This is it Folks!!

MG2012 is upon us. All the hard work and preparation is about to come to Fruition.

Many thanks to Bill Gillson, Tom George, Larry Norton, Patty Rosenberg, Tom Nadelhoffer, Paul Flexner and all of you for everything that you have done to make this a really great week. We still have a lot more to do as we welcome our friends and guests to our little piece of heaven.

This month’s newsletter is (mostly) dedicated to this event and providing information to the MG community about all that is happening at MG2012

We offer many thanks to the Dillard Family and Rabun County GA for allowing us to hold this incredible event in their home and hope that they are as excited as we are to come to Dillard GA and play for a week.

The MG2012 special section starts on page 15

Don’t worry Folks
All the usual stuff will be here for you.

THE RESULTS ARE IN!!
See ALL THE WINNERS ON PAGE 11

See page 4 for the June Events
In case you didn’t figure it out.
The June meeting is in Dillard GA

Send in your pictures, stories and newsletter ideas to Bob Anderson, Editor PMGReditor@gmail.com
What’s happening in June

May 27th—June 3rd
British Car Week

May 30th - June 3rd
British Car Week National Meet
Hot Springs Arkansas
See http://www.britishcarweeknationalmeet.org/

June 6th—10th
MG2012 Dillard GA
See http://www.mg2012.com

It’ll be cooler in the North GA Mountains

Look for more information on our web site or in this newsletter

Peachtree MG Registry Officers and Chairpersons – 2012

President— Tom Nadelhoffer — blueb@bellsouth.net (770-887-8877)
V P & Events Coordinator – Paul Flexner – paf20@columbia.edu (770-220-3022)
Secretary/Treasurer—Jeff Wiley—jawatlanta@gmail.com (678-743-2466)
Technical Director – Barry Rosenberg britcars@bellsouth.net (770-689-7573)
Membership—John and Sheila Macolino—macolino@bellsouth.net (770-945-8612)
Historian – Tim O’Brien – timandz@bellsouth.net (404-705-9279)
Regalia – Jack and Kathy Orkin—jack.orkin@emory.edu (404 783-4990 )
Newsletter Editor— Bob Anderson— pmgreseditor@gmail.com (770-330-6143)
Webmaster—Joe Rushing— joerushing@mac.com (770-447-8423)
Points and Plugs
by Tom Nadelhoffer

During the month of May I enjoyed attending both the British Motor Car Day Show at Berry College in Rome, Ga. and the Pig Roast at the Rosenberg’s in Talking Rock, Ga. Below I’ve listed a few observations/comments on each event.

British Motor Car Day – the weather forecast was not too favorable. In fact, there were reports of a light rain in Atlanta the morning of the event. The attendees in the participating 220+ cars with 45+ of them MG’s were rewarded with a day free of rain. In fact, the sun actually peaked out from the clouds all morning and finally won the battle by noon. The mix of MG’s and people driving them were similar… some very familiar and some new to the show. It was a good turnout, particularly in the Midget and MGA classes. Moral of the story….don’t listen to the weather forecasters, come on out and have some fun!!! Check the pictures and show results later in The Registry.

The Pig Roast – How can you not have fun in a beautiful house, with a great view, surrounded by a large group of friends, eating a superbly cooked pig, accompanied by a variety of scrumptious salads, and followed up with some wonderful desserts. I’m sure it was evident to all present the planning and work Patty and Barry do to make this event a success.

MG2012 runs from June 6-10 at the Dillard House in Dillard Ga. Please plan on joining fellow PMGR members and MG enthusiasts from throughout North America for as many of the event as possible, even if it’s only show on the last day. We could also use your assistance as a volunteer for the various activities and functions associated with MG2012. Contact Tom George @ mgbtgkg@bellsouth.net, Bill Gillson @ bgillson@bellsouth.net or yours truly @ blueb@bellsouth.net to explore volunteering opportunities.

I look forward to seeing you at future events and Gatherings…..Tom

Safety first!
The sun set an hour or so ago, the fan is swirling above my head as I sit beside the pool watching Barbara swim in the cool evening air at her mother's home in Hilton Head. All of this is so peaceful after last week when we flew to Louisiana to pick up our new Prius IV – yes, that Green car that only Liberals drive.

The story goes something like this. Barbara decided that her new car replacing the Volvo needed to be very fuel efficient but it also needed to have power seats and a sun roof – go figure. At the time, the only car she could find to meet her needs was a Ford Focus. Then Toyota announced the Prius IV that had everything she wanted. Being in Atlanta, we quickly discovered that there were many others who also wanted a vehicle like this and she’d have to wait 4 to 5 months – you got it, a big demand and few available. Then we learned that there was a dealership in Houma, LA whose owner was a college friend of Barbara’s buddy from the Chamber. A phone call on Thursday and the car was available for us on Friday. Who would have thought!!

So, off we went to Houma by way of New Orleans to fetch her new Prius and then a beautiful dinner in NOLA followed by a night in Biloxi at a Casino hotel and the Ohr Museum in the AM followed by the 400 mile ride home. All of this just to get her the car she wanted!!!

Of course, the Prius bottomed out on the road up to Barry and Patty’s for the Pig Out before our drive to Hilton Head. Within a week, we will have nearly 1500 miles on the new car.

As we look ahead, June will give us an opportunity to show off the new wheels at Dillard (along with the Midget) at MG 2012 from June 6 to 10. We hope you will all join us for this wonderful event. See the details elsewhere in the Registry.

As many of us will have spent many hours working on MG 2012, we have not scheduled any additional events in June. But July will quickly be upon us and the opening of the month will feature the 4th of July Parade in Dunwoody followed by a delightful picnic and BBQ at the Flexner’s – that’s my house. Last year we needed every extra seat to ferry the Veterans in the front of the parade. Yes, we are a British car group driving American Vets in the American 4th of July Parade. See the separate article about this event and plan to join us.

Two other events of note for this month’s newsletter are the Drive Your British Car Week that ends on June 3rd and the Pool Party and Tech Session at Tim and Z’s on July 28th. We hope that these events will both entice you to join us and enlarge your circle of MG friendships.
As we WELCOME More New Members

I hope everyone enjoyed Rome I know I did great turn out and lots of great people.

All members going to Dillard chip in and lend a hand.

Welcome 4 new members this month.

Michael and Mary Bannan
Katie and Nate Caines
Tim and Connie Yancey
Annette Stilwell

June Birthdays

6 Scott Bohannan
7 Brad Dryden
12 Kaycee Logan
12 Juliana Hughes
14 Marcy Fraser
18 Steve Tom
19 Gene Westmoreland
20 Sue Cook
23 Sam Marble
28 Jim Unger
31 Phil Osborne
The year 2012 marks the 50th Anniversary for four famous sports cars. The Shelby Cobra, The Ferrari 250 GTO, the Lotus Elan . . . and the MGB. Certainly the Cobra and 250 GTO are icons in the history of automotive development, but total production between them was less than 250 cars. The Lotus Elan became somewhat more successful with a run of about 17,000. When judging the total manufacturing numbers of various popular sports cars, our favorite the MGB stands out as perhaps the most popular single style sports car. Excepting the Mazda Miata (which can attribute some of its character to the Elan and MGB), during their extended lives other sports cars such as the Corvette may have produced more in numbers but when one considers the model changes throughout their history no sports car can compare with the MGB which had a total of 512,243 cars manufactured in one basic body style from 1962 to 1980. More than 300,000 B roadsters were exported to the US during the life of the car and it can reasonably be said that the MGB is the most popular classic sports car ever manufactured.

Planning for the design of a new MG sports car to succeed the MGA had begun at Abingdon in the late 1950’s. Syd Enever (Chief Engineer), Roy Brocklehurst (Chief Chassis Draftsman), Don Hayter (Chief Body Draftsman) and Managing Director John Thornley directed a team intent on producing a monocoque (unibody) based roadster. Design work continued with operating prototypes built and tested in 1961 and through 1962. In replacing the MGA objectives included a roomier interior, faster performance, more modern styling and being easier to build. The new design emerged with a completely different look for the MG. The first pre-production MGB was built in May, 1962. Production commenced at Abingdon, England in June and the MGB roadster launched in September, 1962 at the London Motor Show in Earls Court. Specifications for cars produced beginning in 1962 included: 1798cc four-cylinder OHV engine rated at 95bhp @ 5400rpm and 110lb ft torque @ 3000 rpm operating a four-speed manual transmission with rear wheel drive. The independent front suspension (derived from the MGA) featured lower wishbones, coil springs and lever-arm dampers with rack-and-pinion steering. Rear suspension offered a live axle, semi-elliptic leaf springs and lever-arm dampers. Disc brakes provided stopping at front with drums at the rear. Initial performance saw a top speed of 103mph with 0-60mph travelled in 12.2 seconds.

The interior offered two individual, adjustable bucket seats as well as wind-up windows, outside door-handles and ventipanes in the front doors. Behind the seats was an open luggage area (which has been known to accommodate small passengers) and at the rear was a fairly spacious trunk which included a spare tire. Priced under $2500 sales of the new sports car took off quickly and both right hand and left hand drive cars were manufactured with LHD spec cars far outpacing the RHD. Peak production came in 1972 with a total of 39,393 units sold that year.

During its production run the MGB underwent many incremental changes even though keeping its basic style. The engine was improved from 3-main bearing to 5-main bearing in 1965. Displacement remained 1798cc throughout production. Two other engines made short appearances, with the 6-cylinder MGC produced from 1966-69 and the MGB GT V8 (which was not officially exported to the US) from 1972-76. Body style remained the same with an additional GT model, introduced in 1965, eventually responsible for about 25% of total production. In 1968 British Motor Cars (BMC) merged with Leyland Motors to become British Leyland Corp. As British Leyland fought to remain solvent, with its heavy dependence on exports to the US the MGB was somewhat adversely affected. US emissions regulations resulted in detuning of the B engine to the point that it produced only 62hp in 1975. Collision safety brought the introduction of energy absorbing (rubber) bumpers and ride height was raised 1.5” to meet headlight rules. The last year of production was 1980 with a special US “Limited Edition” model.
A quote from *Illustrated M.G. Buyers Guide* by Richard Knudson best sums it up. "In describing the car as a whole, it can be safely said that the MGB, either in its roadster or GT form was in the very best Abingdon tradition. In its original guise, the B was a pure sports car built to meet the demands of that period. It is a further tribute to the men at Abingdon, that in its eighteen-year production run, the same basic car was constantly updated, both to meet the needs of the newer generation of sports car enthusiasts, and also to meet a never ending succession of American safety and clean air regulations."

**Blenheim Palace will be the venue**

**For MGB 50**

**Amongst Royalty where she belongs**
A History of Blenheim Palace

Blenheim Palace has a History suitable for a World Heritage Site. The Palace was created to celebrate victory over the French during the Wars of the Spanish Succession. In particular it was a gift to the First Duke of Marlborough. He was the military commander who skilfully led the Allied forces into battle on 13th August 1704 at Blindheim (Blenheim). After the Battle Marlborough personally received the surrender of Marshall Talland, leader of the French forces.

The Duke also ensured that the Palace became a monument to Queen Anne. It was the Queen and a grateful nation who granted to the Marlboroughs, the Manor of Woodstock and the promise of the funds needed to build such a house.

The actual building of the Palace was not trouble free. The first problem was that the Duchess did not want such a grand residence. She hoped for a smaller country house designed for comfort first and status second. She had many arguments with the architect Vanbrugh until Vanbrugh resigned. Sarah, the First Duchess, being a strong willed woman unfortunately fell out of favour with the Queen. Court intrigue made the most of this and for a short while the Marlboroughs even left the country. The second problem was therefore that Royal funds for the Palace dried up. Building of the Palace came to a halt in the summer of 1712. Eventually the Palace was completed at the Duke’s own expense.

Over the years several Dukes have made a considerable difference to Blenheim.
The 4th Duke brought Capability Brown and William Chambers to make major changes to Palace Park and Gardens. Noticeably the family, in particular the ladies have been concerned for the needy. The 4th Duchess built the almshouses in Woodstock. The wife of the 7th Duke in particular worked tirelessly and successfully to help the starving in Ireland when her husband was Viceroy.

She showed concern for the agricultural workers on the estate and also built the school in Bladon. The 8th Duke was an innovator. He introduced gas, electricity and central heating to the Palace.

The greatest impact on Blenheim was made by the 9th Duke. He created the formal gardens to east and west of the Palace, he restored of the Great Court and he replanted the entrance avenue and the Grand Avenue. In total he had half million trees planted in the Park. Inside the house the 9th Duke was responsible for a complete redecoration of the State Rooms. He also added extensively to the collection at Blenheim particularly the furniture. In the twentieth century during the both World Wars the dukes allowed Blenheim to be used in various ways for the war effort.

The most famous member of the family was Sir Winston Churchill who was born at Blenheim and spent a considerable amount of time at the Palace. Winston was the grandson of the 7th duke. He was a close friend of the 9th Duke and Duchess.

The present Duke has committed his life to the preservation of this great house and it was during his time at Blenheim that the Palace became a World Heritage Site.
**British Motor Car Day**  
**May 12, 2012**  
**Winner’s Circle**

<table>
<thead>
<tr>
<th>Class</th>
<th>First Place</th>
<th>Second Place</th>
<th>Third Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>MGTD</td>
<td>Ellis Carlton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MDTC</td>
<td>Bob Stanek</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MGTF</td>
<td>Richard Fonde</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variant/Sedan</td>
<td>Jim McCartney</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MGA</td>
<td>Don Prince</td>
<td>Brad Dryden</td>
<td>Greg Elliott</td>
</tr>
<tr>
<td>MG GT</td>
<td>Phil Slough</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MG V8</td>
<td>Chris Gore</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MGB Early</td>
<td>Linton Atkinson</td>
<td>Bill Gillson</td>
<td>Jeff Adams</td>
</tr>
<tr>
<td>MGB Late</td>
<td>Doug Fortner</td>
<td>Steve Ratcliff</td>
<td>Bob Anderson</td>
</tr>
<tr>
<td>Midget</td>
<td>Rhonda McCartney</td>
<td>Edward Long</td>
<td>Randy Patrick</td>
</tr>
<tr>
<td>Diamond in the Rough</td>
<td>Chris Crocker</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Best in Show</td>
<td>Jim McCartney</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Bling Award**: Bob Anderson
- **Penny Cup**: Larry and Gayle Norton
Best in Show

Do y’all remember when this car won Diamond in the Rough?

Congratulations to Jim McCartney for an incredible transformation
AND THE CARS
SAVE THE DATE!

MG2012 June 6-10, 2012
Dillard, Georgia

The Peachtree MG Registry will host the
NAMGBR Annual Gathering @
The Dillard House
In the mountains of North Georgia

Inviting all NAMGBR members (MGB, Midget &
1100/1300 owners) and other types of British Cars and
Motorcycles

This section contains all you need to know about MG2012
and the events and attractions in Dillard GA.
A BRIEF HISTORY ON DEALS GAP AND THE TAIL OF THE DRAGON

The Tail of the Dragon at Deals Gap is considered one of the world’s best motorcycling and sports car roads. Anyone looking for an exciting drive will enjoy this stretch of US 129 at the Tennessee/North Carolina state line.

The Dragon’s past begins in the early 1700s as a trail used by the Cherokee and early trappers to hunt game, especially buffalo, as much of the route was originally just an animal track worn down by large herds. Over the centuries the trail was developed by first the Cherokee and then white settlers and adventurers to navigate the steep gap through the lower Smokey Mountains.

Through both the Revolutionary and Civil Wars, Deals Gap became an important passage for troops and supplies. On through to the late 19th and early 20th centuries the trail was little more than that, a dirt and rock trail providing access along the Gap and to some other side points along the way. Tributary roads to the Cades Cove settlement outside of Gatlinburg still exist from The Dragon.
Not until 1913 and the establishment of Calderwood was there an actual town along the Gap. The town was created as living quarters for employees constructing Cheoah Dam in 1917, Calderwood Dam in 1930, and those workers who maintained the entire system. At that time the first real improvements to the road were completed to allow the access of heavy equipment, men and supplies to the area.

For decades after this the road was mostly used by tourists and fisherman looking for access to trout streams and other wildlife areas. In the early 1990s sport bike and sports car enthusiasts “re-discovered” The Dragon and turned it into what it is today. A driving adventure that should be on everyone’s bucket list!

Enjoy your trip!

*It was either this or Toms “Salute” at the Mitty.*
HIGHLANDS, NC SHOPPING EXCURSION

Highlands has been a mountain respite for over a century allowing visitors to unwind while being treated to the finest amenities. Featuring several spas for those requiring special attention or for your dining experience, you may sample various culinary cuisines from the numerous restaurants.

Shopping in Highlands includes unique shops featuring art, antiques, clothing, jewelry, crafts, home furnishing, and a broad range of retail selections not found at your neighborhood mall. For MG 2012 there will be shuttle service on Thursday for those who wish to partake of the shopping and dining opportunities in Highlands.

Shuttles will depart from the front of the Dillard House Convention Center and drop you at the Highlands municipal parking area on Oak St, just one block off the Main St shopping district. You will also pick up your return trip to the Dillard House at the same location. Round trip shuttle service is $25.00 per person and $30.00 on the day of the excursion or at check-in.

Shuttles will make trips from Dillard House to Highlands at 9:30 & 10:30 am with return trips at 2:30 & 3:30 pm. Due to shuttle capacity we suggest that you budget your time to allow adequate opportunity to visit Highlands, keeping in mind that not everyone can be on the last shuttle of the day. 9:30 am departures should return at 2:30 pm and 10:30am at 3:30 pm. We will make every effort to accommodate all participants.
TECH SESSION OVERVIEWS

Please be aware that all tech sessions take place in the Board Room at the Dillard House Conference Center unless otherwise noted.

Wednesday, June 6th-
For early arrivals on Wednesday afternoon, Barry Rosenberg of British Car Service, Marietta, GA will lead a training and discussion session on carburetors and how to rebuild and tune them. Barry brings his 37 years of experience with British cars to the subject and he has some very specific opinions that he will share with you. Sure to be entertaining and informative, plan on attending this session in the Board Room of the Dillard House Conference Center at 2:30 pm on Wednesday.

Thursday, June 7th-
The morning session will be on suspension tricks that do not cost a fortune but can enhance your driving experience. Barry Rosenberg of British Car Service, Marietta, GA will lead this one also. Plan on attending this session in the Board Room of the Dillard House Conference Center at 10:30 am on Thursday.

The afternoon session will be a round-table discussion with Peter Thornley, son of MG Managing Director John Thornley, discussing the history of the MGB for the 50th Anniversary. The session will be held in the Board Room of the Dillard House Conference Center at 2:30 pm on Thursday.

Friday, June 8th-
The morning session will be by Hap Waldrop on engine rebuilding and about performance modifications. Hap is well known in British car circles for his racing engines and for his technical contributions on all British cars. Plan on attending this session in the Board Room of the Dillard House Conference Center at 10:00 am on Friday.

The afternoon clinic will be led by Glenn Leonhard and will be on “tricks of the trade”. He will be sharing tricks, short cuts, and tips learned from years of experience. Questions will be welcomed. Plan on attending this session in the Board Room of the Dillard House Conference Center at 2:30 pm on Friday.

The John Twist Rolling Tech Session will take place on the show field adjacent to the Dillard House Stables from 9:00 am to 5:00 pm on Friday. We are very pleased that John has made himself available for this event favorite. John will diagnose issues with your MG and make suggestions and repairs for corrective action.
EVENTS OVERVIEW & DETAILS INFORMATION

Many events planned for the convention are no charge, such as driving tours, tech sessions and the like. A few others are minimal cost events where you are only paying for consumables or transportation services, like the Ladies Craft Tea on Thursday or the Highlands Shopping Excursion on Thursday. These are inexpensive activities that we think you will enjoy.

The Ladies Craft Tea is at the Chatter Box, about a ½ mile from the Dillard House, just south on Hwy 441 at the traffic light by the school and railroad museum. Planned activity is craft instruction with refreshments. Two sessions are planned for Friday, and one for Thursday. Thursday is Decorative Glass Painting; Friday is Rubber Stamping and Glass Sun Catchers. Check the program for more details or at the registration desk; cost is for your craft supplies only. Unfortunately, no shuttle will be provided.

Highlands, North Carolina is a lovely mountain community known for its antique and boutique shopping. It also offers dining options as well as spa activities. The Thursday event to Highlands will be a scheduled round-trip shuttle for your visit to this interesting mountain town. Cost for the shuttle is payable at the door, or in advance with your registration. Shuttles will depart from the front of the convention center near the registration area. Check the program for more details or at the registration desk.

The Georgia Wine Highway Tour will depart on Friday from the Dillard City Hall, adjacent to the Dillard House, and will tour several of the wineries in the north Georgia mountains. Your only cost is whatever you buy at each stop and your lunch along the way.

Deal’s Gap/Tail of the Dragon Tour will depart on Thursday from the Dillard City Hall, adjacent to the Dillard House, and will include a lunch stop in Deal’s Gap. This is an all day tour, returning in the afternoon to Dillard. No cost for this tour other than whatever you buy and your food at lunch.

Speaking of the Dillard House Inn, please let me elaborate for a moment if you will about the dinners planned for Friday and Saturday. The Friday night Barbecue dinner is not to be confused with the “northern” version of a barbecue. You will not find hot dogs or hamburgers. Instead you will find Southern ‘Que featuring items (subject to availability) such as slow cooked ribs where the meat falls off the bone, glazed chicken with a sauce so tasty your tongue will rip off your lips trying to get at it, pulled pork with multiple sauces to try from slightly sweet to rip-snorting hot sauce, home-made corn bread just like Mama makes, home-cooked & locally grown fresh vegetables of all kinds, and the signature Dillard House dessert bar with home-baked pies and cakes. It is, by the way, all you can eat! (Or dare to).
EVENTS OVERVIEW & DETAILS INFORMATION

Then on Saturday night we do it all over again for the MG 2012 Awards Banquet only this time you get a beef and/or pork carving station, another selection of meats including famously delicious fried chicken, smoked ham, more fresh veggies and home-made desserts. Oh, did I say it is all you can eat! Why, you know it is. So don’t let this gastronomic delight pass you by, make sure you include dinner reservations in you event registration. (I must pause as I type this for my mouth is watering profusely!)

Rabun County Dine - a - Round at various locations in Dillard and Clayton on Thursday sampling the local fare. This is an opportunity to enjoy some of the fine dining establishments throughout Rabun County, our host for MG 2012 along with the cities of Dillard and Clayton. Discount information is available from many establishments in your registration packet; choose one that meets your liking.

After dinner meet at the Tiger Drive-In Cruise-In for an old-fashioned drive-in movie experience! See a movie, have some popcorn or a cold beverage and kick tires with your MG buddies while enjoying the latest from Hollywood. The Drive-In is located in between Tiger and Clayton on Old Hwy 441. You can pick up Old Hwy 441 at various locations, but if you go south on Main St in Clayton it becomes Old Hwy 441 and the drive-in is just a few miles out of town to the south.

The Newsletter Editor’s Roundtable will be held on Friday morning in the Board Room of the Dillard House Convention Center and is sponsored by Classic MG Magazine. Club newsletter editors are encouraged to attend and exchange ideas with your peers and learn from one of the premier MG magazines about the latest in publishing. No cost, but please indicate your attendance on the registration form.

Also on Saturday afternoon at 3 PM in the Board Room the Atlanta Photography Salon will hold a workshop on “Photographing Your Car”. This should be a great event for the newsletter editors and for anyone who likes to take photographs at your local car shows. Learn to improve your technique from skilled professionals.
EVENTS OVERVIEW & DETAILS INFORMATION

**Funkhana/Autocross** is planned for Friday afternoon. You may choose one or both activities as they are held at the same location. Have you ever fished from your MG? Parked it blind-folded? Now is your chance to do so. This will be a fun and competitive event for everyone. The Funkhana and Autocross events will be held at the parking lot of the Rabun County Industrial Park about ½ mile from the Dillard House Inn at the intersection of Franklin & Kelly Creek Rds.

Other non-eating events for the convention will also include, self-guided tours available every day, tech sessions Wednesday afternoon through Friday afternoon and valve cover racing!

I think you will find plenty of things to keep you entertained during your visit. Be aware that the Rabun County Georgia area also has lot of other things to do such as white-water rafting, zip-line activities, hiking and biking and other outdoor adventures. Check the link on the web site for the Rabun County Visitors Bureau for more details.

And don’t forget the food.

If you go hungry in Dillard it’s your own fault.
THE MG 2012 GEORGIA WINE HIGHWAY TOUR

The MG 2012 Wine Tour will travel over 150 miles of scenic North Georgia mountain highways. Much of the route passes through the National Forestry lands. We'll begin by following along the Georgia Wine Highway with a stop for lunch at one of Georgia’s many award winning wineries. After lunch you’ll have time to visit a wide selection of local vintners, shop for antiques, spend time in the workshops of our many local artists, or just savor our fine June weather and some of the most picturesque scenery in the country. After the lunch stop the tour becomes self-guided and paced so that you can focus on what you like. There are six more wineries along the return route and several small artisan communities along the way as well. So if wine is your thing you can spend more of your time there or mix it up at your leisure.

You can follow in the wheel tracks of the likes of Junior Johnson as you travel along Georgia’s “Old Moonshine Highway” now populated by the shops of skilled craftspeople for pottery, painting, stained glass, and rustic furniture.

Or, spend some quality time traveling through the Sautee Nacoochee Valley. Nestled in the hills of beautiful North Georgia, you can visit the studios of our local artisans and experience the wide variety of handmade regional arts and crafts on display. Just north of the valley you will also find the rustic community of Batesville, known for its quaint General Store and its artisan community.

The MG 2012 Georgia Wine Tour will depart from the Dillard City Hall, adjacent to the Dillard House Inn. Please check elsewhere in the event program or at the registration area for specific times and details.

A note from Rabun County

MG 2012 “Like” us on Facebook

MG 2012 Participants go to our Facebook page at Explore Rabun (www.facebook.com/explorerabun) and “Like” us. Then, post on our page that you “liked” us and are from MG 2012. Don’t miss this second step. When you do that you will be entered into a drawing for a $50 Gift Certificate to…….drum roll please……..The Dillard House. The winner will be announced on Saturday night at your closing ceremonies. Don’t delay! You have to “Like” our page and comment by Friday, June 8th at midnight. The gift certificate will be valid beginning July 1, 2012.

If you win but are unable to be in Dillard after July 1st, not to worry; The Peachtree MG Registry will buy your gift certificate for face value.”
IMPORTANT, PLEASE READ

Friends, the time is near!!!!! This is the last registry newsletter before Dillard, MG 2012. Gayle and I are busy making plans to keep you all hydrated and fed while enjoying the sights, sounds and scents of the North Georgia Mountain region.

In order to accomplish this, we need your help. First, when you pack to come up, plan to make room in your vehicles for some homemade cookies, brownies, quick breads, muffins or other finger sized goodies. We also will need chips, pretzels, nuts and snacks or finger foods. After you carefully pack your contributions for the hospitality suite (or is that sweet!), drive safely to the Dillard House and deliver them to the Hospitality Cabin.

Second, when you register for the event and you know what your schedule will be, come on over and sign up for a shift or two as host/hostess to help fill your time. This is a great way to represent the club and be able to help all those coming to MG 2012 feel comfortable and relaxed.

If you will be bringing something please contact Barbara Flexner at bflexner@hotmail.com or 770-220-3022 (home) or 770-833-3754 (cell) or Gayle Norton at mgblarygayle@bellsouth.net. We will be coordinating the information received.

The Peachtree MG Registry has a reputation for wonderful hospitality and camaraderie! Help us all to live up to our reputation!

See you there!!
I sit at my computer at 6:00 am on the 22nd and know I am late, again. Thinking about what we have recently been working on that would make an interesting article leaves me blank. Not that we have not been busy, just the opposite. We are working on an old Triumph TR3 (like there are any new ones) that is going on a trip to California with two drivers re-creating a trip they did 25 years ago. It is being filmed as a TV documentary. I recently found out that they are leaving in June and have been hurrying along on the repairs.

So, let me give you an example of how things are going. The radiator was green and damp at the bottom so we knew it had a seep. That would not do in Death Valley. To remove the radiator in a TR3, you get to pull the front center body panel out. That exposes everything up front. The steering box was leaking so now is the time to rebuild it as it is exposed. The radiator comes out and goes to the radiator shop. The first call from them was to see if we wanted the hole for crank starting back in the core. It will add money and a week delay to have it.

That should be a customer decision as I know I would leave it out. It is $100 cheaper and has 20% better cooling capacity. Not the owners decision so we wait for the core. They were also supposed to call me before assembly so I could bring some tabs to mount on the radiator top tank that will locate the top of the radiator, an item missing from the one in the car. It will add money and a week delay to have it.

Now, back to the three bolts that hold the pump on. That goes easy. As we try to release the generator to adjust the new belt, we find a frozen bolt in the generator. As it is in the aluminum front plate, we decide to use gentle heat and some wax to free it. This only takes about 20 minutes. Think this is long; then think about what it takes?
Tech Talk

By Barry Rosenberg

You have to get your propane torch, a lighter, some wax (touch it to the hot bolt and it seeps into the threads), heat the bolt and gently work it back and forth so it does not break. Then get a replacement bolt and clean the threads in the front plate.

Well, we are finally done, the pump is on and the belt is tight. But, it leans forward as it goes around the crank pulley by ¾”. What the! Upon a closure examination, we determine the crank pulley was put together wrong some time ago in a previous life. To repair this, the crank pulley assembly must come off and be disassembled. No, it has to be disassembled on the engine and removed piece by piece as it will not come off as one piece. There are 6 bolts, nuts and washers. There are two pieces to the pulley and two pieces to the crank extension and the big bolt holding it all together. Even without the radiator in the way, it is an extremely tight working space.

The two piece pulley was installed in the incorrect location on the Mickey Mouse assembly and now it is corrected. The extension is reassembled in place and tightened and the belt finally lines up perfectly. So, we have replaced the water pump, where we started with just three bolts to install and spent 3 hours doing it, plus a few other things.

You may now be asking yourself, if you have read this far, so what? It goes to show that asking for something simple, or that sounds simple, may take a lot longer than anyone can anticipate. There is no way you can get quoted an accurate estimate to do some easy jobs on our old cars. If you have a shop working on your car, please understand that they also run into these kinds of problems. They are in the middle of a repair and have to spend extra time doing other repairs that were not visible until they started. Understand, they need to be compensated for this time. It is not their fault your car has frozen bolts, or new parts suck and do not fit, or that someone else worked on your car previously and screwed it up.

Cut us some slack, especially if the car works as it should when we get finished. Our goal is to make your car as dependable as possible at a reasonable price. But we want to stay in business and must charge for our time. I know a lot of you do not believe it, but we make very little from parts, the mark up from our great big Moss discount is very small. We have to make a living from our time and knowledge.

Now a moment of self-promotion; if I may? I am moving to a new location in June as my house is too small and I am tired of complaints about parking on the grass. It is against the law to park on your own grass in Cobb County. Even for a short time like lunch break with the guys. So, I have found a 4,000 ft. shop around the corner that used to be Moon River Hotrods. We will be installing lifts and all our equipment and hope to be open by the end of June. We will be able to do everything to your British car other than body and paint work.
We are going to be a stocking dealer for Moss Motors, we hope to have most of the tune-up, hydraulic, brake, clutch, and electrical items commonly needed. As time goes forward, we will increase the stocking items. We also are working on stocking wheels, such as the Mini-lite style, and will be able to order any wheels including 18” current designs. We may be able to get tires like Vredestein that will fit the older British cars but will not stock any, special order.

Please watch for our grand opening soon. We are developing our web site now and will be adding tech tips, parts, and some other stuff to it as time goes on. If you would like to help move, please let me know, I could use some after the MG2012 in Dillard. Thanks for reading this far. See yall soon.

Little British Car Co

www.LBCarCo.com
29311 Aranel
Farmington Hills, MI 48334
Phone: (248) 489-0022
Email: LBCarCo@LBCarCo.com

Enjoy this week’s event and please keep us in mind for your shopping throughout the year. Parts for restoration & maintenance are our main business – at always discounted prices. We have the parts you need, the convenience you want & a lower price than you thought you would pay.

We’re an authorized distributor for Moss Motors, Pertronix, Moto-Lita, Gunson & more. And we have quality automotive accessories & gifts for the British car enthusiast.
For Sale 1969 MGB Roadster

Some history
I began to restore the car appox. 10 years ago, gradually replacing just about everything. Engine was completely rebuilt, new suspension, stainless exhaust system, gas tank, overdrive gearbox and all new wiring. Leather interior, new windshield, wire wheels (including the spare) new tires. Many more new parts with receipts. Also includes an extra gearbox, radiator, a hardtop which needs new glass, and a couple of boxes of assorted parts. $9,000.00 takes everything.

Tuck Southworth
Wilton, CT
203-544-8188 (h)
203-216-1553 (c)
Truxtun Southworth <tuck.southworth@gmail.com>

If your car/item sells please let me know as soon as you can. Thanks, Bob
1952 MG TD/C Roadster  Full restoration. Runs like a top. Painted English yellow cream with new tan upholstery. All new side curtains, tonneau cover, boot cover, and all wood replacement. Has new car cover and radial tires. Has been garaged since her restoration. Come take a ride and see what a great little car she is. Asking $22,000. Please contact: annbright1@comcast.net

For Sale: 1951 MGTD. Beautifully restored, excellent condition. Light BRG with tan interior. Top and side curtains included. Needs new battery. Great price at $15,000. Atlanta area. Additional photos available. Contact Barbara Simmons. bljsimmons@comcast.net

If your car/item sells please let me know as soon as you can. Thanks, Bob
MGB Exhaust System with manifold and Magnaflow mufflers. Rear muffler is polished stainless steel. Intermediate is stainless steel also but not polished. $150.00 Or just pay me what you think.

Email Bob Anderson

arethusaboy@comcast.net
See Y'all in Dillard
The Peachtree MG Registry and the Southeastern MG T Register

DUNWOODY’S OWN AND GEORGIA’S LARGEST

4th OF JULY PARADE

WHEN: On Wednesday, JULY 4th (of course)

WHERE: Meet in the Parking Lot of All Saints Catholic Church
        2443 Mount Vernon Road
        Dunwoody, GA 30338
        (between Jett Ferry and N. Peachtree Road)

        Congregate at 8:30 AM
        (Parade begins at 9:00 AM)

MG’s will transport VFW WW II and Korean War Vets at the front of the parade
Led by many of our SEMGT Registry friends

DO NOT Bring candy to throw to the kids along the parade

Following the Parade

GRILL-OUT AT THE FLEXNER’S

Beginning at High Noon or shortly thereafter
Featuring Atlanta’s Best Burgers and Dogs

And, your outstanding Vegetarian and NON-Dairy Side Dishes
(No Meat, Pork, Bacon, or Shellfish, please)

Replies appreciated for both the Parade and the Grill-Out
(even if you only come to the Parade or the Grill-Out)
770-220-3022 or paf20@columbia.edu

Burgers and Dogs with all the trimmings will be provided
Along with fruit for dessert
MEMBERSHIP APPLICATION FOR YEAR 2012  ( ) RENEWAL  ( ) NEW MEMBER

Name: ____________________________________________________ Birthday (Month/Day) ________________________

Please Print CLEARLY

Spouse/Partner Name: ______________________________________ Birthday (Month/Day) ______________________

Address: _______________________________________________________________________________________

City: __________________________________________________ State: ______________ Zip Code: ______________

Phone: (H) __________________________ (W) __________________________ (C) _____________________________

E-Mail: ___________________________________________ Referred By: ___________________________________

Please List Your British Vehicles:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MAKE/MODEL</th>
<th>COLOR</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

List memberships in other car clubs

________________________________________________________________________________________

What types of meetings, events, or newsletter info would you like to see?  __________________________

________________________________________________________________________________________

Would you be interested in volunteering for a committee or club event?  If so, what kind?  ____________________

________________________________________________________________________________________

Peachtree MG Registry dues are $25 per year, due in January. New members joining after June 30th receive a reduced rate of $15 for the balance of the calendar year. Please make checks payable to The Peachtree MG Registry. Complete, sign, and mail this form to: The Peachtree MG Registry, c/o John and Sheila Macolino, 3623 Aspen Court, Buford, GA 30519

Name Badges: Please order Name Badges at a cost of $9.00 each. The name(s) I would like to be on the Badge(s) is/are: _________________________________. Enclosed with my dues check is $_____ for # ___badges.

NOTICE: In consideration for and the acceptance of this application and payment of dues to The Peachtree MG Registry, the undersigned hereby releases The Peachtree MG Registry, other clubs, event sponsors and participants from any and all liability resulting in damage to my car and/or property and to the property of others, and all injuries not limited to but including death, while participating in, or traveling to or from events, meetings, tours, rallies, or shows sponsored in whole or in part by The Peachtree MG Registry. This waiver applies to any and all claims made by myself, co-participants or members and my/their heirs against The Peachtree MG Registry, its officials and sponsors, for any illness, injury or death that may result directly or indirectly from my participation in The Peachtree MG Registry. I further state that the vehicles used in event participation are insured and comply with the Motor Vehicle Laws of the State of Georgia.

(Signed by all persons listed on the application above)  ______________________________________ DATE

(Signed by all persons listed on the application above)  ______________________________________ DATE