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**August 2006**

# THE REGISTRY

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



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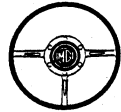
## In The Registry this month

<b>Behind The Wheel</b> <i>By Richard Neale</i>	1
<b>Membership Update</b> <i>By Nancy DeLoatch</i>	2
<b>MGs to be built in Oklahoma</b>	2
<b>Tech Article</b> <i>By Barry Rosenberg</i>	3
<b>The Spare Tyre</b> <i>By Brad Dryden</i>	4
<b>NAMGBR photo contest</b>	5
<b>Me &amp; the B</b> <i>By Tim O'Brien</i>	6
<b>On the Road</b> <i>By Lou Ballard</i>	7
<b>Dillard Information &amp; Registration Form</b>	9 10
<b>Last Laughs</b> <i>By Odessa Goodwin</i>	12

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## Behind The Wheel

Richard Neale, President

HOT Atlanta-No argument - They sure got that statement right. Not even MG driving weather, top or no top.

The PIG OUT and Fireworks show were a success, good food and no missing fingers after the fireworks show.

O.K., NOW some reminders:

- Vogel Picnic August 12th, you need to RSVP or we'll have to use Road Kill <fresh> to make up the difference.
- Tech Session at Brad Dryden's on August 26th. Have a topic you want covered? Call our Tech Director Mike Cook.
- Dillard Show---Have you made your Reservation? Also Dennis has a Planning session scheduled for August 5th, 2:00.
- FALL TOUR-----Reservations--????? You will have a great time. Jerry and Paulette guarantee it!!!! It's possible that Jerry will hold a Tech Session on removing Ear Wax with a burning candle. These is a must see. This will be a late night Tech Session.
- Chinese MG Car Plant in Oklahoma? What next will Harbor Freight think of?

Safety Fast

### Dillard Auction.

Dillard is fast approaching, and we are looking for unusual items to be auctioned by our very own Barrett Jackson wannabe Tom George. This year items will also be needed for a silent auction, as well as the "noisy" one. If you have any items or can obtain anything that you feel could be included, please contact me asap. **Sue Cook 770 641 8291**

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## Membership Update

By Nancy DeLoatch

### Welcome New Members:

<b>Tom Jaeger &amp; Jan Golden</b>	<b>Marietta</b>	<b>'76 MGB</b>
<i>Referred by Jim &amp; Rhonda McCartney</i>		
<b>Bruce &amp; Mary Grace Flantzer</b>	<b>Acworth</b>	<b>'62 MGA MK II</b>
<i>Referred by Tom Jenkins</i>		
<b>Robert Memler</b>	<b>Roswell</b>	<b>'75 MGB</b>
<i>Referred by Lou Ballard</i>		
<b>Ali Al-Abbasi</b>	<b>Smyrna</b>	<b>'73 MGB, '70 Rover 3500S</b>

Please extend a gracious welcome to all of our new members as you meet them at upcoming events. We now have 139 memberships.

## MG TO BUILD CARS IN OKLAHOMA

*Compiled from reports from the Associated Press, Automotive News and the London Times*

Nanjing Automobile Group of China is planning to revive one of Great Britain's historic brands -- MG -- and build cars at a plant in Oklahoma. They will also locate a parts distribution center at the Ardmore Airpark in south-central Oklahoma. Construction of the Ardmore factory will begin next year and MG is hoping to start production in 2008. Nanjing said it will create about 550 jobs in Oklahoma, which was stung by the February closure of a General Motors assembly plant. A version of the MG was produced in England until 2005, when MG Rover collapsed. There has not been a new version of the MG sold in North America in 26 years.

Nanjing is forming a new company to run MG operations outside Asia. It will be 49 per cent owned by the Chinese and 51 per cent owned by an investment consortium led by Oklahoma Sovereign Development and Davis Capital. Nanjing hired Duke Hale to be MG's CEO, with responsibilities for Europe and North America. He most recently was CEO of Lotus Holdings Inc. after two years in charge of the automaker's North American operations. He was also COO of American Isuzu Motors Inc. and has held positions with Volvo and Mazda during his 25-year automotive career. He said the strength of the MG brand name will help sell the sporty vehicle. "Owners' clubs and enthusiasts are all about the brand," he said. "They are all about driving an MG." Ardmore will be an excellent location for a distribution center because it has rail access, the city's airpark has ability to handle large aircraft and Houston can be used as a port. "Ardmore and the airpark truly is a logistical, distribution dream," Hale said. MG says it plans to distance itself from other Chinese companies by focusing on its European heritage.

In a press release, Nanjing said the reborn version of MG Inc. will have three production sites. A plant in Ardmore, Oklahoma will assemble a redesigned TF coupe. The rear wheel drive two-seater was designed by MG's former owners but never built. MG's shuttered factory in Longbridge, England, which closed when MG Rover Group collapsed in 2005, will build the TF roadster. Nanjing plants in China will build three sedans. Analysts believe that annual MG production at Longbridge will be significantly less than at its sister factory at Ardmore, Oklahoma. MG expects the Oklahoma plant to produce 12,000 to 16,000 units a year. About 60 percent of the output would be for North America and 40 percent for Europe. The plant expects to use mostly manual labor, similar to how Lotuses are assembled. Cars likely will go on sale in the United States in May or June of 2008. MG said it hasn't signed up any dealers yet and said sales projections were premature. It is recruiting a sales team to sign up dealers in major markets.

A spokesman for Nanjing said that the company had decided to locate in Oklahoma because of the attractive incentives offered by the state and city governments. The spokesman added: "We really want this to be a global operation, not just a Chinese or US company. "Our management will probably live in Birmingham (England) for the next couple of years before returning to Oklahoma because it is very important that there is a strong English component in this. "We want to retain that Britishness in order to fulfil the brand's potential."

*(Editor's note – This is NOT a joke. Do you think they read our April issue?)*

## Are you seeing Red?

(Or Green, or Blue?)

The electronic version of *The Registry* is published on the website in full color. *Oh yeah? Then how come my copy that gets mailed to me is in black and white?* Well, the paper copies that get mailed out are printed in black and white to save the club some money. As an example, last month's newsletter cost \$17.55 to be printed in black and white. To print the same number of copies (23) in color would cost about \$275. Big difference, huh?

## Tech. Article

By Barry Rosenberg

I am experiencing some difficulties right now with two LBCs. Is it my fault or aftermarket parts fault? Good question. I am sure, and it will be reported this way when solved, that it is with the parts. Except one had original parts and not replacement ones. Still, I know it is parts. One is a car that decided to loosen it's flywheel.

This car had been running for some time and just decided the flywheel bolts were too tight. One backed out far enough that the clutch disc sheared it in two. Two others were finger loose and that only leaves one to hold the flywheel. So, that one is now stretched. When I built this engine, I knew that a lot of the replacement bolts sold by the bigger parts suppliers were questionable and probably from third world countries.

Now I have a lot of tools and machinery from these same countries so I do not try to avoid their stuff, I just try to be selective in what I use. This car had British Standard bolts so ARP (the race car, aircraft bolt supplier) would not have them. Nor would "Threads for the South", a large nut and bolt supplier in Atlanta. If you need a special bolt or you just want the best grade 8, find one of them. And you can buy just one or 100 at much better price than local hardware stores including Home Depot. So, I have seen the quality of new and thought it would be better to stick with the original. WRONG DECISION!

Those are the ones that failed. Would I have been better off getting new. Or would it have been better to rethread the crankshaft, where the flywheel bolts, on to a SAE thread count and use new ARP bolts. Rethreading would have been the best solution. But what about the next person who works on the clutch? How would he know what I have done? I am always over analyzing these things. I should have said the heck with any future work and just fixed it like I know I should have.

I have found some quality new original bolts now and plan on leaving it as it came from the factory. I always feel better about doing this. So, I can now reinstall the flywheel, using a drop of Loctite on the bolts and a new clutch disc. Remember to use only Borg & Beck clutches and now they may come in a Delphi box. Read the part, it should have the name B&B stamped on it. If not, I would return it unless you like pulling transmissions to replace clutches. Then I can lift the super heavy trans back into place. I can see why Healey owners like the five-speed conversion. It must weigh 40 lbs. less.

What was my other problem? A V-8 MGB that I am rebuilding after a long rest because it did not perform up to expectations from the shop that built it. I had it running and noticed extremely high oil pressure, over 100 lbs at crank up. Way too much. I checked it over and found nothing out of the ordinary wrong so I blamed the new oil filter for being bad and replaced it. The pressure seemed to drop. And, once the engine ran a short time, the pressure did drop to about normal.

As I was topping up the automatic trans., which you check under the hood while the car is running, it decided to blow out the fan switch in the radiator. With the location of the trans filler tube and the location in the radiator of the switch, my face was in the perfect spot to get washed with very warm antifreeze. Not hot mind you, just very warm. Now I do not like taking very hot baths so I really did not like this shower so I shut it off and cooled my face and washed out my eyes. Then I cleaned up the mess and safety wired the switch back in place.

The next day I filled the radiator again and ran the engine some more. Same oil pressure surge when cold but again it dropped as the temp came up. I ran the car for 20 minutes at 2,000 rpm and the pressure was about 30 lbs. Perfect. The next day, I worked on some other parts of the car, fixing electrical problems and cleaning up the wiring under the hood and fit different studs to the front wheel hubs and modified all the lug nut to fit the new wheels. Then I cranked the car again to check it over for it's first big ride.

Fired up great; idled down nicely and then POP! My first thought was the switch came out again but how? It was safety wired into the radiator. I immediately shut the engine off and went to look, already cussing the car. Good news/bad news. Good news, it was not the fan switch. Bad news, it was the oil filter-sealing ring! In over 32 years of working on LBCs, I have never seen this. On relaying this tale to the owner, it is a true story here; he said it had done it two or three times in the past. Wish I would have known that up front although I do not know what I would have done differently.

Now, I have a real mess to clean up. One half a bag of zip-zorb later, the floor within a 5-foot radius of the car is covered with the absorbent. I will have to take the car to the car wash to clean the engine compartment out but it was at least clean oil. A touch of positive in all of this negative. So why would it do this. If you have any ideas, please contact me.

*(continued on page 5)*

# The Spare Tyre

By Brad Dryden

“Hot enough for ya?” Yeah, that’s all I have been hearing lately. OK, so we have had weeks on end of 90+ degree weather, with no rain in sight. Is it hot enough for me? My answer is no. I like it hot. My bones have been cold my whole life as I lived in Michigan. So actually it is quite nice to have the heat. But of course, you have to know how to live with the heat, just like you have to know how to live with the cold in Michigan. In Michigan Winters, you need to make sure that the thermostat is set early enough to warm the house up prior to getting home, but not so early as to waste gas. Same for Georgia Summers, only it is air conditioning and electricity. Warm clothes, gloves and boots work well in Michigan. A bathing suit, sandals, and swimming pool work well in Georgia. In the car, specifically the MG, you need to make sure the heater box and blower fan is working in Michigan. Georgia Summers, either you drive your American iron instead, wait until evenings to take the MG out, or add Air Conditioning to your MG.

OK, so how do you add Air Conditioning to your MG? Good question. One I am frankly still working on. But I have seen others do it, have been reading up on it, and will be adding it to the Coupe, if I ever get it back from Eclectic Motorworks. So, let me tell you what I know. Go to [www.vintageair.com](http://www.vintageair.com). That’s basically it. Here, you will learn about the three main components. The Evaporator, which is the unit under the dash which handles the air, the compressor which will need a special bracket to belt off of the alternator or generator and fan, and the condenser which sits in front of the radiator. Of course, hoses, and many bits will be required. Word has it that Moss Motors will soon be selling a “plug and play” solution for air in an MGB. But until then, you will have to learn about what you need and fabricate. However, we do have some experience in the Club. Jack Dowling, our own Plumbing and Air Conditioning Guru, installed air in his BGT, under the guidance, direction, and fabrication, of Barry Rosenberg and Bill Gillson. My understanding was that trickiest part on the install was the compressor bracket. Maybe we can get Jack to mass produce his bracket?

Of course, the driving seasons are completely different as well. In Michigan, April starts the driving season with June, July and August the biggest months for Club Driving Events typically end in October. Here, we start our season in March. It pretty much ends in July and August because of the heat, but picks up again in September through November. But with air conditioning, July and August can be a big part of the MG driving season as well.

We missed the 4<sup>th</sup> of July meeting as we both had gotten pretty sick. But, we heard it was a great time with some of the best fireworks of all times. Bill Gillson was banned from the fireworks lighting committee due to the previous years Faux Pas with an upside down mortar. But, we think he did it on purpose in order to get off the detail this year.

Now for August, two things are planned. The Vogel State Park Picnic and Club meeting scheduled for August 12, and a Tech Session at our house (East Cobb off of 92 and Sandy Plains) on August 26. The Picnic is being organized by Club President Richard Neale. If he does not talk about it in his article here, we will get him to post the information on the website. For the Tech Session on the 26<sup>th</sup>, we are looking for a good subject. I had suggested painting the house to Barry, but he doesn’t think that is “Technical” enough. If you think of something, let me or Mike Cook know. Time will be 2:00, and instructions will follow via email from Patty, and also posted to the website.

In September we have the Southeast British Car Festival 2006 show in Dillard, September 22 through 24. As you probably know, Dennis DeLoatch is chairing the Planning Committee for the event and as usual is covering all of the details with the committees. Make sure you send in your Registration soon for this. This is going to be a great show! Also of note, on September 16 is the Norcross British Car Fayre, which is a fun show with a great Train Station Restaurant if you are a Train aficionado. Don’t miss either one.

And then, from the archives of the Michigan Rowdies...

\*Two fish swim into a concrete wall. The one turns to the other and says “Dam!”

\*Two cannibals are eating a clown. One says to the other, “Does this taste funny to you?”

\*\*“Doc, I can’t stop singing ‘The Green Green Grass of Home’” “That sounds like Tom Jones Syndrome.” Is it common?”

“Well, ‘It’s Not Unusual.’”

\*An invisible man marries an invisible woman. The kids were nothing to look at either.

\*I went to a seafood disco last week...and pulled a mussel.

\*A dyslexic man walks into a bra.

\*A man walks into a bar with a slab of asphalt under his arm and says: “A beer please, and one for the road.”

\*I went to buy some camouflage trousers the other day but I couldn’t find any.

\*Two antennas met on a roof, fell in love and got married. The ceremony wasn’t much, but the reception was excellent.

\*A jumper cable walked into a bar. The bartender says, “I’ll serve you, but don’t start anything.”

\*And finally, there was the person who sent twenty different puns to his friends, with the hope that at least ten of the puns would make them laugh. No pun in ten did.

Have a great month.

## IS YOUR MG GOOD LOOKING ENOUGH TO BE A COVER GIRL?

MGB Driver is looking for a cover shot for its **November/December 2006** issue.

PHOTO MUST CONTAIN . . .

- An MGB, MGB-GT, MG Midget, MG 1100 or MG 1300.
- The photo must be interesting with an interesting background. No limits as to where it can be, city, country, water, cliff . . . The image cannot be altered like cutting out the MG and balancing atop the Empire State Building. Preferred images will be the ones as natural in taste, and beauty as possible. The prettiest MG in a great setting is not the only consideration. The ugliest MG in a bad situation will be considered as well.
- This contest is limited to NAMGBR members only, no purchase necessary.
- All entries must include name, address, phone number, NAMGBR Member number and a short bio of your car.

*If your image is selected, your MG image will be on the front cover of the MGB Driver Magazine. Front cover winner will receive one year free of NAMGBR membership. The 4 runners up share prestige on the back cover.*

*Entries must be in by September 1st, 2006.*

*Winners to be announced to local participating MG clubs nationwide.*

*All entries become property of NAMGBR and may be used in the MGB Driver in future issues.*

*Officers and Coordinators of NAMGBR AND MGB Driver Magazine and their family members are ineligible for top prize, but may be considered for runner up citations.*

Please send your high resolution images to:  
Robert Rushing Editor of MGB Driver Magazine  
5444 Sutherland Avenue  
St. Louis, MO 63109 or email them to  
[mgslime@swbell.net](mailto:mgslime@swbell.net)

## UP TO THE CHALLENGE?!?

### Tech article (from page 3)

Think of these things first: the pressure is only high when the engine is first cranked, it drops as the temp comes up; the filter has been swapped at least twice; the oil is coming out the remote filter housing from the correct hole; the relief valve is not sticking as it fell out when I pulled the oil pump cover; the blockage must be something movable as the pressure does not stay up so high; the car does not want to leave. I will be examining several areas today to see what the hell is wrong.

Are the rocker shafts in backwards?, no, the pressure would not drop so much the longer the car runs, the shafts would not change position so the blockage (if this were causing one) would be constant. Are the engine bearings in wrong?, no, again, the pressure would remain constant as with the rocker shafts. Is there a problem with the remote filter mount? I will find out today. Is there a problem with the oil pump housing? I will also analyze this today. I may even try to swap another one on.

If I find the problem, and I will find it, I will let y'all know in my next article. If it was a mistake I made because of being too old to remember these cars, I will be honest and report it as a part failure. It is hard to believe that two of the last cars I plan on working on are being so difficult. Maybe they are trying to tell me not to quit. Tough, I can not wait to do something else and get back to enjoying playing with LBCs. Hope to see yall at an event soon and remember, you do not have to drive a LBC as it is too hot, so come in your regular daily car.

Barry Rosenberg



### Did you know? 50 years ago this month --

August 1956 - EX179 was driven by Ken Miles and Johnny Lockett on Bonneville Salt Flats to take 16 international 1500cc Class "E" speed records, including 170.15 mph for 10 miles over 12 hours.

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## Me and the B

By Tim O'Brien

I bet we all have at least one can of WD 40 in our possession somewhere. I first bought it about thirty years ago to try and keep the distributor dry on a six cylinder Chevy van that I had. It seems that every time I went through a puddle on the street the water would splash up and ground the distributor and the #%\*&!! thing would quit running.

Then the problem was to get out of the van, open the hood and try to dry the distributor enough to get going again. This is of course a great irritation but to make it even worse most of the time it was still raining. I tried a number of things to remedy the situation but none of them worked.

I figured I was just going to have to live with the aggravation, until I was at an auto show and saw a WD 40 demonstrated. The sales guy said it was an excellent product to solve my problem and although I think most of the time these demo guys at car shows are nothing more than "snake oil" peddlers I bought some. I tried and what do you know it worked better than I thought possible. No more problems with the rain or slush, the van kept running.

After a while I learned there were a great many other things WD 40 was good for but I had no idea the extent of its abilities. I got the following off the Internet that is a sample of what you can do with that little blue can.

Water Displacement #40. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their atlas missile parts.

The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history.

It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons of the stuff manufactured each year. It gets its distinctive smell from a fragrance that is added to the brew. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. ([see uses on p 8](#))

## On the Road

By Lou Ballard

Our month in Ohio started off with an All British Car Show in Perrysburg, Ohio, an Alumni Banquet at my old Alma Mater in Metamora, Ohio and the Austin Healey Conclave in Akron, Ohio with periodic stays at my brother-in-law's home in Columbus, Ohio, which brings us to the fourth and final week trip with our post conclave trip through the rolling countryside of Eastern Ohio and Western Pennsylvania.

For those of you not familiar with Post Conclave it is a tradition started 15 years ago which consists of a 6 to 7 day trip by a couple from the club putting on the Conclave that year or someone that has been on one of the previous trips? It's supposed to be a wind down week following the week of the conclave with all of its events. It's usually a group of 12 to 15 couples traveling to interesting places in the surrounding area staying at historic lodges, hotels or other accommodations deemed interesting by the sponsoring couple. This year's post conclave trip was planned in advance by Eric Jones and Susan Logan from Delaware, Ohio and members of the Mid-Ohio Club. They have sponsored past events such as this with great success and this was no exception. The entourage of 15 couples included members from Georgia, California, North Carolina, Connecticut, Rhode Island, Massachusetts, Wisconsin, Ohio and South Carolina. Some of these folks we have known for years and others more frequently but by the end of the week we were one big happy family. We generally divided up into two or three smaller groups which made traveling the state and country roads easier. Our first day drive was approximately 110 miles with stops along the way to enjoy the many sights. The stops along the way included locks along the Erie Canal, Leymans Hardware at Kidron, Ohio and Warthers Master Carver's Museum in Dover, Ohio. I implore anyone traveling through Eastern Ohio to see this spectacular place. Even a native of Ohio like me never knew this place existed. Ernest Warther was born to a poor Ohio family and lost his father at a young age forcing him to work at odd jobs and only finishing second grade. He became interested in carving when he found a knife and began whittling as a past time. He lived in a time when steam locomotives were king and many of his carvings are steam locomotives made of walnut, ebony and ivory and all to scale. I can't do this man's work justice by trying to explain it to you so I'm just relating a few facts. The Smithsonian has called his creations a "priceless work of art." He has been called a Worlds Master Carver by his peers and its amazing how a man with a second grade education could turn out just precise carvings as these. What also is remarkable many members of his family are still carrying on his tradition?

Late that afternoon we arrived at our first two night destination "The Inn at Honey Run." The Inn is located just outside the town of Berlin, Ohio which is the center of the Amish and Mennonite Country. 85% of the people in the county are either Amish or Mennonites and is a much larger area than found near Lancaster, Pennsylvania. The Amish are the more conservative of the two and hold Sunday services at each others homes. The Mennonites are somewhat more progressive and have their own churches, drive cars, have electricity and other conveniences the Amish shunned. We went to several Amish flea markets and were always intrigued to see the small children dressed in the same fashion as the adults. There were horse and buggies everywhere so we drove with caution on the state and county roads. We visited a Heritage Center and learned the Amish pay no social security and only go to the 8<sup>th</sup> grade and women still obey their husbands! OUCH!

The next morning one of our Healey friends came in while I was eating breakfast and spoiled it by telling me I had something leaking from the back of my car. After further investigation I discovered I had a very small leak in my gas tank. OK, do I try to pull the tank and fix it on the road or hope the leak doesn't get larger and wait till I get home? I chose the later and confiscated a small plastic bucket to place under the leak when ever I stopped. I'm home as I write this so everything turned out okay.

Day three we drove 163 miles to the Summit Inn in Farmington, Pennsylvania with a brief time through West Virginia. Our big attraction today was to make Uniontown, Pa before the Great Race made its Pit Stop on its way West. By the time we got there it had started to drizzle so most of us headed for the Summit Inn Lodge West of Uniontown. A few drivers decided to go into Uniontown and park their Healeys for display and were mentioned in the local paper. The 95 vintage cars chose Uniontown as their 2<sup>nd</sup> official stop on their 4100 mile race starting in Philadelphia and ending in San Rafael, California on July 8<sup>th</sup>. When we got to the hotel we found out the race came right past it so a group of us lined the road and cheered as each car passed by. The Summit Inn is a 100 year old hotel which sits atop a small mountain on Highway 40 thus it's name "Summit Inn". Highway 40 is called the National Road because it was the first National Highway that stretched from Washington, D.C. and ran across to Joliet, Illinois the last point before the settlers moved west. It was the first road financed by the Federal Government and financed by tolls in the early 1800's. The road was originally a horse and wagon trail cut thru the wilderness by George Washington when he was still a British soldier and in 1754 sent to oust the French and Indians from Western Pennsylvania and claim it for British. The skirmish at Fort Necessity eventually led to the French and Indian War or sometimes called the Seven Year War. Besides Fort Necessity we visited Laurel Caverns, The Woodlands Auto Toy Store which is a collection of classic automobiles owned by the founders of "84 Lumber" and lastly we toured "Kentucky Knob" a Frank Lloyd Wright designed house in this area. As I mentioned earlier the Summit Inn is an historic hotel which was visited by many dignitaries of the time. It has been modernized for today's travelers but still maintains some of its old charm such as the wide sweeping veranda with its many rockers and wicker patio settees for guests to relax with their favorite drink and watch the world go by. The owner, a classic car buff insisted we park our cars on the great sweeping lawn in front of the hotel for his guest to admire.

*(continued on page 8)*

## Still on the Road (from page 7)

Day 5 we left on our final leg which consisted of a 150 mile trip north east to the town of Cooksburg, Pennsylvania and the quaint Gateway Lodge made from pine logs. On our way from the Summit we stopped at another Frank Lloyd Wright designed home once owned by the Kaufman Family of Pittsburg and owners of Kaufman Department Stores. It is called Falling Waters due to its unique design which takes in a waterfall as part of its design and is one of the nicer homes Wright designed.

The Gateway Lodge is made up of 24 suites each with its own fireplace, Jacuzzi, king-size beds and private balcony. It had a large open area in the middle which contained large overstuffed chairs and sofas and where the Inn provided tea, coffee and cakes each evening (TEA TIME) for enjoyment and socializing. The restaurant on the premise was made into small dinning rooms where our group could dine in privacy. The food was plentiful and outstanding. This is definitely a place I would love to return any season and is located in Cook Forest State Park.

The next day we traveled in caravan to Titusville, Pa. and if you remember your history lesson this is where Colonel Edwin Drake drilled the world's first commercially successful oil well in 1857. They had a museum and indoor and outdoor exhibits. The girls wanted to visit the DeBouce Antique Music Collection in Franklyn, Pa. The guys begged off and found a pub which served small pizza by the slice and beer by the glass. The Music Collection Tour must not have been a big success because the girls showed up about 30 minutes later and started placing their orders. The great part of this trip was driving our British Cars through the beautiful countryside of Ohio and Pennsylvania along rivers and streams, mountain and valleys enjoying each others company. Some days were sunny other days it was cloudy and wet but any day is a good day when you're on vacation in your British Car.

The next morning we loaded up and the Georgia and Carolina group headed south. Eventually Pat and I and Wright and Pat Bagby parted company with the others and headed for home. All went well except for the gas leak which is in the process of being repaired within the next few Days. See you on the Road!

## WD-40 & the B (from page 6)

Excellent for spraying on snow shovels for quicker release of load. Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

Protects silver from tarnishing.

Cleans and lubricates guitar strings.

Gives floors that 'just-waxed' sheen without making it slippery.

Keeps flies off cows.

Restores and cleans chalkboards.

Removes lipstick stains.

Loosens stubborn zippers.

Untangles jewelry chains.

Removes stains from stainless steel sinks.

Removes dirt and grime from the barbecue grill.

Keeps ceramic/terra cotta garden pots from oxidizing.

Removes tomato stains from clothing.

Keeps glass shower doors free of water spots. *It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle!*

Camouflages scratches in ceramic and marble floors.

Keeps scissors working smoothly.

Lubricates noisy door hinges on vehicles and doors in homes.

Gives a children's play gym slide a shine for a super fast slide.

Lubricates gearshift and mower deck lever for ease of handling on riding mowers.

Lubricates tracks in sticking home windows and makes them easier to open.

Spraying an umbrella stem makes it easier to open and close.

Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.

Restores and cleans roof racks on vehicles.

Removes tar from vehicle finish.

Lubricates and stops squeaks in electric fans.

Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.

Lubricates fan belts on washers and dryers and keeps them running smoothly.

Keeps rust from forming on saws and saw blades, and other tools.

Removes splattered grease on stove.

*(To be continued -- watch for more uses for WD-40 in the September issue)*



## Fees

First Car (pre-registered)	\$25.00
Additional Car (each)	x \$5.00
Late Registration (after Aug. 1st)	\$30.00
Additional Car (each)	x \$10.00
Friday Barbeque Dinner (Family Style) (each)	x \$25.00
Saturday Banquet & Awards Ceremony (Family Style) (each)	x \$27.50
Tee Shirts Short Sleeve	
# M [ ] L [ ] XL [ ]	x \$13.00
# XX-Large [ ]	x \$15.00
Tee Shirts Long Sleeve	
# M [ ] L [ ] XL [ ]	x \$16.00
# XX-Large [ ]	x \$18.00
Total Payment Enclosed	\$

Make checks payable to:

### Peachtree MG Registry

For hotel reservations, contact the Dillard House directly at 1-800-541-0671 before August 1, 2006. Mention that you are with the Southeast British Car Festival. Be sure to reserve early! Room cancellations must be made with the Dillard House by August 21, 2006 to avoid cancellation charge.

Reservations for dinners and regalia available until September 1, 2006!

PLEASE READ AND WAIVER: In consideration for the right to pay the event fee and participate in the S.E. Regional British Car Festival, the undersigned hereby release the Peachtree MG Registry, other clubs, and event sponsors from any and all liability resulting in damage to my car and/or property and to the property of others, and all injuries even limited to but including death, while participating in, or traveling to or from the Southeast British Car Festival.

(Driver and Passenger sign below.)

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

## Car Show Award Classes

Aston Martin	Mini
Triumph	Jaguar
Morgan	MG
Austin Healey	Tiger / Alpine
Rolls-Royce	Land Rover
Lotus	Late Model

(All models are year 2001 & up)

Place awards will be based on the number of entries in the class.

### Peachtree Award

There will be a "Peachtree Award" for **Judged Best of Show**. All other awards are popular vote.

### Alcoholic Beverage

The hosting car club, the Peachtree MG Registry, will not provide or serve any alcoholic beverages at this festival. The Dillard House does not prohibit alcohol on its premises. If you want it, bring it.

### Charity Auction – "Auction by George"

If you would like to contribute any item to the charity auction, please bring it with you and contact any member of the Festival staff. A portion of the proceeds will go to charity.

### More Information

For more information and directions to The Dillard House, call 1-800-541-0671 or 1-706-746-5348 or please visit their website at: [www.dillardhouse.com](http://www.dillardhouse.com). For more event information visit our website: [www.peachtreemg.com](http://www.peachtreemg.com).

Dennis R. DeLoatch – Chairman  
Email: [peachtreemg@bellsouth.net](mailto:peachtreemg@bellsouth.net)

## Registration



## Southeast British Car Festival 2006

INVITING ALL BRITISH CAR MARQUES

Dillard, Georgia  
September 22 – 24, 2006

The Peachtree MG Registry  
Presents

A Southern British Car Weekend  
at  
**The Dillard House**  
In the mountains of North  
Georgia

INVITING ALL BRITISH CAR MARQUES

Visit us at: [www.peachtreemg.com](http://www.peachtreemg.com)

## Southeast British Car Festival 2006

The Peachtree MG Registry invites you to join us this fall for a relaxing, southern-style weekend in the North Georgia mountains at The Dillard House in Dillard, GA. Old fashioned Dillard House cooking is as mouth watering as always. It's not fancy, it's just good! The porch swings and rocking chairs are perfect for visiting with friends and swapping stories – you'll feel right at home. The Dillard House offers it all with a family-oriented atmosphere.

Festival events are listed in the next column. Other activities include horseback riding, swimming, tennis, and antiquing. For those who want to get-away, book a romantic "chalet for two", away from the crowd.

September scenery in the mountains is not to be missed, enjoy it at a leisurely self-paced tour, or on a rally tour.

A word of caution, September in the Georgia mountains is very popular. Make your reservations early.

**ALL BRITISH MARQUES ARE WELCOME!**

Visit us at: [www.peachtreemg.com](http://www.peachtreemg.com)

## Events

Seating for the Barbeque Dinner and Banquet is limited.

### Register early!

**Thursday, September 21, 2006**

Early Arrivals

**Friday, September 22, 2006**

Hospitality Suite – 10:00 AM–6:00PM  
Open after auction until 11:00PM  
Registration - 10:00 AM – 4:00 PM  
Self-paced tours of Georgia mountains  
Tech Session – 4:00PM – 6:00PM  
Barbeque Dinner - 7:00 - 8:30 PM  
"Auction by George" 8:30 PM to ?

**Saturday, September 23, 2006**

Hospitality Suite - 8:00AM–6:00 PM  
Open after Banquet until 11:00 PM  
Registration - 8:00 - 11:00 AM  
Swap Meet-Bring your extra parts – 9:00 AM – 1:00 PM  
Car Show from 10:00 AM - 2:00 PM  
Valve Cover Races at 12:00 PM  
Mountain Road Tour at 2:30 PM  
Tech Session - 4:30 – 6:00 PM  
Banquet at 7:00 PM  
Silent Auction  
Awards Ceremony follows Banquet –  
Hospitality Suite open after Banquet

**Sunday, September 24, 2006**

Hospitality Suite - 8:00 - 10:00 AM  
Good-byes

*Partial proceeds from Auction will be donated to charity.*

## Registration

*Please print*

Driver \_\_\_\_\_

Passenger \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone-H (\_\_\_\_) \_\_\_\_\_

Phone-Alt (\_\_\_\_) \_\_\_\_\_

E-Mail \_\_\_\_\_

Car 1: Year \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_

Car 2: Year \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_

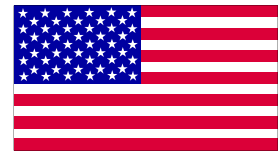
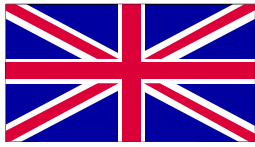
Club affiliation \_\_\_\_\_

Arrival date \_\_\_\_\_

### Mail to:

**Peachtree MG Registry**  
c/o **Patty Rosenberg**  
434 Wesley Chapel Road  
Villa Rica, GA 30180  
patrose@bellsouth.net

Visit us at: [www.peachtreemg.com](http://www.peachtreemg.com)



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We are your one stop shop for all your British car parts needs. We are the largest Moss Motors authorized distributor on the East Coast. On staff we have over 20 years of British car mechanical and service experience. Give us a try, you will be glad you did!!

**The next Moss Motors Summer/Fall Sale will begin in early August.**

No details at this time, but check the website ([www.atlantaimported.com](http://www.atlantaimported.com)) often. We will put the sale there as soon as it arrives from Moss to us.

Remember, we ship via UPS everyday, and we want to be your parts supplier even if you can not get to Decatur to pick them up. However, due to the ever increasing shipping charges from UPS, any order over \$100 (up from \$50) is **FREE SHIPPING!!**, so don't let possible shipping costs deter you from buying from us!! Our prices are discounted well below Moss's retail (more than any sales tax amount), so you are in a win/win situation at all times when you buy from us as opposed to ordering direct from Moss, or Victoria British (moss's largest customer), TRF, or any other mail order supplier.

Please check out our website @ <http://www.atlantaimported.com> see all the new parts, current sales, AIAP specials, etc. You can order any time, from anywhere you have an internet connection. Just enter the discount code **2582** and all shipping charges will be deducted from your final invoice price.

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

## **LAST LAUGHS (or famous last words)**

It's fireproof.

What does this button do?

Are you sure the power is off?

Pull the pin and count to what?

I wonder where the mother bear is.

These are the good kind of mushrooms.

Let it down slowly.

This doesn't taste right.

He's probably just hibernating.

It's probably just a rash.

The odds of that happening have to be a million to one!

Which wire was I supposed to cut?

I've seen this done on TV.

I'll hold it and you light the fuse.

It's strong enough for both of us.

I can make this light before it changes.



The **Hunt Country Classic** presented by the MG Car Club Washington D.C. Centre on October 8, 2006 features all British marques and is held at the picturesque Middleburg, Virginia estate of Bill and Barbara Scott, owners of Summit Point Raceway. This car show and family outing is without equal in the area. If you only attend one car show a year--this is the one.

[www.mgcarclubdc.com](http://www.mgcarclubdc.com)

For more information contact us at:

[HuntCountryClassic@mgcarclubdc.com](mailto:HuntCountryClassic@mgcarclubdc.com)

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

This month's meeting will be at the Vogel State Park Picnic on **Saturday, August 12<sup>th</sup>**

The September meeting will be at The Harp Pub Sunday, September 10<sup>th</sup> at 5:30 p.m.

**Don't miss these Peachtree MG Registry events!!**

- **Saturday the 12<sup>th</sup>, Vogel Picnic and Club Meeting, Richard and Jackie Neale sponsors.**
- **Saturday the 26<sup>th</sup>, Tech Session, Brad and Kathleen Dryden sponsors.**



**The Registry**

c/o John Kreimer

100 Dogwood Place

Woodstock, GA 30188-4909



**FIRST CLASS**

**ATTENTION POSTMASTER**

Forward & Address Correction Requested