



February, 2019

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



This month our Natter 'N' Noggin with take place at:

Taco Mac

3543 Peachtree Industrial Blvd.

Duluth, GA 30096

12:00pm to 2:00pm

This will be our monthly meeting for February. Come out for a good social event and tire kicking. This will give us a chance to show cars to the Duluth area.



The only MEMBER-RUN organization
for MGB, MGC, Midget, 1100/1300 and

North American MGB Register

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Don't Forget to Renew



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Cover Girl of the Month

Upcoming Events

When

What

Where

February 9, 2019	Natter "N" Natter Alternate Monthly Meeting	Taco Mac 3543 Peachtree Industrial Blvd MAP
February 16, 2019	Tech Session	Bob Wagner's Motorsports 257 Dekalb Industrial Way, Decatur MAP
February 20, 2019	ORF	TBA
March 9, 2019	Alternate Monthly Meeting	Ball Ground- Jasper Starting Point Details to follow
March 9, 2019	Natter "N" Natter Alternate Monthly Meeting	Gibb's Gardens 3543 Peachtree Industrial Blvd Rocco's Pub
March 16, 2019 Depart 10AM	Spring Drive GTA	45 South Cafe Hisotric Downtown Norcross
March 21, 2019	ORF	TBA
April 6, 2019	34th Chris Gore Mountain Tour	1167 Mill Creek Trail Cleveland, GA MAP
April 6, 2019	Carolina British Car Show	Historic Columbia Speedway 2001 Charleston Highway, Cayce, SC MAP
April 11-14, 2019	Gathering of the Faithful South MG Classics of Jacksonville	Daytona Beach, FL INFO
April 17, 2019	ORF	TBA
April 25-27, 2019	Brits on the Bay Panhandle British Car Club	Pensacola INFO



Last September I was approached by Jim Walton of Brits in the Valley about the possibility of a car show in Columbus, GA. As many of you know, we have alternated with the T Registry with an event in September and with the demise of that group I was searching for something to fill the date.



Brits in the Valley is a small group of LBC enthusiasts who most reside in the western part of the state, many of them are members of the Peachtree Registry. They have a number of activities

throughout the year but don't have the firepower to mount a car show. This seemed like something we should pursue and thus I headed to Columbus the first week of January to see if this was feasible. [Facebook](#)

I met Jim at the [Columbus Marriott](#) along with Amy Jenkins Sales Mgr. for the hotel and Melanie Grace of the [Columbus Convention and Visitors Bureau](#) to get an idea of the facilities available to mount a show. We planned to tour the hotel, Convention Center, Riverwalk area, and downtown. The hotel has 175 rooms and was originally a grist mill. They have done an excellent job of conversion and have added a second tower. We looked at both sides and were impressed with the quality. (Include Pictures). We had lunch in their full service restaurant, a Houlihan's. The restaurant is large and has an outdoor patio attached. We toured the meeting rooms that could be used for Registration, Hospitality etc... There is a large parking lot behind the hotel that has limited access with security at night. The hotel would certainly do the job as a base of operations.

Next we visited what would be the show field, [Woodruff Riverside Park](#). The approximately 1 ¼ acre field is located on the river in front of a Columbus State Univ. building. This area attracts a lot of local traffic, especially on weekends since there's a playground next door, giving our cars a lot of visibility. The field is a 2 minute walk from the hotel. There is a food court being built across the street from the field and the downtown area is within easy walking distance of the show field with a large choice of dining and drinking. There are also food trucks available at this location. This whole location put me in mind of the Pensacola event. We were also shown two areas that would be suitable if we should have rain, including inside a parking garage.

I presented the idea to the Board and it was decided that a site visit was the next step. So, last week, Jack Orkin, Dan Bosso, Jim Walton, and I went back. We revisited the same areas with Jack and Dan asking a lot of questions about access, parking, travel times as one PhD and one MD are inclined to do. We also visited the Civil War Maritime Museum as a possible venue for dinner. They were satisfied with the answers and reported back to the

Board that this event is feasible. We decided that I would write this article to let the club know what our thinking is and to solicit your input.

The proposal is to partner with Brits in the Valley to hold a 2 day event from September 19-22, 2019. Arrivals would be expected on the 19th with the 20th for personal touring of the area. There is a lot to do in the area including the excellent Infantry Museum at Fort Benning, The Little White House and Warm Springs, and Calloway Gardens. There is also plenty of shops and on Saturday the hold a large local market that features over 200 vendors. Friday night would be a meet and greet meal possibly held in the maritime museum. There are free concerts on Friday and Saturday nights in Columbus for evening entertainment after the meet and greet.

We're proposing the following:

The Saturday show would be all British Cars and we are budgeting for 60 cars. This would limit our expenses for trophies. We would hold the awards on the show field at the end of the event as Pensacola does. Everyone is on their own Saturday night. We would wish them farewell on Sunday morning. PMGR would sponsor the event with the help of the Brits in the Valley group. We would use our website registration process for Registration and are suggesting that we don't have any memorabilia. We understand that there may be mobile screen printing. Unfortunately we aren't allowed to bring our own food for Hospitality but this also helps to keep the costs down. We would provide something like coffee and donuts both morning, again with idea to limit our costs.

Here are the reasons I'm suggesting this.

1. We keep up the tradition of an event in the fall.
2. Columbus is an underserved area by PMGR and we hope to attract cars from Western Georgia and Eastern Alabama. I think we could also get a good contingent from Pensacola since it only about 250 away.
3. The City of Columbus has shown a high interest in having us there. They are willing to close off a street in case of rain and we can't use the show field. I think there are other incentives that we can get. We should get a lot of foot traffic at the park.
4. The overall location provides a venue that offers a wide variety of things to do.
5. We do not have to commit to a minimum number of rooms or nights. The room rate is \$129 per night for as many nights as you want to stay.
6. We believe there is an opportunity to attract some sponsorship for this event. The Brits in the Valley folks have a strong relationship with the local business community and we can partner with Children's Miracle Network to draw attention to the event.

In a nutshell that's the idea. We have details to work out but this club has a lot of experience in holding car show. The issue is people on the ground for the show. The Valley group has committed to doing this but they need our help. I just think it's something we should do as the expectations are low since it's a first time show, but the costs should be pretty low.

Again, I really need your input and to know if you'd be willing to either attend or help out with small bits of work. Email me with your comments, but we need to move expeditiously on this to start the ball rolling.

Safety Fast, John



A New Year has begun and lots of events will be available for us to enjoy gathering with fellow members and driving our cars! The business/planning meeting in January was used to map out the course of 2019 for PMGR.

The club website and membership program have switched to ClubExpress. You should have been exposed to ClubExpress by now during your membership renewal process. With ClubExpress you can renew your membership and directly update your personal information. If you experience any problems with renewal let me or Joe Rushing, membership chair, know and we will help you. Your renewal is important to keep our club active. Recruitment of new members should also always be kept in mind. It will help our club grow, so mention PMGR to anyone you think might enjoy our club and its activities, whether they currently own a car or not.

The activities calendar for 2019 has now been updated on the website so check it out for this year's planned activities. Visit the website and calendar frequently for ad-

ditional updates. As you peruse the calendar you will see some changes in our meetings based on feedback from members. President John Scarpucci and Membership Chair Joe Rushing have changed the calendar to include only four business meetings at The Harp: January, April, July and November. The other monthly gatherings will be on Saturdays and involve driving to a restaurant for lunch, tire kicking and socializing. The first of these Saturday "meetings" will be on February 9th at the Taco Mac in Duluth. Also in February, on the 16th, will be a tech session at Bob Wagner Motorsports in Decatur. Don't forget to bring your chair! 2019 is off to a running start!

As your new vice president, I have adjusted my seat, tightened my seatbelt and adjusted my mirrors for a great drive in 2019! See you at the next event! Feedback and suggestions are always welcome.

Safety Fast.

Dan

Good Morning All,

The GTA is hosting a drive on March 16th. Okay, okay... it is technically still Winter, but we are calling it the First Drive of Spring. Since the Reformation Brewing Drive had such a great turnout, we decided that BEER may be a key ingredient to a successful drive.

I know that Creature Comforts, and particularly Tropicalia, is very popular with the beer connoisseurs in the GTA, so we are Athens bound for this drive. Detail below with more to come.

Please spread the word to our sister clubs!

We will be meeting up in Historic Downtown Norcross for a drive to Beautiful Athens GA. If you would like to meet for breakfast at 45 South Cafe, in Historic Downtown Norcross (Across from the parking lot at The Crossing). Wheels up will be approximately 10:00AM. Our destination is the Creature Comforts Tasting Room, 271 W Hancock Ave, Athens, GA 30601. More details to follow. Mark your calendars NOW!

If anyone needs to reach me, please feel free to call my cell. **678.612.1608**

Future communications will likely be coming from Glenn Bell (CC'd on this email) once his access is set up. Glenn is the new GTA Social Director. I will remain the Activities Director

Mark Post

Georgia Triumph Association

Activities Director

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

2019 Tech Sessions

As you may have noticed in the December issue of the Peachtree MG Registry (PMGR) Newsletter or from the British on the Road (BotR) group, we are making plans for a series of tech session this year. And just in case, we are Phil O'Brien and Reinout Vogt.

In order to drive our MGs on organized trips and to be able to bring our MGs to car shows (which are the main focus points of the organizations) our MGs must be in a reliable and safe condition. And there are several ways to get and keep them reliable and safe; do-it-yourself, ask friends and fellow club members to lend a hand, have one of the commercial experts in our area do the work, or a combinations of all of the above. In all cases however, some technical understanding of the inner workings of your MG's drivetrain, body, and electrical system is a desirable pre-requisite.

To help you gain some technical expertise and assist you with some of the most frequent maintenance procedures we are planning several tech sessions. The first one will be Saturday, February 16 at Bob Wagner Motorsports, the detailed invitation you'll find in the January issue of the PMGR Newsletter or in the electronic BotR invitation.

Next up, we are working on a Spring Tune-up. The plan is to have a facility with a few lifts so that you can change oil and filters and maybe do some minor repairs/adjustments to get your MG ready for the driving season. As soon as we have secured the location, we'll finalize the date and details and publish them in the newsletter (PMGR) and an electronic invitation (BotR).

We would also like to hear from you about topics that we can cover in a few other sessions. There are several possibilities.

- We can have an expert guest speaker to present a

certain topic for all of us to learn. This could range from tuning carburetors and ignition, brake jobs, the list goes on and on. We could have one MG as the hands-on example for the expert to show and explain the work.

- Your MG may be in need of a certain repair, but you aren't totally comfortable to do the work all by your self. When we turn it into a tech session you get the help you're looking for and we can all learn a little bit about the specific repair.

Maybe there is a local shop or automotive specialist that you would like to share with the clubs. That could be a car restoration shop, a specialty tire place or body shop, or a dedicated British Car Shop, etc. We can ask them to host a tech session for us at their business for all to learn.

We hope that you'll enjoy the 2019 Tech Sessions and we'd love to hear from you with any suggestions, questions, or concerns. We'd be happy to take a look at any relevant technical topic for a future tech session. You can reach us at:

Phil O'Brien: (770) 843-1133
or poaf449@windstream.net

Reinout Vogt: (847) 342-9804
or reinoutvogt@gmail.com

Thanks and see you at one of our tech sessions (remember, the first one is February 16)

Phil & Reinout

O-R-F News

From Tom Nadelhoffer, Chief ORF



Here's the entire 2019 ORF schedule as discussed in the planning meeting. The only change since then is the May date changed to the 22nd. This is the date of the TR2/3/4 National Meet show date in Dillard. Thought it would be a good ORF venue.

JAN - XLD

FEB - Wednesday the 21st

MAR - Thursday the 21st

APR - Wednesday the 17th

MAY - Wednesday the 22nd

JUN - Wednesday the 5th

JUL - Wednesday the 17th

AUG - Wednesday the 21st

SEP - Wednesday the 18th

OCT - Wednesday the 16th

NOV - Wednesday the 20th

DEC - Wednesday the 11th

Tom



The Membership Corneer

Joe Rushing — Membership Chaiman

Here it is February again. We are in our membership renewal season. If you have not renewed yet please go to the club website and do so. You will be able to print a renewal form to mail in or renew online. In either case take care to update your address and birthday.

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The February birthdays are as follows:

2/4/1947 John Scarpucci

2/9/1958 Philip J O'Brien

2/15/1958 Becky Dennison

2/22/2017 Kathy Kostamo

2/25/1957 Michael Dennison



Membership update as of 1/22/2019:

New members – 3

Renewals - 61



By Barry Rosenberg

Tech Article: February 2019;

It is time once again for me to sit and type. I have a short story about another customer's car this month. It is a drop dead beautiful MGB GT that has all the bells and whistles. This car has one of the nicest bright red paint jobs I have ever seen. By the way, this makes a car very difficult to work on. Old driver quality cars are the best to work on as a small scratch under the hood on an inner fender does not show as much as on this car.

I once saw a gallant gentleman trying to impress a very cute young lady with his great ability to tighten wheel knock offs. A mighty swing with his hammer put a small dent in her right rear fender when he missed the knock-off by a country mile. As the car was already pretty beat up, the new dent was not noticeable. Oh yeh, she knew it, she was standing behind him watching. If I do that to this car, it would stand out big time.

Rough cars equal easier to work on. But back to the bells and whistles of this car. The interior was done as well as the exterior with some very nice custom touches to the upholstery and some gorgeous wood working done over the spare tire. Under the car was no slouch. Coil over front suspension and a lot of special touches to the rear suspension had been done.

The engine compartment was one of the nicest, if fullest, I have ever seen. This car has a supercharger, polished of course. Air conditioning was included as well. An aluminum radiator and electric fan, stainless oil lines and a 5 speed transmission rounded out the package. It took the owner years to have this car built and it is absolutely worth the effort. There is one BIG problem.

After years in being built, the best of every thing used, it

does not run! Well, it did for about 2,500 miles. What went wrong? In 45 years of working on these cars, I cannot remember one engine with so many problems. He stopped it just short of a rod becoming detached from the crank. This would have been catastrophic for the engine as a hole in the side of the block is not good, lets too much oil leak out.

Being extremely careful, and letting the owner "assist" the engine was removed. Next we will pull the transmission and replace it with a Datsun 5 speed in place of the Ford 5 speed. Yes, I pull the engines without pulling the transmission. I find this easier. So far, we have not added one new blemish to the car. And yes we are proud of that. But back to the motor.

I have some of the build sheets on this motor and it looks like every thing was done right. So, why did it fail? First, let me give a quick run down on some of the work done to this motor. The block was bored .040" over size and the crank was turned .010" undersized. The head was replaced with an aluminum one and a high performance set of valves, springs, and roller rockers were installed.

The block was lined bored and all press in oil gallery plugs replaced with screw in ones. The rods were honed out to fit full floating wrist pins and pistons and they were balanced end for end as were the pistons. You can see the evidence of the work. The crank was balanced as was the front crank pulley but I see no evidence the flywheel or pressure plate got the balancing act done to them.

A new high performance oil pump was installed with a hardened camshaft and new high performance lifters and pushrods as well. A beautiful cam gear was used and every thing was bolted together with either ARP bolt and nuts or polished stainless steel fasteners. As I said, this car has the best of every thing.

So, the problems we found upon disassembly. First was a head gasket about to blow. There was one small black spot between the numbers 1 and 2 cylinders. This was caused by combustion pressure starting to seep past the steel sealing ring made into the head gasket, a Payen, the best. If the car had continued to run another couple hundred miles, this would have become what we call a blown head gasket. Compression from one cylinder would leak past into the other.

Combustion gas is very hot and being blown back and forth between the two cylinders would have been like a blow torch burning away at the head. Aluminum does not take this as well as a cast iron head. Next we removed the new lifters and found one severely pitted and a few others having not been rotating. Lifters are designed to rotate as the cam lobe lifts them.

If you run your engine with the valve cover off, you should see your pushrods rotating. If not, your cam and lifters are wearing out. Some say the cam lobe is ground with a very slight angle and others say the bottom of the lifter is ground with a very slight curvature. The lifters sit slightly off center with the cam lobe. As the lobe rotates around and pushes up on the lifter, slight friction forces the lifter to rotate. Some cam manufacturers, Iskenderian being one, say if you use synthetic oil on their new cams, you void the warranty. It is so slick and does not allow enough friction for the lobe to rotate the lifter.

One can see this on the bottom of a lifter. There should be a concentric circular pattern to the bottom. If you see a shiny path straight across the lifter, it is not rotating and will wear itself out rapidly. I found a few like this but one, only one, was completely wiped out and pitted. The cam lobe was the same, worn away on the tip. This type of wear is usually associated with age, bad oil, and lack of adjustments. I have no idea what would cause this in such a short time other than a bad lifter.

Now we could turn the engine over; after draining the oil and dropping off the pan. The number 4 rod felt very loose on the crank. We pulled it first and the bearing had beaten itself silly. As the clearance between the bearing and crank increases because of bearing wear, it starts to "hammer" itself around the rod. If you take a hammer and beat a piece of metal long enough, you have probably seen it deform itself. The bearings do this but are restricted in where the deformation can go. It actually thins itself out and starts to form around the rod and makes a razor thin lip around the bearing.

All the other rod bearing were worn out but none as bad as number 4. The main bearing were not as bad but all were severely worn. We found the wrist pin, the one the previous builder had the rods modified for, had come

loose and scored the cylinder wall. The piston was ruined where the pin retaining circlip should have been. The rings were seized in their grooves.

The new high performance oil pump had circulated enough garbage to wear out the rotors, made of steel. But the aluminum housing still has the original hone marks inside. When we finally pulled the cam, it was obviously a proper ground high performance cam were you can see the lobes were hardened, it was unusable again.

How could so many things go wrong in one engine after so few miles. It was broken in on Castrol 20/50 oil, as I used to do. Then it was changed to a synthetic as a lot of owners use. The car was only driven a few thousand miles. So what caused this.

My best guess is poor assembly; even though the builder had done many MGB engines before. This has to be put on the shoulders of the builder. He is the one responsible for the machine work parts and assembly. He gets the blame for this engine's problems. I do not think the engine was properly cleaned when returned from the machine shop being the first.

Next, it may have been ground .020" undersize on the main bearing on the crank. I check the diameter of every journal to make sure they are correct before I assemble a motor. He should have as well. This, with only a .010" set of bearing gives too much clearance to the bearings and allows oil to blow out past the bearings. This reduces the amount of oil to the rod bearings and causes them to get hot and ruin themselves. The number 4 had spun welded itself together from heat and had to be pried apart.

I thought maybe the bearings were a bad set but they were some of the best, Vandervell, original brand from England. I have seen a set of .010 bearings have one .020" bearing in the pack. This is bad but better than having one .010" in a set of .020" bearings. The bigger oversize bearing will lock up the crank when installed and you should know something is wrong before you complete the rebuild. Check each bearing for correct size!

I say there may have been some problems with the machine shop as the block was bored .040" over and not the .030" as listed on the piston order. The pistons were .040", the correct ones for the bore size. However,

they were installed backwards on the rods. Each piston has the front of the engine marked on it in plain English. This arrow and the word front should point to the front of the engine. Pretty hard to screw this up. However, the rods were in backwards and this puts the oil squirt hole meant to lubricate the cylinder walls on the wrong side of the crank rotation.

As I always thought this style MGB connecting rod were straight and not offset the least, I do not see this as a cause for the problems. However, the rods were modified for full floating wrist pins and the pistons were designed for them with small circlips that hold the wrist pin in place. I do not think one circlip was properly installed. You should hear an audible click when they pop into the correct position and I think one was not fully inserted. This allowed the normal action of the pin to knock it out and grind it away between the cylinder wall and the piston pin. The block already being bored .040" oversize, does not have enough meat left to repair without using a cylinder liner. Used blocks are cheaper.

Head gasket, cam and lifters, rod and main bearings, oil pump, pistons and block, almost a complete engine gone in only 2,500 miles. I plan to get a good used block and crank. I will have it cleaned and tested first. Then I will check to see if line boring is necessary. Then it will be bored .040" over. The crank will be cleaned and machined no more than .020" undersize. New triple layer bearings will be used. New oil pump rotors will be fitted to the pump. A new cam and lifter set will be installed. I really like the stock generic lifters and not any fancy ones made for racing.

The head will be tested to see if a new valve job is needed and then cleaned. I will have the existing rods resized again and all rotating parts balanced. This means every thing that rotates with the crank from the front pulley nut and lock tab to the replacement flywheel, pressure plate and bolts. A very careful rebuild; hopefully as the owner wants to watch, will put the motor in shape for many miles of driving. A paint job to match the rest of the cars quality will be applied with a hardened acrylic enamel, color not decided. A new oil cooler; as they can never be thoroughly cleaned, will be used.

Then the transmission will be swapped and the motor installed and then the supercharger, a/c unit and every thing will be as it should. I know it will run very well. This will complete many many years of trying to get this one owners MGB GT back on the road and running like a new car.

Maybe, I should invite some to watch the assembly and learn something. I am explaining and demonstrating lots of stuff as we go. Maybe I can charge for this, make it like a classroom teaching the next generation of owners something about what makes their car tick, or hum as an engine should. Ticking is not good, no ticking. It has taken long enough to type this so I will end here. Next month, I will give an update on this cars progress.

Hope to see yall somewhere soon.

Barry Rosenberg



POSTCARDS FROM KAREL

By Reinout Vogt

The Evans' Hotel in Llandudno with a MG Midget with license plate SVR 400.

Just in case you always wanted to know where Llandudno is; it is a resort town on the North shore of Wales, about 30 miles West of Liverpool. Llandudno is situated at the beginning of a lime stone peninsula with the Great Orme mound. In 1902 the first section of a tramway connecting the town with the Great Orme peak at 679 ft. opened. It is now Great Britain's only remaining cable-operated street tramway, and one of only a few surviving in the world.



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