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May 2006

THE REGISTRY

The official monthly publication of the Peachtree MG Registry, Ltd.



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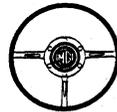
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Behind The Wheel

Richard Neale, President

Thirty-six members attended the April meeting. Membership reported we had at that date, 109 members, 44 haven't renewed their membership as yet. If there is a problem, please call or e-mail me or any of our officers. We need your input and support, you are important to this club.

May's first event is British Motorcar Day in Rome, Ga. The event is getting tremendous support from the city and local groups, even TV coverage. Also don't forget Paul and Barbara Flexner's Tech Session on the 20th .

I know this event is next month, but please put Sat. June 3rd on your must do calendar. This is the annual Peachtree Charity Drive, hosted by Dennis and Nancy DeLoatch. It's for a great cause. DREAMS CAN COME TRUE.....

The first of April, I received an e -mail from Barbara Chapman of Durham, NC. Seems as if her father of 77 years always had a dream of owning or driving an early MG. Thanks to Dennis and Nancy DeLoatch along with Charlie and Jane Mitchell of the T-Club (also members of this club) this dream came true on Easter Sunday. There just isn't enough space to cover what this meant to her father. Ms Chapman did say he was overwhelmed for the most part, and speechless. See her thank you letter and photograph on page 9.

Peachtree MG Registry Officers – 2006

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Membership Update

By Nancy DeLoatch

Welcome New Members:

Ted Ryan
Neill Renwick

Atlanta, GA
Decatur, GA

'67 MGB, '73 MGB (parts), '74 Firebird Formula 400

Neill says that although the Firebird isn't British, it is a Bulldog.

We now have 117 memberships. There will be applications available at British Motor Car Day at the club tent.

Minutes

Peachtree MG Annual Board meeting April 9, 2006 at 7:00 PM at Harp's Irish Pub

Board members in attendance: Richard Neale, Barry Rosenberg, Dennis DeLoatch, Bill Gillson, Chris Gore, and Steve Logan, Secretary/Treasurer

Called to order by President Richard Neale

Financial report by Steve Logan with comparison with YTD status from last year. Accepted

Motion made to let the club's insurance policy lapse, considering that as a club member of NAMGBR the club is already covered under their liability policy. Approved unanimously

Richard will get letter of insurance coverage as necessary for events.

Gatlinburg meeting club involvement was discussed.

Motion made to continue event spending guidelines of \$50 per tech session and \$100 for other sponsored events. Approved unanimously. It was noted that, by the Bylaws, all spending up to \$250 must still be approved by the President.

Motion made to have a 50/50 raffle at the British Car Day. Approved unanimously.

Motion made to award, in cooperation with the T club, first and second place trophies at the British Car Day. Approved unanimously.

Motion made to investigate with Brad Alpers on preparing t shirts for sale at British Car Day. Approved unanimously.

Steve Logan
Secretary/Treasurer

Me & The B

By Tim O'Brien

Richard Neale is almost finished with the V6 conversion to his MGB. The car is all shiny yellow thanks to Bill Gillson. New chrome bumpers are on, a new grill has been fitted and most of the body parts that were removed so the car could be painted are back where they belong. Richard even put the windshield on by himself. Which I understand can some times be considered superhuman.

The Camero V6 engine for Richard and the automatic transmission for Jackie are in and working as they should. The carpet and upholstery are in and they look great. Most everything is finished. A few little odds and ends need to be attended to and some adjustments will have to be made but that is its MG sole. There will always be something that needs to be done.

A good deal of time and effort has gone in to the project and some times a little frustration but mostly progress. The best part was when it finally got to the "light in the tunnel" point and it started to look like a completed car. Even though its not finished it is drivable and that's what Richard does. He drives it as he completes it. That's not what the real car builders do but it's more fun than just looking at it sitting in the garage and besides it needs test-drives to make sure every thing is OK so far.

To celebrate Richard being a bonafide MG driver again and a new entry to the cult of Hot Rodders we went shopping. Before you get the wrong idea our shopping definition is different than what the ladies call shopping. We drove down to the new Summit store, which is south of Atlanta.

For those of you not familiar with the Summit name it is the largest supplier of performance automobile parts in the world. They are located in Akron Ohio and Nevada and have recently opened a new giant warehouse/showroom in McDonough Ga.

I don't know how big this new location is but only a small part of the building they are in is the show room and I would guess it is over 3000 square feet. Endless displays of speed parts, mag wheels and shiny goodies to tempt the hot rodder. A great place to visit and browse a bit and let you imagination run a little wild thinking of all the thing you could do with some of the that stuff.

Richard and I bought some things that our respective MGBs needed and now Richard will pay the penalty by getting an up dated catalog from Summit every few months to be sure he doesn't miss out on some great opportunity that Summit has available to the faithful. I have been getting the catalog for years now and when I call many of the order takers are so familiar it's like they know me by my first name. They haven't asked how my wife and kids are doing yet, but I won't be surprised when they do.

All you have to do is spend a little money to make your car go faster. Its fun to make your car run a little better and just think with a little effort you too can get Summit catalogs for life.

Spare Tyre

By Brad Dryden

What a blast! Chris and Poolie's Spring Mountain Tour that is. We had a blast. Driving through North Georgia Mountains was spectacular. The views! The cars! About 48 cars that is. There were MGB's, MGA's, MGT's, Jaguars, Triumphs, Healy's, Mini's, Morris's, a TVR, even a Chrysler Crossfire which Kathleen wants REAL BAD, to name just those I can remember off hand. You could tell it was the first trip of the driving season though as there were a number of breakdowns, mine included. I was adjusting carbs on every stop. "Where's Brad? He is under the hood", was a familiar quote. Barry of course had to help me. I just could not get the idle/richness/pedal and timing right. I overheated coming up the mountain because of the mess. In my defense, taking the B was a last minute decision because I didn't want to get Auntie A dirty in the rain. (I know, I'm sick.) I finally got everything working well enough to calm Kathleen down, at 9:00PM at a gas station 20 minutes from home. Well, better late than never I guess. Anyone else have problems timing with electronic ignition? I finally gave up and yes Barry, I installed points back in. During the day we also saw a head gasket go out on one car, a small puff of smoke at the steering column on a certain gold V6 MGB with black stripe, and a small fire on a Triumph. Had to hold back the Peachtree Fire Brigade on the fire though. Sorry we spoiled your fun Mike. But it was a spectacular day, with spectacular driving, and as usual, great British Sports car camaraderie. Thanks Chris and Poolie for the great day.

I trailered the spare parts car, aka Pete the Coupe, up to Michigan to be married to Katrina the Coupe. Left on Friday 4/7 for Eclectic Motorworks in Holland, Mi. I was just past the Michigan border, listening and laughing to Billy Crystal's comic routine on XM's comedy station, when I looked in the rearview mirror to see the bonnet had blown open draping itself over the roof of Pete. After immediately pulling over to inspect, the bonnet had broken the wire tie down, and had open and bent itself inside out smashing the top. I was pretty upset, because the top was what I needed for parts, and now it was smashed. But Carl Heideman at Eclectic Motorworks who is doing the body marriage, got a shoulder underneath the top and literally popped the top back into place. It sounded like a drum when it popped and Carl came out from underneath with ears ringing. But, now all is ready for the metal transformation. Lesson learned, tie the bonnet down with heavy wire.

I don't know if anyone has been reading Carl Heideman's articles in Classic Motorsports. He has been writing about his "Project Modern Midget". This is a Midget which is actually owned by Moss Motors, Classic Motorsports, and Eclectic Motorworks, but which Carl is the Project Manager. Well, I saw it up close and personal. Carl stated that the project is being run by committee and of course has been a hassle, but it sure is pretty. It is basically a modern car under a 1971 Pale Primrose Midget body. All suspension upgrades powder coated to perfection were just recently done. Wiring is in, and they are waiting for the engine which will be a specially made engine (Carl would not reveal details as it will come out next issue), which will make the car "go like stink". Of special note though, Carl runs restoring classes with his partner John Twist from University Motors. They do all kinds of body and mechanical classes over a three day weekend a couple of times a year. Check out his website for details of the classes, and check out Katrina, which as of this writing, is sitting and waiting for her marriage to Pete. www.eclecticmotorworks.com.

In May, we have **Berry College on May 13**, and pre-show festivities organized by Barry and Patty Rosenberg on **Friday May 12**. There is also **Townsend Tenn on May 12 through 14**, the **Mini GOF on May 26 through 28**, and the **Tech Session at the Flexners on Saturday May 20th**. Of final note, there is a car show in **Louisville Kentucky on June 2 and 3**. Kath and I went last year and it was quite a show with about 250 cars, and even a band for entertainment. Check out the website for additional info. So that's it. Have a great month.

ANOTHER SUCCESSFUL SPRING TOUR

By Chris Gore

This year marked the 21st Spring Mountain Tour that Poolie and I have put on and it went well. Despite the reports of rain in the Atlanta area, North Georgia was sunny and warm. We had 50 British Cars show up for the event. As always it was a cross section of cars with Triumphs, Minis, and MGs leading the way. The most unusual cars were a MG TC, 150 Fix Head Jaguar, a Genetta and (are you ready for this?) a C-Type racing Jaguar. My MG V8 made its first trip after its year long reconstruction. The car ran great. We did have some cars with problems. A Triumph TR6 had minor fire under the hood which made a bubble in the paint on the hood. A Spitfire blew a head gasket and had to limp home. We had 2 British Car professional mechanics on hand to help. Thank you Barry Rosenburg and Bart Miller for helping those people. I heard that Tim had a minor problem with his MG but I don't know the details. The drive over Richard B Russell Highway was nice over all with clear warn views. It was prefect top down conditions. After the drive and return to our house people slowly made their last good- byes and headed home. It was another good day full of friends and fellowship in the North Georgia Mountains.

See Ya on the Road!

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Trivia Questions from the April Meeting

By Mike Cook

- 1) The Pirates flag, the scull and crossbones is also known as the _____
- 2) The backbone is a flexible chain of how many bones?
a) 46 b) 40 c) 20 d) 26
- 3) Paul McCartney's first name is
a) George b) Michael c) James d) William
- 4) Bob Ford killed which outlaw?
a) Bugsy Malone b) Jesse James c) Baby face Jones d) Dick Turpin
- 5) Which cartoon animal made its debut in 1937?
a) Mickey Mouse b) Dumbo c) Donald Duck d) Bugs Bunny
- 6) Which country is the home of Feta cheese?
a) Greece b) Yugoslavia c) Italy d) Turkey
- 7) What are Blenheim, Lord Derby and Peasgood?
a) Roses b) Apples c) Potato's d) Tomato's
- 8) What is the only state which borders just one other state?
a) Long Island b) Delaware c) Maine e) Maryland
- 9) What is measured on the Beaufort scale?
a) Water speed b) Cereal weight c) Steam d) Wind speed
- 10) What creature lives in a Formicary?
a) Ants b) Worms c) Spiders d) Mosquitoes

(answers on page 6)

On The Road - A month in an MG or How to stay friends with your mate in a small car.

By Lou Ballard

Our plans were to attend four weeks beginning with Bay British Car Show in Panama City, Florida. The real attraction is the Scottish Festival held in conjunction with the show. There were no classes or class awards this year, just a Peoples Choice Award going to Tom Schmitz of Lillian, Alabama for his newly acquired 1968 Black and Maroon Morgan. Many of you know Tom from the Pensacola Show and Hiawasse GOF. He has a nice collection of British Cars and he and his wife Jean are instrumental in the success of several of the events in the Southeast. Pat and I always take advantage of this early festival to spend a few extra days in the Florida sunshine and working on our tans. Our trip didn't start out sunny as we left Atlanta Friday morning we ran into rain at the Georgia Alabama State Line. By the time we got to Eufaula, Alabama we got pounded by a deluge and it continued until we hit Florida. The MG doesn't leak.....as much as the Healey. My horn quit working with all the rain but came back to life by the time we got to Panama City, Florida.

We left for New Orleans the following Friday and stayed at a quaint little condo in the French Quarters just off Canal Street. We visited Bourbon Street where we experienced the culinary delights such as Red Beans and Rice, Gumbo, Jambalaya and Oysters. A trip to New Orleans is not complete without a visit to Cafe du Mond for coffee and Beignets and enjoyed the festive mood of Jackson Square. We spent an afternoon riding the electric trolleys. Sunday we attended Mass at the beautiful St. Louis Cathedral. The weather was nice all week including the day of the car show. We had only one incident with the MG. When we got ready to leave for the show Saturday morning the car would turn over but would not start. I had just driven it the day before so I was rather mystified. I started looking for the obvious causes. The fuel pump was working. I was getting fuel to the carburetor, I checked the voltage from the coil to distributor, my points were firing but I reset the gap just in case, it appeared to be getting fire to the plugs. Frustrated I called the guys at the show sight and after putting their heads together they suggested I try a new rotor button. I always carry a spare tune up kit so I replaced the rotor. Yes! I've heard the horror stories from others about bad rotor buttons, even new ones, but had never experienced one. I looked at the old one but couldn't detect a problem. Anyhow with that replaced we headed for the show. There were 118 cars registered with 110 on the field which was a big surprise for the show sponsors because of the recent Katrina damage. Prior going to New Orleans I contacted an old service buddy of mine I hadn't seen in 45 years since serving with him in Germany. He lives in Slidell and works for the New Orleans Transit Authority. He came by where we were staying and we went to lunch and reminisced about old times and he told me of the harrowing experience of getting himself and his employees out of New Orleans safely. He found out later his home in Slidell had suffered damage as well but he had the foresight to evacuate his family in time. After lunch he took me on a tour of some of the harder hit areas and I can only say they have a long way to go before things can get better. Surprisingly enough downtown New Orleans, especially the French Quarter is almost back to normal.

At the Car Show we ran into many old friends we hadn't seen in a year. Robert Phillips and his family now live in New Orleans but are still members of the Atlanta AHC. Robert had his car at the show but had to leave before we had a chance to see him. One other incident I failed to mention was the stone chip in my windshield I picked up on my way into the city on Friday. Hagerty has assured me it's covered on my comprehensive so not to worry. I'm happy to say in spite of all that has happened to the people in New Orleans they're still as friendly and appreciative as ever.

We left Saturday for our next destination. Destin, Florida for more beach and sun and then onto Orlando for a few days with Disney before heading up the road to Winter Park and the 22nd Annual Winter Park All British Car and Cycle Show held this year at Mead Gardens. The host hotel was the Best Western Mount Vernon Inn owned by one of the Club Members, Rick Frazer also Chairman of this years show. Friday night included a social hour at the hotel including drinks and food provided by the local club. The big show was held Saturday morning at the park like setting in Mead Gardens where over 200 of Florida's most beautiful British Cars were gathered. The sky was clear and sunny and we enjoyed the day with many of our MG and Austin Healey friends. A big surprise was seeing Robert Handshu and Kate O'Leary drive up in Robert's gorgeous Austin Healey. There were a large number of Healy's including Marion Brantley and his wife Kay as well as local members Ron and Linda Swiger from the host club with Ron taking home one of the awards. There were 18 Chrome Bumper MG's with Pat and I not taking an award but I take consolation in knowing as my friend Bill Gilson told me even the POPE has a bad day once in awhile. Saturday night we joined our MG friends from Sarasota at Restaurant "320 Park Avenue" in downtown Winter Park for dinner. This is a fine but casual restaurant that offers "Ostrich" on its menu. No! Pat and I ordered the more common fare of Salmon and Linguine. Sunday morning we all met at Gleason's Grill which is the meeting place for the local club one Sunday every month. I'm told they have a big attendance and I can understand why after seeing their monster Breakfast/Brunch Buffet.

Pat and I had the opportunity to share Breakfast with Tom and Edie Walker, members of our Healey Club. The Walkers spend half the year at their home in the Highlands and the other half in Florida.

After the Winter Park Show it was a short drive back to Orlando. We spent the next five days laying around the pool and taking a few days to visit Magic Kingdom, Animal Kingdom, MGM and going to a Braves pre-season game against the New York Mets. We beat the Mets with Tom Glavine pitching 4 to 1. One evening we took in a performance of Cirque Du Soleil/La NouBa at Downtown Disney. Although I'm not a big fan of the French or Mimes in particular it was a great show with outstanding performers.

(continued on page 6)

On The Road *(continued from page 5)*

The following weekend we headed for GOF South held this year at the Plantation Inn and Golf Resort in Crystal River, Florida, which is on the Gulf approximately 100 miles West of Orlando. The actual Car Show was held behind the resort on the banks of the Crystal River. There were between 75 and 80 cars. Many of the same people who attended the Winter Park Show attended this show as well. We were also pleased to have other folks from the Atlanta area. Don Harmer, his daughter Muffin, son-in-law Scott Sewell and their two children. They brought Don's 1954 MGTF. Wayne and Elaine Stewart with their 1966 MGB. Ellis Carlton and his 1980 MGB Limited and Michael and Lisa Bond from Macon brought an MG. The Banquet was held that evening with awards going to Pat and me, the Stewarts and Don Harmer.

Sunday morning we were up early (4:30a.m.) and on our way back home. The only problem encountered on our 2000 mile trip was the faulty rotor button and chipped windshield (the chip now developed into an 8"inch crack). That's another story.

P.S. A Correction on last month's article on Spain meant to read Flamenco Dancers instead of Flamingo –thanks to my poor penmanship. *(We thought Lou was talking about dancing birds – ED)*

Pat and I distributed over 300 copies of our flyers for the All British Car Show in Dillard for September with several promising confirmation from folks planning to attend.

Our next big event is the up coming Show in Pensacola. So far it sounds like we have a large contingent from the Atlanta area going down. **SEE YA THERE.**



Above – BMCNO best of show. **Top Right** – Morris Minor Woody at Winter Park. **Lower Right** – Lou and Wayne Stewart kicking tires. **Below** – Car Show overlooking Crystal River



April Trivia Answers:

1)Jolly Roger 2)c 3)c 4)b 5)d 6)a 7)b 8)c 9)d 10)a

Tech Session, May 20th

By Mike Cook, Tech Director

The next session will be held at Paul & Barbara Flexners house on May 20th. The subject will be the dismantling and rebuilding of a rack and pinion. Again this will be conducted by our own club resident mechanic Barry Rosenberg. Please come, not only will you learn a lot from Barry but a good time is always had by club attendees. For more info, see Paul's article on page 8.

Tech Article

By Barry Rosenberg

It has been awhile since I sat down to write. It has been awhile since I have done anything interesting and different and unusual out here. Maybe that is why I have tired of this business. So, I may as well tell you all now that this will be my last year working on British Cars. I am not taking on any new projects and am going to finish everything in my shop. As I have always done in the past, advice and help will always be offered. You just have to call or email me for that. And the price will still be free.

When I complete the projects here, Patty and I will be moving to Ellijay, Ga. It is only an hour and a little bit north, up I-575. I will eventually have a small shop there to maintain the warranty work on jobs that I have done and our own cars. It also may be used for tech sessions. I do want to thank everyone who has been a friend and customer for the past 32 years.

The next phase of our lives will be as log home dealers for Suwannee River Log Homes. We are in the process of building our own log home out of cypress logs. As part of our dealership up there, we will also be selling some lots, 3 to 5 acres with views, if anyone is interested. Friends do get a break on price.

I will do a better advertisement at a later date, as now I will try to think of something car related. Just this morning, there was a call about gauges not working. He had spent a few hours trying to figure out why they quit. Not that I am bragging, actually I am, it took me one minute to diagnose the problem. Experience and familiarity with the wiring system is what allowed me to get it so quickly.

When you have a problem like this, stop and think how the system works. Most cars, this is very simplified, have a battery where one side is grounded and the other side flows to various items. The current goes thru those items and thru resistance, makes them work. Then the current flows to the ground and back to the battery, completing the circuit. So, what is involved when a late MGB has all it's gauges quit.

The car still cranks and runs, but he was careful about running it as he had just changed his oil and was not sure that there was oil pressure. It had an electric gauge. He thought it must be related to his work on the car. Well it wasn't. It was coincidence.

I asked him to check power at the fuse with the green wires on one side and white w/brown tracer on the other. All the gauges get power from that fuse. Also, his wipers, turn signals, and blower did not work. They are also powered by that fuse. He had power at the brown-wired fuse but not the green-wired fuse when the key was on. Tracing back up the circuit, the next thing in line was the ignition relay. I had him check for power at it. The solid brown had power but the white did not with the key on. The power flows from the battery to the ignition switch to the relay to the fuse to the gauges and other items.

The solid brown was directly from the battery. The white, from the ignition switch, is supposed to send power to the relay, which is an electromagnet to the ground. When the magnet clicks the contact closed, it sends power from the battery thru the brown wire to a white wire w/brown tracer. This is the wire that powers the green fuse circuit. To test the relay, you just need to pull the brown and the white w/brown tracer wires loose and jump them together.

Do not let this touch ground as it is "hot" or powered. The gauges should work as well as everything else that was out. The key need not be on as you have bypassed the relay. If this was so, the problem is in the relay. He had a spare and plugged it in, all worked fine. Ten minutes on the phone and problem solved.

When you have any electrical problem, think logically as the electric system on your car is very logically done. Don't try to think outside the box here. It will not work. This is box thinking.

Last week I finally changed the burned out starter on my V-8 MGB and tried to get it running. Y'all remember that story I hope. Well the starter did not work at first so I rebuilt the starter relay, then my gauges did not work, so I rebuilt my ignition relay. They were both corroded from the extinguisher powder from the starter episode. I think it is justifiable getting even that the MG gods made Mike's relay quit on his car.

Well, time to go. But do not hesitate to call if you have a problem, I always will find time for informational help.

Did you know?

May 16th 1956 the 100,000th MG, a left-hand-drive MGA 1500 tourer, was built at Abingdon; not to be confused with the 1000,000th MGA built in 1962

**May 20th Tech Session at the Flexner's
4930 N. Peachtree Road
Dunwoody
770-220-3022**

It's May and we are going to 'try again' to host the Peachtree MG Registry at our home (remember last year's Memorial Day rain!!).

The focal point will be the Tech Session planned by Mike Cook and featuring Barry Rosenberg doing his rack and pinion!

Barring any unforeseen drops from the sky, we will have two activities for additional entertainment. We have permission from the Kingswood United Methodist Church (next door) to use their parking lot and will feature a Funkhanna (if we can round up some cones). We also have a very large and flat lot ideal for British Lawn games which will include Croquet and any other games that folks feel like bringing along in their LBC's.

After morning snacks and coffee/tea when everyone arrives, we will fire up the grill for an old fashioned Bar B Que. The Flexner's will provide the meat – still to be determined – as we keep a kosher home. Guests are invited to bring the side dishes and desserts. Side dishes SHOULD NOT include dairy products, meats and shell fish. Vegetable and fruit salads are fine.

Beer, wine and soda are always welcome.

Please call with your questions or simply ask us at the British Motor Car Day at Berry College.

Directions:

From the EAST – Follow I-285 to Exit 30. The exit is marked: N. Peachtree Rd./Shallowford Rd./Chamblee Dunwoody Rd. At the bottom of the ramp, TURN RIGHT at the signal light. This will put you on N. Peachtree Rd.

From the West - Take I-285 west to Exit 30. At Exit 30, the sign will say Chamblee Dunwoody Rd/Shallowford Rd/N. Peachtree Rd. At the top of the ramp there is a light. Continue straight through the light. The next light will be Shallowford Rd. The third light will be N. Peachtree Rd (If you go too far you will re-enter the highway.) At N. Peachtree Rd, TURN LEFT

.....
Follow N. Peachtree Rd for 1.3 miles. You will go through 3 signal lights. The third is Tilly Mill Road. After that light, proceed .3 mile. You will pass several houses on the left, followed by a church parking lot (Kingswood United Methodist) and then you will arrive at our house just past the second parking lot entrance. We have a circular drive in front or you can go to the corner (Tamassee Ct.), turn left and then left again into our side driveway where the garages are.

**Charity Drive:
8th Annual Summer Tour for Hope – Saturday, June 3, 2006
By Dennis DeLoatch**

The Peachtree MG Registry's 2006 Charity Drive will again benefit The Hope House, a children's hospice, whose purpose is to provide respite care for terminally ill and special needs children and their families.

This year's destination is Mentone, Alabama! Mentone (Singing Waters) is in the heart of Cherokee and Confederate history. Mentone is located approx. 100 miles northwest of Marietta and is situated on the west edge of the southern range of the Appalachians known as Lookout Mountain.

The Charity Drive is scheduled for **Saturday, June 3, 2006**. The drive will begin at the Chick-fil-A located at 170 Cobb Parkway in Marietta (1/2 mile south of the Big Chicken). Come early for breakfast, the leave time is 9:00am.

Please support the Charity Drive and The Hope House by seeking sponsorships for your MG. Donations, in any amount, are appreciated.

Save the date; more details to come!

A Birthday Surprise

Dear Richard,

Thank you both for helping me pull off the biggest surprise in years. My father was so flabbergasted by the arrival of his dream car that he was speechless. (Which is no small feat in itself.) The ironic thing about this whole event is that although he has committed amazing acts of kindness and generosity for years, he was astounded that "strangers" would go to so much trouble for him.

Dennis and Nancy DeLoatch, Charlie and Jane Mitchell and Nancy's brother (I am terrible with names) brought 3 beautiful cars for my father to see. The rest of my family was as astounded as our father at this act of kindness. We want to say thank you to everyone involved and I hope to see you at the British Motorcar Day at Berry College.

Attached is a photo of this memorable occasion. My father is the one in the blue shirt. His name is Charles Merritt. He and Charlie got along famously. Another irony is that my mother's name was also Jane. They have so much in common that I hope they become fast friends.

With eternal gratitude,

Barbara Chapman



Windshield Glass Replacement MGB

By Lou Ballard

By now most of you know about the chipped/cracked windshield on our 1971 MGB. I don't want to make this sound like a written commercial but sharing this information may help others in the future. First of all I wish to acknowledge Hagerty Collector Car Insurance. When I picked up the stone chip on my trip to New Orleans Car Show several weeks ago I was upset because it was just our second week of a four week trip. I called Hagerty and they assured me it was covered under my comprehensive and as long as there was no safety issues to continue our trip and they would take care of it when we returned to Atlanta. They initiated a claim number at that time.

The second thing that discouraged me was the knowledge of the difficulty in removing and replacing the windshield and glass on an MG Roadster. Just months before Bill Gilson and I had helped Mike Cook struggle to replace the glass on one of Mike's cars. Most recently I had removed and replaced my own windscreen during my restoration.

I called Barry Rosenberg concerning the British Motor Car Day in Rome, Georgia and during the conversation I mention my windshield. He said Tim O'Brien had one replaced about a year ago and to give him a call. Tim said the company that replaced his had come to his house and replaced the glass **without** removing the windscreen from that car. What!! That's right! Replaced the glass without removing the frame from the car. I'm not a doubting Thomas but I guess seeing is believing. Tim gave the name and phone number, Mathison Glass, Cartersville, Georgia 770-387-5777. The next shock I received is when they quoted me the price \$350.79 What!! That Right! And get this. That included the glass. Now my Thomas instincts really kicked in. That old saying kept coming to me. "If it's too good to be true....." Well there was still one more hurdle getting the old glass out and the new one in. The day before I had purchased the glass to frame seal from Atlanta Import.

Two guys from the glass company showed up at approximately 2:00p.m. And by 4:00p.m. They were packing up for the trip back to Cartersville. I won't go into a lot of detail how they did it but they did not remove the windshield frame from the car.

After removing the top frame piece they removed the two bottom bolts and loosened the top two which gave them the flexibility to remove the old glass and insert the new one. I was extremely pleased with the job, the availability of the seal and the prompt professionalism of the insurance company.



Peachtree  Registry

SAVE THE DATE!

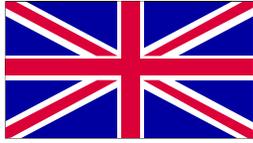
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Dillard, Georgia
September 22 – 24, 2006

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“FROM BOOT TO BONNET, WE’LL GET RIGHT ON IT!!!”

LAST LAUGHS

An English tourist is on holiday in a Cornish village when he spots what is obviously the village idiot sitting next to the horse trough. In his hand is an old stick, and tied to the end is a piece of string which is dangling in the water.

The tourist decides to humour the fellow and asks: "Have you caught anything yet?"

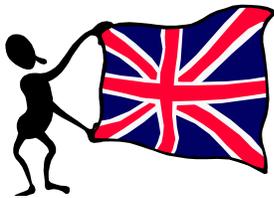
The village idiot looks up and studies the stranger, before saying: "Aye, you be the seventh today."

Don't forget the monthly meeting!! (What if you missed something very interesting?)

The May meeting will be held during the

British Motorcar Day at Berry College
Take Mum along!

Saturday, May 13th



Don't miss these Peachtree MG Registry events!!

May 13th – British Motorcar Day, Berry College, Rome, GA (*this will be the monthly meeting*)

May 20th – Tech Session at the Flexner's home (details on page 8)

June 3rd – Charity Drive for Hope, Nancy & Dennis DeLoatch (details on page 8)

June 11th – Monthly meeting at the Harp

June 21-25 – MG 2006, Gatlinburg TN
www.mg2006.com



The Registry

c/o John Kreimer
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