coolant fill plug and filled the system, replaced the fill plug, and started the car to check for leaks. To our surprise, the heater valve was not leaking. Ott and Beth headed to their cottage with the Eckharts, Stanfields, Edges and Youngs following behind. They made it to the cottage, and we all left for the Dillard House.

By the way, neither Ott nor Beth had eaten at this time. I guess they went to bed hungry...

Friday morning, we woke up to a beautiful, clear, cool day. I called Ott to see how the car was doing. He said he was investigating and found the recovery tank return hose had a plug lodged in it, which he removed. He dove up to the Dillard House, and the car ran fine with the temperature gauge staying in the normal range on the way up. He said they were going on the drive with us.

We were meeting at the hospitality room around 10:00 AM for our bi-annual excursion through the NC mountains to see some waterfalls and the towns of Franklin and Highlands. Kimberly found a Tartan Museum in Franklin so we checked it out (pretty cool, Donna E. found out some history on her family). After a bit of meandering, Kimberly purchased some items and Donna S. convinced us to use the very clean restroom in the Franklin Town Hall Office building. We left Franklin and headed for Highlands—what a beautiful drive with some very active waterfalls (and yes, from all the rain!). We arrived in Highlands around 1:00 PM. Some went gift shopping, some went antique shopping, some went walking, some went lost, some just stood on the corner and waited for others, and one decided to his wife's



dismay to make a minor repair to his car visor. Donna, Susan, and Donna went looking for a lunch spot for everyone. They found the Wild Thyme Gourmet restaurant and got a table outside. The Yaussys and Youngs were late to the party, so they had to sit inside.... Ott, Beth, Ron and Cyndi decided they would have Gourmet Ice Cream rather than beer and burgers. They said the ice cream was excellent; I know the beer, burgers, salmon BLTs and other food was great. I still don't know how Mike knocked his Crystal water glass from the table? I wonder if they charged him for the glass. At least, it wasn't his beer. After one more restroom stop, we headed back to the Dillard House which gave us another fun and scenic drive. Ron has gotten very familiar on how to start a TD with just a little roll down a hill. When we returned to the Dillard House after our excursion, Ron said sometimes he would hear a banging noise in the driveshaft tunnel. We did a cursory check of the driveshaft and surrounding area for signs of something hitting but didn't find any evidence. We also checked the eight drive-shaft flange bolts and nuts for tightness, and they were tight. We decided we would ask Glenn Lenhard owner of **Glenn's MG & British Car Repair in St. Petersburg FL** who would be doing a rolling tech session on Saturday.

Ott, Bruce and Ron went to the wash station at the hotel to wash and shine their cars for Saturday's show.

The Eckharts and Stanfields went to their rooms to prepare for happy hour on the veranda. The Yaussys and Youngs headed off to the Bourbon tasting but never made it, Randy's TD was having an issue (did I mention the Youngs were driving the Yaussys TD for the trip?). That's another story on why. Based on what Vance described, we decided to check the points and found they were at 0.032, figuring that was the problem, we reset the points to 0.016, but still had the same problem—missing terribly. Randy had an extra point-plate with the points and condenser. Replaced plate, the points on extra plate would not close enough to set at 0.016; putting old points on the extra plate and setting at 0.016, the car runs fine. Apparently it was the condenser.

Sometime during Friday afternoon's happy hour, Donna S. noticed in the registration area on the map for the car show layout and told us the Ts are on the other side of the fence near the rooms. We didn't believe her, but sure enough that afternoon, the PMGR event staff came around putting out the stakes and marking off the spots. Then we realized they did have the Ts in front of our rooms, but only because the outside banquet tent was in our usual spot. So much for being important!

Saturday was another beautiful day—a bit cool, but sunny. We started putting our cars on the show field around 8:45 AM. With the T-Series display right in front of our rooms. The Edge's Magnette along with four other beautiful Magnettes were placed just across the fence from the T cars. This was the NAMGA Register Regional event of the year, and the Magnette ZA and ZB was the featured marquee this year. It was also the NAMGBR regional event. Unfortunately for Mike and Ott, they were down near the bottom of the show field, but it all worked out fine.

Later in the morning, when Glenn Lenhard made his way to Ron's car with his little wagon of parts, meters, and testing equipment, Ron asked him to check his electrical system relating to the non-starting issue he had. Ron was going to demonstrate

and pulled the starter switch, and to our amazement it started. Glenn said, "let's just give it a quick check anyway." All was working well. (No more pushing). So, Ron asked him about the driveshaft tunnel noise; Glenn looked for some of the most obvious things and decided to check the rear axle nuts. To our surprise, neither right nor left were tight. No one in our group had a socket large enough for the nuts. (It's a 32 MM or 1 ¼ "and should be torqued to 150 ft lbs. (for those of you with inquiring minds). Ron asked the public address announcer to ask if anyone had a socket that size, and sure enough, someone did. So he tightened the nuts as best you can under the circumstances! The show field had 161 cars, which was astonishing for the times we are in. The BCCMC members Ron and Cyndi Platt won 1<sup>st</sup> place MG TD; Randy and Kimberly Yaussy won 2<sup>nd</sup> place MG TD and 3<sup>rd</sup> place MG TC; Mike and Susan Eckhart won 1<sup>st</sup> place Morris Minor Traveller; Ott and Beth Renken won 3<sup>rd</sup> place MGB. Sunday morning, the group left promptly at 10:00 AM with most everyone topping of their tank at the Ingles store in Clayton Ga. The plan was to drive to Westminster, SC and take SC Scenic Hwy 11 to Walhalla, Pumpkintown, and head back down to Columbia.

Well, that all changed when we were just outside of Westminster, and Ron started smelling burnt oil. He was in front of Bruce and Donna. Ron found a place to pull off the road, and Bruce followed. He was definitely smelling burnt oil; it was everywhere under the bonnet and the engine area. At first glance, it appeared the oil pressure gauge line had a puncture, but after close inspection Bruce found a nick in the stainless braid covering and ruled that out. After more searching, he found the tap-pet cover nuts were quite loose which he thought was the cause of the oil spray and tightened them. By that time, Ott had gone back to give assistance if needed. Ron started the TD, and there wasn't any oil spraying, so they left to meet us about a mile up the road. Ron goes flying by us and turns around. We all reunite and head to Westminster. While we were waiting it was decided we would stop for lunch at Wendy's in Belton instead, and then head for Columbia. Everyone got home without another incident.

Foot note: Ron's and Cyndi's (new purchased TD) driveshaft-tunnel, intermitting noise returned on the way back to Columbia. The real cause was the transmission flange nut was not tight and not having a split-pin through the nut, it came off and was captured between the transmission flange and the drive shaft flange. Replaced, tightened, pin inserted. As of this date, no noise.

It was a super great trip!

If one thing was learned, it is, do not take your wife on the car's first real shakedown trip.

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<https://www.youtube.com/watch?v=quw7pHuoHhI>



## POSTCARDS FROM KAREL

By Reinout Vogt

**This card is from Village Street in Abersoch, Wales and shows an MG TF.**

When I tried to find Village Street in Abersoch, noting came up. All streets in Abersoch have names in the Welsh language. Google translates Village Street to Stryd Y Pentref. Still no luck. There is no such street in Abersoch but it wasn't too hard to find the location on Google Maps by searching for H H Parry Pharmacy, which still occupies the left two units of the little strip. It is on Stryd Fawr (which means Great Street according to Google). It looks as if the publisher just wanted to say that the card was from a busy retail street in the Village of Abersoch so that the people receiving the card could at least read it.



**This is Birthday card "For A Very Special Uncle".** It is printed in gold letters in the upper right hand corner, but a little difficult to read. There is no artist credit and it was published by Kingsley in England.





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