



The Registry

December, 2020

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

Merry Christmas



and a Happy New Year

PMGR December ZOOM Meeting - December 6 7:00PM

[Join Here](#) Meeting ID: 834 0409 8220

Time to Renew Your Membership

[Click Here](#)



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Upcoming Events

When

What

Where

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

Thanks

[PMGR Online Calendar](#)



2020, a year to remember, or not! Peachtree MG Registry has weathered a most difficult year! As a club that promotes social gatherings to enjoy our cars and each other, we have had our challenges this year. Our monthly in person meetings to visit and discuss future club events turned in to electronic "Zoom meetings". Nearly all shows and other events were cancelled or have been rescheduled due to "social distancing", that six foot rule that has affected virtually all aspects of our lives. Through careful planning, adherence to COVID-19 guidelines and a lot of hard work from our members we were able to host a very successful Dillard car show. I want to thank all the members who put so much energy in to this success. It is that hard work and belief in the goals of the club that will lead us in to 2021. To that end, election

of the 2021 club officers will be this week. Yes, no surprise, the voting process will be online. Watch your email for voting instructions and then vote! We need to hear from all of you. The election results will be announced at our December 6th club Zoom meeting, not at our traditional Holiday Party, another casualty of COVID-19.

Thanks again to all members for all you have done to get the club, and me, through 2020. Now on to 2021!

That should do it!

Dan

PMGR Member,

We are doing an online vote starting at 4PM today for the Vice President and Secretary/Treasurer positions. The current VP automatically becomes president for the next term. The ballot will be sent by ElectionRunner.

The ballot will be sent to the primary member's email address we have on file. There is only **one vote** per family based upon the primary member's email. That person will be assigned a unique ID and password and only one ballot submission is allowed. Temporary members (those that came to Dillard mostly from out of state) will not get a ballot.

Voting starts today after 4 PM EST and ends on Saturday Dec 5th at 6 PM. Results will be shared by Dan Bosso at our Zoom meeting on Dec 6th.

If you don't see a ballot please check your spam/junk folder after voting starts.



Aviva Hoffman
VP and Events Coordinator

I'm Ready for 2021

What a year! Even though 2020 was affected in every way by COVID-19, there is still much to celebrate. We hope each of you, your family members and friends are enduring the pandemic with minimal hardship. This year has often reminded me how special in-person gatherings and fellowship can be. I'm not complaining too much, but there are several of life's simple pleasures that I truly miss. Despite the challenges of this year, the Peachtree MG Registry did manage some wonderful drives, meetings, and even pulled off Dillard too!

For our annual holiday gathering this year, we made the difficult decision to meet virtually. The coronavirus infections are not diminishing at this time, and we felt this was the safest option. We are as disappointed as most of you but look forward to some fantastic in-person festivities in 2021! The December meeting will be via Zoom, Sunday, December 6 - beginning at 7:00 p.m. (Use this link: <https://dekalbcountyga.zoom.us/j/83404098220> or use this Meeting ID while in Zoom: 834 0409 8220).

Our first meetings in the new year will be virtual as well. Look for more information to follow regarding the day and time for our January 2021 Zoom meeting. And, bring your ideas too for our calendar of events for the year. What events do you want the club to bring to life in the coming year? We also welcome any thoughts you have on spicing

up our virtual meetings (let's make it fun!).

As we get ready to usher in the new year, I'd like to take this opportunity to express gratitude for every one of you fellow Peachtree MG Registry members! I hope you all will remain safe and happy, and I look forward to making many more connections in the year 2021 – either in-person and/or virtual.

Additionally, I want to thank everyone for putting your trust in me and supporting me in the role as Vice President. As I look forward to stepping up further in 2021 and all that next year has to offer, I'd like to express a heartfelt "thank you" to outgoing club president, Dan Bosso. He certainly showed great leadership during a most unusual and unexpected year that has been chock full of surprises and challenges. I'm excited about Blake Aasgaard throwing his hat into the VP race and hope to provide the same level of support and confidence in Blake that was given to me by Dan! All around, we are setting up a solid, enthusiastic team for next year. I am truly grateful for each member that has generously volunteered to run – and serve. Please be on the lookout for the electronic election, and make sure to vote.

Happy holidays to you and yours. Safety Fast!

**BRITISH MOTOR CAR DAY
RETURNS TO NORTH GEORGIA
MAY 8, 2021
ON THE GROUNDS OF THE TELLUS MUSEUM IN CARTERSVILLE
MANY SPECIAL ACTIVITIES ARE BEING PLANNED FOR OUR VISIT
WATCH THIS SPACE FOR DETAILS**

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

Just Some Technical Things

Reinout Vogt

With the pandemic still going on, most of the Peachtree MG Register activities have not taken place this year. As you may recall, the Spring Oil Change and Tune Up, scheduled for March 21, was the first of our events that was cancelled, and no other technical events or sessions have been held since. Although the news about vaccines, becoming available soon, is very promising, we are afraid that getting together under the hood of an MG or inspecting the underside of an MG with a group of people in very close proximity under a car-lift, will not be safe for quite a while. The last thing we want is to be spreading the virus or getting sick while fixing a bunch of old MG's, which in just about all cases, are only used for leisure and recreational activities, not for daily driving or commuting.

Of course, we are not the only MG club with this problem, and it is worth looking at others to see what they are doing. As you may guess, Zoom, which seems to be the answer to almost all pandemic-related problems, offers a solution here too. John Twist of University Motors Ltd. in Grand Rapids Michigan, and one of North America's top MG experts, has been hosting Tele-mechanic Zoom sessions for some time. Hundreds of MG owners log in, enjoy about 30 minutes of John's technical presentations, and then stay on, sometimes for another hour, to hear John answer technical questions live, on-line. Participants can ask questions in the Zoom chat feature and with John's encyclopedic knowledge and humor, an answer is never far away. These things are usually every other Tuesday and announced on the University Motors Facebook page. Check it out, I think that you'll enjoy it.

However, can that be a viable solution for our club? Although John Twist's Tele-mechanic sessions are very good and entertaining, they miss the local touch—seeing friends from the Atlanta area and fellow Peachtree MG Registry members. Can we have something similar with just our club? Yes, we think that we can. If anyone of you has a short story about a technical subject on your MG to share, let us know. We can follow the John Twist example. Maybe you made a safety or performance modification to your MG that you can talk about from your usual Zoom spot, behind your computer, or from the convenience of your tablet or smart phone. If you want to demonstrate something on your car or in your garage, I can maybe come to your place and handle the video while you do the show-and-tell, masked and socially distanced. It doesn't have to be professional or large, anywhere from 5 to 15 minutes will do. Then, we can all discuss and ask related questions and wander-off in unrelated directions as long as it is about MG for a while, from the comfort of our homes. We would love to try that; please let us know if you have an idea. Hopefully, we can get something going before the next newsletter comes out.

Next is another topic: Nuts and bolts. Most of the fasteners on our MGs are standard SAE sizes in either fine or coarse thread. In general, they are available from any hardware store. I'm sure that you've been there. A wall with small bins and drawers with nuts, bolts, and washers. Great if you need just a couple or if you need them right now to finish a project. A few years ago, I was getting tired of the idea to have to run to the store every time I needed a bolt or nut, and I decided to find a place, with reasonable shipping costs, where I could buy a bunch, but not by the thousands as you can get from industrial supplies places. To my big surprise, there were several, and even more surprisingly, the cost of their hardware is just a fraction of the local hardware stores. I ordered 25, 50 or even 100 of each of the most commonly used threads in two or three lengths. It served me very well though the years. It is so nice that, after taking something apart, I can inspect the fasteners and if there are rusted bolts, damaged heads or nuts, flattened split washers etc., I don't have to worry, but I toss them in the recycle bin and use new, clean, parts from my little drawers. And sometimes, when I need something that I don't have, but it can wait a few days, I order just what I need. I've had several instances where just a handful of (longer) bolts are cheaper, shipping included, than the local hardware store. Of course, if I need it NOW, I'm more than happy to go to my local Ace, and I always am very happy with their personal service and help. The place that I used is Bolt Depot and I have been very satisfied with their products and service. I have no relationship with them other than being a happy customer.

Of course, and depending on the model, some of the fasteners on our MGs might actually be Withworth or BA, threads that Bolt Depot doesn't carry. For those you can sometimes get what you need from a place like Moss, who by the way, just announced that they are taking over Victoria British. There is also a company called British Tools and Fasteners here in the US, which offers BSF, BSW, and BA threads. I bought from them occasionally, but when I wanted to stock up on larger quantities and taps and dies ordered from Namrick in the UK.. Again, no relationship other than positive experiences and keep in mind that for these kind of fasteners there is no local hardware store alternative.

Finally, this is the end of 2020, a year to remember, and to forget at the same time. Your Technical Coordinators wish you Happy Holidays and the Very Best for 2021. We are really hoping that we can get together again, in person, to pick up where we left with the Peachtree MG Registry Technical Sessions.

Stay Safe and Healthy,
Phil O'Brien and Reinout Vogt



The Membership Corner

Joe Rushing — Membership Chairman

As of this article being written, 11/27/2020, we have 172 active memberships—one of the largest in the past several years. Again, our Dillard show helped to bring and renew our numbers!

New Members for 2020:

The membership renewal process begins on 1/1/20/21

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
Perry, Charlene	Johns Creak	GA	10/8/2020

You will get an email and reminder when logging into the web site.

If you have any questions or difficulties with membership functions send an email to membership@peachtreemg.com.

My Story

Tech Talk for Poets

David H. Peck

Although I have been a club member for many years, I've remained largely invisible preferring anonymity to participation. I joined the November Zoom meeting in a listen-only mode. Some of the active members encouraged the stealth members to step up to the plate. I realized that I had many memorable moments that I could share with the Club. I've driven my MGA without brakes and at night without taillights. I've taken the name Lucas in vain. But today I want to share two technical repairs that anyone can do with everyday tools and a credit card. No one has ever confused me with a trained MG mechanic.

Professional MG repair guys will recommend all kinds of specialized tools, like voltmeters and Whitworth wrenches. I've found that you need only three tools for most repairs. You need a regular hammer or rubber mallet for pounding stuff in, a pair of pliers for pulling stuff out, and screwdriver for everything else.

I recently drove my "A" during a thunderstorm. I couldn't see a thing out the windshield. I set about to diagnose the problem. I first noticed that sheets of water were blocking my view. The windshield wipers were swinging back and forth, but the water wasn't being swept to the side. After closer examination of the wiper blades, it appeared that the blades weren't flush against the glass. I certainly didn't expect it was time to replace the blades. After all, I'd only owned my "A" since 1999 and knew that the blades couldn't be worn after only 21 years. However, I had to consider the possibility the blades were original. In that case, new blades would be in order.

The next step was to call Moss Motors, which I did posthaste. The Moss salesman was helpful, but I failed to grasp the gravity of the situation. The salesman said he found the right size wiper blades that would fit my blade arm. The salesman was at least half right. The blades were the right size, but they didn't fit my car. Here's the rub: The salesman said the wipers weren't Rainbow, but a Rainbow equivalent. Be careful when a Moss salesman uses the word "equivalent." The customer thinks the word "equivalent" means interchangeable. The salesman

uses the word "equivalent" to mean *caveat emptor*. Undeterred, I ordered the part, and it arrived in the mail a week later.

When I opened the box, two new wiper blades arrived in pristine condition. I immediately set out to remove the old blades. This involved twisting and turning the old blades until they came off the blade arm. Once I removed the old blades, I just needed to slide on the new blades. Not so fast! I twisted and turned the new blades in every possible way, but they would not slide onto the blade arm. This was very frustrating. I had to decide whether to return the blades to Moss for a refund or find a workaround. I opted for the latter. I remembered that the old blades fit well on the blade arm. I put the old arms back on the arm and then removed them. I noticed that the attachment part sitting on top of the old blade was slightly different than the attachment part sitting on top of the new blade. I then deduced that if I could put the attachment part on top of the old blade in place of the attachment part on top of the old blade, I could then fit the new blades on the arm.

The next step was to pry off the attachment part on top of the old blade. I used a screwdriver to pry up two little, bent, metal ends that held the attachment part to the old blade. Once the bent ends were partially raised, I gave the part a good yank with my pliers. Now I had to do the same removal step to the attachment part on top of the new blade. I then set the old blade attachment part on top of the new blade, lined up the holes on top of the new blade, and used the screwdriver and pliers to bend the metal ends around the blade. Voilà! I had new wiper blades with old attachment parts that slide over the blade arms. When I tested the new wipers, I noticed that the wipers didn't make full contact with the windshield. Only the center part of the wiper made contact with the windshield—the ends weren't pressed against the glass. I had two options: Either flatten out the glass in the windshield or bend the wiper arm. Resist your temptation to use a hammer to flatten the glass. Scientists have debated whether glass is a liquid or a solid. I can confidently answer that glass is a solid and does not bend well. My only alternative was to bend the wiper arm. After some bend-

ing and twisting with two pairs of pliers, the new wipers laid fairly flat against the glass. Mission accomplished.

It's time for a puzzle. My "A" is the same age as the last two digits of the year it was made. What year is my car and how old is it? For example, if you guessed it was 1970, then it would have to be 70 years old, but a '70 car is only 50 years old, so 1970 cannot be the correct answer. In any case, I think they stopped making "A's" before 1970.

Let's turn to the second repair issue. I don't drive my "A" very much because it's usually in the shop, which is why I didn't make it to Dillard. I recently had the coil, distributor cap, and some other stuff replaced. I was excited to get it back from the shop. But when I hit 50 mph on the highway, the car started shaking violently. I thought there must be something loose underneath. The mechanic put it on a lift and found everything was tight. He told me that the tires were wobbling back and forth on the wheel causing the car to ride like I was driving on railroad tracks. But the tires had lots of tread and looked new. The mechanic said I should replace the tires after 17 years whether they needed it or not. Apparently tire rubber can rot and shred.

The next step was to find a tire shop that carried the right size tires. The side of the tire had the size listed as 165R15. Don't waste your time taking your MG to Wal-Mart or Costco because they don't carry those "small tires." Other tire stores told me that I was missing a number after 165, and they didn't replace tires on old cars. Today tire sizes are measured with three numbers, like 165/**80**R15. I have no idea what the number 80 means, but just be aware tire dealers think it's important.

Long story short, Discount Tire was the only tire store that could find the right size tire. I was surprised to learn that my old tires were not only out of warranty but had been discontinued. Discount Tires put on 4 new tires for under \$400!

With my new tires, the ride was as smooth as silk. I passed a parked Triumph like it was standing still!!!!

Ans. to puzzle: 1960 & 60 years old.



By Barry Rosenberg

Tech Article: December; 2020,

I am starting early this month because I know how busy the holidays get. We are also closing the barn shop and preparing a big shop at the house. This entails moving and/or selling a sh-t load of parts, both new and used. Then there are tons of tools I want to keep and move. And I need to divide my new space between working on cars and woodworking.

A lot of you know woodworking is my hobby. I have worked on old British cars for over 47 years, and early in my career, I got tired of cars seven days a week. Woodworking does not get grease under the fingernails, but there are splinters—lots of splinters. I have most of the tools for what I do. I can turn an ugly piece of wood into a fine piece of furniture.

We are completing the in-law-suite for my mother-in-law so she can move closer than 2 hours away. We have managed to miss most of the virus. Patty has gone to work at least two days every week this year. The good thing is, she retires after Christmas. If anyone needs a part time comptroller/bookkeeper let me know. She doesn't need to sit around the house every day watching what I do in the shop. In other words, she doesn't need to know what I am doing.

So, I have been thinking about a subject that quite a few people have broached with me: The use of aluminum parts on our cars. They are talking mainly about cylinder heads and wheels, but there are several places where it is used. Let's start with my opinion (and remember, that is the only one that matters) on replacement cylinder heads. There are aluminum heads for several LBCs.

MGB and Midget, TR3/4, and Austin Healeys; sorry TR6s, but I do not know of one for your engines. I know a lot of engines came with aluminum heads such as Rover V-8 and Jaguars. These engines came designed for these heads. The others did not. They are more of a racing item.

What are their advantages? Well, they weigh less, a lot less, so you save on weight, and you lower the center of gravity for the car. This is useful only in racing where the lower your center is the better the car will handle. Being aluminum, they dissipate heat better and allow you to run a little higher compression and a little more timing advance. They are easier to port and polish, but just as easy to screw it up if you don't know what you are doing.

On the MGB, they come two ways: One is a copy of stock with both intake and exhaust ports on the same side of the head. And the other is where they put the intakes on the right side of the head and the exhaust stays on the left side. Then, they make a two-intake port head and a four-intake port head. So many choices...

Well, that is about all the benefits. What about the drawbacks? Well, unless you get a quality unit, it can be a piece of poop. Aluminum comes in different grades or strengths. Some oriental cast heads are of suspect quality. All aluminum heads have pressed-in steel valve seats. Cheaper heads can expand more around the seat and let one drop out of position. This will allow you to kiss the head and piston goodbye. An engine overhaul is the result of a dropped seat. If you find a good quality head, then you have to keep a close eye on the torque of the head-bolts or studs.

Aluminum expands at a different rate than steels. With some of the heads that I have seen in my work, there is a small shallow spot round the stud holes. This is caused by you either tightening the head-bolts too tight or the head expanding when hot. The studs may not expand or stretch as much, so the aluminum gets depressed under the head bolt washer. The stud can also be stretched past its point of elasticity. This means the bolt or stud is stretched so much, it does not contract back to the exact same length as before it was stretched. Repeatedly doing this will reduce head-bolt torque and lead to a blown head gasket.

Don't believe me; ask anyone who bought an early production TR7. If the head-bolts did not get torqued every few weeks, the nuts would be just about finger tight. Way too many TR7s blew head gaskets and warped the heads. Part of this problem is the poor quality of the aluminum, but another part is the studs or bolts used. To keep torque on a head, the bolt or stud must be able to expand and contract the same as the head.

If the stud has no give, like ARP studs, then you will get the depression around the stud holes. If they are too weak and stretch too much, they lose torque. When I built Abe's supercharged MGB engine after only 2201 miles on the previous build, I saw depressions in a pretty new head—at 2201 miles! There were already signs of the gasket blowing

when I removed it. He was using ARP studs so that was part of the problem.

To continue using the head, I used a bigger washer under the nuts holding the head down. This will spread the load over a larger area and allow the head to be used as long as the head-bolt torque is checked frequently. Another drawback to the aluminum heads is their ability to shred the stud hole threads. This can be the threads that hold the manifolds or rocker arm assembly or the thermostat cover.

One easy and good way to eliminate this is to install Heli-coils in every threaded hole. NASA, the military and most of the airplane builders use them in every threaded hole in their aluminum.

One last drawback to aluminum heads for racing: A lot of vintage groups will not allow them. If you want to run one and cheat, save the grit from grinding cast iron and mix it in the paint you use. This will allow their magnet to be attracted to the head and maybe, just maybe, escape detection. Of course, you will still be cheating: but, if winning is the object, then cheating is fair.

New engines that have aluminum heads and blocks are designed now for the extra care having aluminum components require. The technology is up to date on new stuff. Just try to learn where your head was made and of what grade it was cast.

Another item of concern dealing with aluminum is wheels. So many owners want new wheels, and there is good reason. Most—and I stress most—are very round. Not all are, so check them before installing tires. But that is not what I have been asked about. The concern is with the stud holes that bolt the wheel to the car. Some wheels just have a hole drilled and tapered for the nut. Some have a larger hole, and the nut has a shoulder that contains a fixed washer to hold the wheel on. And some have a tapered hole with a steel insert to take the force of the nut. Which is better?

Easy answer: All about the same. If your choice of wheel does not have any steel insert, then the stress is taken on the areas right around the stud hole. If it has a steel insert, the stress is still around the stud hole. Where is the difference? And those wheels that take a shouldered lug nut with large washer, I think are best. The washer spreads the load over a slightly larger area, and the studs center the wheel on the studs.

One word of caution; if using the shouldered lug nuts, make sure they do not protrude all the way through the wheel. Before installing your wheels, take your lug nuts, and stick one through a bolt hole to see if the inside is recessed in the hole. If it protrudes all the way through, it

will not properly tighten the wheels.

Another item to check is how many threads do the nuts cover. You should have as much thread inside the lug nut as the diameter of the stud. If your studs are 3/8" in diameter, you need at least 3/8" of threads in your nuts. To check, place a wheel on the studs and see how far out the stud comes through the hole. Then just start one nut and measure the distance between the washer face and the wheel. If it is less than 3/8", get longer studs or nuts.

If your lug nuts are closed on the outside—like MGB and TR6 lug nuts because they are exposed—make sure the stud does not bottom in the nut. If the stud is too long or the nut too short inside, the wheel will not get tight. Test fit.

The good things about aluminum wheels are they look great; are mostly round; can be highly polished or painted; and are lighter. Get a set, and do not worry about the difference of mounting style. Just get the correct lug nuts and be sure to torque all of the nuts. 3/8" studs can go to 47 lb. ft. Bigger studs can go higher. The old way of telling when they are tight enough—tighten till they break, then back off 1/2 turn—is not appropriate.

Well, I may have started this early in the month, but today is Thanksgiving. I am sitting in our new house looking out at our lake. Only thing is, we can't see it. The fog is so thick, it is all gray outside. I hope everyone had a great Thanksgiving and y'all all have a very Merry Christmas or a Happy Hanukkah. See y'all somewhere soon.

Barry Rosenberg

Semi-retired old British car mechanic



POSTCARDS FROM KAREL

By Reinout Vogt

Two postcards from Bideford in the northern part of Devon. Both picture the MG dealership of the Heard Brothers. The oldest card, black & white, is from the 1930's and shows an MG SA driving in the middle of the road toward the viewer. The second card is from the 1960's and the car in the showroom looks a little bit like an MG 1100/1300. (the building can still be found on Google street view, but the dealership is no longer in existence)



Santa draws alongside the MG NA Mag-nette hoping his choice of Christmas gift will go down well with its driver!"

The card was sold in aid of BEN, an English charity founded in 1905, to provide "help and care, in times of need, for current and retired employees, and their dependents, from the motor, commercial vehicle, motorcycle, cycle, agriculture engineering and allied trades and industries." and published by The Almanac Gallery.



Ric Cline

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