



The Registry

April, 2019

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



Spring Tune Up April, 20 See Page 7 for Details



The only MEMBER-RUN organization
for MGB, MGC, Midget, 1100/1300 and
North American MGB Register
PO BOX 879 - Downers Grove, IL 60515-0879
Toll-free phone: 800-NAMGBR-1
www.namgbt.org

New Meeting Location Old Blind Dog, Milton

April 11, 2019 5:30

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Donald Laughran	April	1
Susan Hunter	April	3
Melissa Lindh	April	4
Tommie Ingram	April	6
William J Guzman	April	8
Jim Graves	April	8
Bennet N Aiken	April	9
Rhonda McCartney	April	13
Nancy Carter	April,	16
Brian Dubuc	April	17
Kit Forshee	April	19
George Hussey	April	25
Judy Rossi	April	24
Jay Levy	April	26

Cute Couple of the Month

Joe and Lyn enjoying the flowers at Gibbs Garden

Upcoming Events

When

What

Where

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, 2019	Monthly Meeting New Location	Olde Blind Dog Irish Pub 12650 Crabapple Rd Milton, GA 30004 MAP
April 11-14, 2019	Gathering of the Faithful South MG Classics of Jacksonville	Daytona Beach, FL INFO
April 17, 2019	ORF	TBA
April 20, 2019	Spring Oil Change and Tune-Up Tech Session	Gerogia Classics Wookstock, GA MAP
April 21, 2019	Avondale Easter Parade	Twin Oaks Shopping Center MAP
April 25-27, 2019	Brits on the Bay	Pensacola
	Panhandle British Car Club	INFO
April 26-28	Walter Mitty	Road Atlanta INFO
May 11, 2019	Natter"N:Natter	TBA
April 26-28	The Mitty	Road Atlanta
May 11, 2019	Natter "N" Natter	TBA
May 18, 2019	ORF	TBA
May 25, 2019	Great Scot Classic	Greenville, SC
		INFO
June 1, 2019	3 Squares Drive and Meal	Details in April Newsletter
June 5, 2019	Monthly ORF	See Page X Newsletter
June 6, 2019	British Motor Car Day	Peachtree Corners
	Club Business Meeting	Details to Follow
June 23-26, 2019	MG 2019	Traverse City MI



car shows of one size or another.

We found Brasstown to be somewhat out of our price range and Chatuge, similar to Dillard, a bit too remote. Unicoi State Park and Lodge seems to fill the bill. It is large enough to hold us, and the room rates are reasonable. Also, its proximity to Helen means that there are other lodging and dining choices plus many shopping and sight-seeing opportunities.

Dan and Jack have both made one site visit and are planning another one in May to attend a car show that is being held there. You can read Dan's thoughts about Unicoi in his column. I'll admit I'm biased as I love the trout stream that flows just past what would be the show field.

I don't know if I'm making too much of this, but I'm reluctant to break with a 20-year tradition without putting it before the membership. Berry College is still fresh on many minds; it could be that everyone is perfectly happy with Dillard and there isn't any reason to change. It could also be that maybe it's time to put a fresh face on the Southeastern British Car Festival.

We have not made a final decision as we're waiting on the results of a second site visit and getting input from the membership. I hope you'll think about it, and let me know your thoughts. If you have any experience with an event at Unicoi—good or bad—please provide that to Jack or Dan so they can factor it in. Maybe Tom will schedule an ORF there.

Safety Fast, John

Once again I'm coming to the membership to get your input about something that I think is important for the membership to consider.

Since 1992, PMGR has hosted the Southeastern British Car Festival, and for much of that time it has been held at The Dillard House in Dillard, GA. This venue has been so important to this event that it has really become known as just "Dillard." Many of us have fond memories of our times there, and we have all formed wonderful relationships with the people we've met there. For those of us who have worked with the staff of The Dillard House to stage these events, we have always found them to be very professional and accommodating. Because of this reputation, the Dillard House will be the site of this year's national Triumph event.

That being said, we have had comments about the venue and whether we should consider other locations to hold this event. With this in mind, I asked Dan Bosso and Jack Orkin, our unofficial Inspector Generals, to explore potential sites for the Southeastern British Car Festival for 2020.

The criteria to be used included a North Georgia location as, at least to me, this is one of the finest driving environments in the country for LBCs. It would have to be large enough to hold a car show with the potential size of an MG 2012. Next, the site should have a good choice of modern lodging with reasonable room rates and dining opportunities both on and off site. Finally we wanted a location that provides the attendees with a wide assortment of places to go and things to do.

Dan and Jack located three potential facilities that seemed to fill the requirements: Brasstown Bald Lodge, The Ridges Resort at Chatuge, and Unicoi State Park and Lodge. I then asked them to research them and bring back a recommendation. During their investigation, they found all had held



Our club board has discussed moving our September 2020 car show from Dillard to Unicoi State Park and Lodge, which is near Helen, GA.

For members not familiar with Unicoi I want to share with you what the State Park and Lodge has to offer us. Our car show will still be held in the mountains of north Georgia. Unicoi has a large field that will easily accommodate our car show. Unicoi has hosted several car shows on the site before so they are aware of our needs to put on a car show.

The Lodge at Unicoi has 100 rooms, of which we will reserve a block of rooms at a discounted price. The entire lodge has been renovated over the past few years and all the rooms are getting bathroom renovations this year. For those of you who may prefer a cabin or campsite, Unicoi offers them as well. Addi-

tional hotel rooms are available in nearby Helen, GA if you would prefer to stay there. Unicoi Restaurant and Smith Creek Tavern are housed in the main lodge which would also be the site for our banquet. Unicoi Lodge will offer shuttle service to Helen for those who want to explore Helen over the show weekend.

A short drive from Unicoi State Park will get you to Anna Ruby Falls, Lake Burton or many interesting destinations. We will be planning several drives for those who want to take in the scenery of the north Georgia mountains. For those really adventurous members, Unicoi State Park has the longest zip line in the state!

For more information on Unicoi State Park and Lodge visit their website at <https://www.unicoilodge.com>.

The Southern British Car Club's show in Chattanooga has a new venue!

Jack and Kathy Orkin were in Chattanooga recently and decided to check out the new site for the Chattanooga club's show in October. There is information on their website and they will be coming out with more information soon, but here are their findings:

The show will be at Cambridge Square in Ooltewah, which is several miles east of downtown Chattanooga. Cambridge Square is a nice development with several buildings surrounding a square. The buildings house retail stores as well as several restaurants, including Wine Down, and Heaven and Ale. The street around the square will be blocked off and the cars will be displayed there. It looks like it will be a very nice venue. There are two hotels, a Hampton Inn and a Holiday Inn Express just a few blocks away with a large shared parking lot that should be good for pre- and post-show activities. They are trying to arrange group pricing and will be getting additional information out shortly.

Coming from Atlanta, there are some nice, scenic back roads that will take you right to Ooltewah without having to get on I-75. But, if you're in a hurry, the two hotels are right off the I-75 exit at Hwy. 64. A picture is worth a 1000 words, so if the link works, it shows an aerial view of the square. It will be the weekend of Oct. 5, so save the date!

[MAP](#)

Plan now for Three Square Meals and a Drive - June 1st

The 2019 edition of Three Square Meals and a Drive, the Peachtree MG Registry version of a progressive dinner, is coming together. Mark Saturday, June 1st on your calendar for this fun and filing event.

Please note: this event is rain or shine and it is perfectly acceptable to drive a non-British car if weather would prohibit your participation otherwise.

We will start at our usual spot at the Starbucks at Mansell Rd and Hwy 9 (10800 Alpharetta Hwy) in Roswell (**departure at 9:30am**) and then cruise on up to Varnell/Dalton for lunch at the Blues Street Cafe and Butcher's Market & Deli. It is a very unique spot and sure to please all, especially you music lovers.

After lunch we'll visit another interesting spot, plans are not final as yet but I think you will find it interesting as well. Dinner location is TBD, but most likely in the Jasper area. Still working with the restaurant, but it is an area favorite.

Complete details will be available in the May newsletter.

From Jasper it is easy access to all the major routes back to our homes all over the metro area. So please make a day of it with us.

Safety Fast! - ToMG. (Remember to RSVP to mqbtgkg@gmail.com)

The Fall Mountain Tour XXVII Hosted by Rick and Marjorie Hartlein

The 2019 Peachtree MG Registry Fall Tour will be **October 25-27, 2019**. This is a little later in October than normal, but the dates were selected to avoid as many conflicts as possible and to provide a greater chance for fall leaf color.

Our destination is the Waynesville Inn Golf Resort and Spa located in Waynesville, NC. <https://www.twigolfresort.com>. We were there several years ago. The accommodations are good, with a reasonable room rate. The Inn is a couple of miles outside Waynesville, which is a quaint town with nice shops, restaurants and bars.

We reserved 20 rooms at a rate of \$139/night. We also reserved a cottage where we can gather, chew the fat, eat snacks and drink adult beverages.

If you would like to join us, please make reservations now. Call 828-456-3551 State that you are with The Peachtree MG Car Club

Room Rate: \$139

You must make your room reservation before September 15, 2019.

There are many nice mountain roads between Atlanta and Waynesville, so we should have a nice, scenic drive.

The general schedule is as follows:

Friday: Meet in Alpharetta in the morning, then drive to Waynesville.

Saturday: Multiple options:

- Chill out and enjoy Waynesville
- Play golf at the Waynesville Inn Golf Course
- Visit Wheels through time Motorcycle Museum
- Bar hop in Waynesville (several nice craft beer options)

Hit the shops (arts, crafts, etc.) in Waynesville and nearby Sylva

Sunday: Return home at your leisure.

Stay tuned for further details. In the meantime, if you have any questions about the trip, please give me a call at 404-310-9283 or send an email to hartlein@bellsouth.net. If you do plan to attend, please shoot me an email.

Rick Hartlein

Tech Talk *With Phil O'Brien & Reinout Vogt*

Technical Co-Directors

The **Peachtree MG Registry** and **British on the Road** (formerly known as Southeastern MGT Register) invite you for a Tech Session on:

Spring Oil Change and Tune-up

Where: **Georgia Classics**

When: **Saturday, April 20, 2019 from 10 am to 2 pm**

Address: **118 Haygood Drive, Woodstock, Georgia**

Jason Sellew has invited our clubs for a Tech Session at his full-service restoration shop, Georgia Classics, in Woodstock, GA. In this session you'll be able to change oil/filter in the engine, transmission, and differential on one of the three 4-post lifts in the shop. We'll have several experienced club members available to assist you if needed.

We can also help with a very complete and thorough car inspection, more or less following the checklist from University Motors' John Twist. That will give you a very good idea about the things in your MG that might need attention in the near future to prevent roadside breakdowns.

If you already know of any small repairs that you'd like to do, please make sure that you bring the correct parts. Small repairs include plugs, points, lamps, etc. Key is that all MGs leave under their own power by the end of the day and that no MG gets stuck waiting for unexpected repair complications as might happen with clutch and brake hydraulics. If you have any questions about what we'll be able to do on that day, please give us a call.

There will be some hand tools available, but it is probably better to bring your own, if you have, to allow repair and inspections without interruptions to search for tools.

There are three ways to participate in the session:

1. Hands-on with or without help. You can get your MG on one of the three lifts or in one of the floor spots inside the facility.
2. Help If you can't work on your own car, or your MG isn't ready to drive (yet), please join us to help a fellow member.

Kick some tires: Observe and discuss problems, solutions, good ideas, opinions, experiences, and possible repairs—always fun and helpful to all.

Although the day starts at 10 am with coffee and donuts, you are welcome to arrive at any time between 10 am and 1 pm. We can work on several MG's simultaneously, in the order which you sign in. Plans for lunch and something for partners who have no interest in the technical and hands-on aspect of the day, are still in the making.

To plan the activities for the day, please let us know that you, and your navigator/partner/spouse) are coming by phone, text, or email to Reinout Vogt at (847) 342-9804 or reinoutvogt@gmail.com

You can also contact Reinout Vogt or Phil O'Brien at (770) 843-1133 or poaf449@windstream.net if you have any questions about this event or idea and topics for future tech sessions.

AJC THINGS TO DO 2019 ATLANTA CONCOURS D'ELEGANCE

Upscale car show offers discounts throughout April

Tickets to 2019 Atlanta Concours d'Elegance will be reduced to \$55.

By **Todd Duncan**
Todd.Duncan@ajc.com

The 2019 Atlanta Concours d'Elegance, one the country's most prestigious car shows, will be moving its location to Tyler Perry Studios this fall. And to celebrate, organizers are reducing ticket prices during the month of April.

"We believe this is a premier event that everyone in Atlanta needs to be a part of," said Bill Walleit, CEO of the Concours. "We are proud to have this event in the City of Atlanta. The venue is extraordinary, and we want to make sure as many people as possible have the opportunity to attend."

Weekend tickets for the Con-

EVENT PREVIEW

2019 Atlanta Concours d'Elegance
9 a.m.-3 p.m. Oct. 19; 9 a.m.-5 p.m. Oct. 20. \$55 during April.
Tyler Perry Studios, 315 Deshler St. SW, Atlanta.
www.atlantaconcours.org

cours, which will be held on Oct. 19-20, will be reduced to \$55 this month, a savings of \$30 from the normal ticket price. After April, the ticket price will increase.

The weekend offers visitors two days to view unique cars, with each day offering a different set of vehicles. On Sunday, however, visitors can experience the Concours competition, with dozens of rare cars from 1900 to 1968 on display at the former Fort McPherson site.

"The reason you come to this



event," Walleit said, "is to see cars you have never seen before. And the cars that we have, we will have a large percentage of them with values in excess of a million dollars. Some of these cars are the only one left of their type."

Walleit said the move the Tyler Perry Studios makes the event more accessible to metro Atlanta residents.

"We're easy to get to by car and we're close to two MARTA stations," he said. "We want

everyone to see these works of art."

Existing concours shows are held in places like Amelia Island, Fla., and along the California coast. But this show is the first in the Atlanta area.

Many unique, rare and valuable antique cars are on display during the Atlanta Concours d'Elegance.
STEVE SCHAEFER
/ SPECIAL TO THE
AJC



The Membership Corner

Joe Rushing — Membership Chaiman

The March Natter 'n' Noggin was held at Rocco's Pub in Jasper. Good friends, good food, a beautiful day, what an exciting time we had. It was great to see some people we had not seen in a while. It was a nice pleasant drive up Jasper. The Rosenberg's 45th anniversary was that day. We were glad we were able to wish them well. The next Natter 'n' Noggin will be May 11th. Further information about this trip will



group went to Gibb's Gardens. It was gorgeous day to be there. The late Daffodils and Tulips were in bloom.

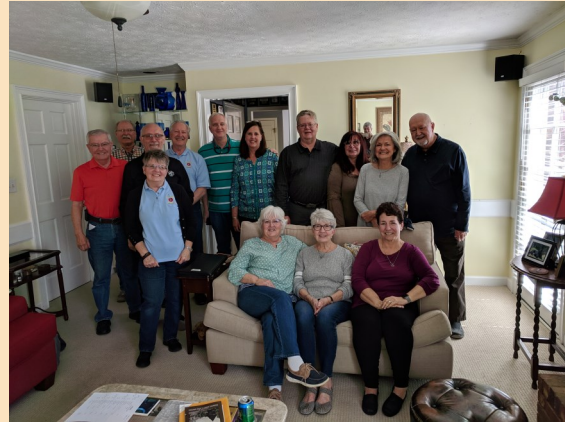


emailed in April. If you have not been out to one please join us for a good time.

After Rocco's a small

It was a lot of walking but well worth the visit. Lyn and I plan to return in the fall when the Japanese Gardens are at their peak

The membership renewal period is over. Members who did not



renew will not be able log into the members portion of the website or receive club

emails. If you decided to renew, you should be able to do this through the website or contact me.

During March we had our first planning session for the trip to MG2019 in Traverse City, MI. We had a good social and planning time. As of now, it looks like we will have 5 or 6 cars caravanning. We are planning to take 4 four days for the trip. This will allow us to see different sights on the way up and back. Present were the Bosos, Cooks, Nortons, Cjeijs, Macolinos, Ratcliffes, and Eric Starzinger. Mike is planning the hotel stops, Eric is planning the lunch stops, someone (I don't remember who) is planning the dinner locations, I am planning the gas locations and route. We are looking forward to a good time. Please join us. Contact Mike Cook or myself if you wish to travel with us.



O-R-F News

From Tom Nadelhoffer, Chief ORF

MARCH 2019 ORF TOUR

Thanks and kudos to Jim Doran for planning and leading the March ORF to Mountain Airpark located in Cleveland, GA. Below is Jim's article detailing our activities!!

Tom Nadelhoffer

Mountain Airpark OGE5

This story starts with an antique Breuker Biplane (see photo of the Breuker with my friend Tom Hunter) modified for acrobatic stunt flying. Tom's relative, Zack, had just inherited the plane upon the passing of his father after a long illness. Tom told me that the plane was based at Mountain Airpark (<http://www.airnav.com/airport/OGE5>) just outside Cleveland, GA so one day after a round of golf at



Mossy Creek Golf Course, Tom & I took the 15 minute ride to the airpark to see if we could catch Zack at this hanger. As luck would have it, Zack was there.

After looking over the plane we talked about Mountain Airpark. It's one of those "fly-in" airport communities with some of the owners actually living on or near the airport. Activated in 1960, over 60 aircraft are based here, many antiques of them and a fair share of kit-built planes.

After our visit, the thought occurred to me that this would be a nice ORF so I reached out to Zack and asked him about bringing a group up for a visit. Since Zack is a full-time corporate jet pilot, he suggested I reach out to Bennet Aiken, who spends a lot of time at the airport. Bennet agreed to host our first visit in late 2017 so this week's visit was our second. In 2017, Bennet had acquired three (3) MGB's with the hope of ending up with one car. Fast forward to our recent visit, we found Bennet well on his

way to completing the project, now spurred on by his desire to move on to a recently acquired Austin Healey 3000.

Joining us on the drive was Tom Nadelhoffer, Larry Norton, Tom Hoppe, Eric Starzinger, Wally Carlisle, Mike Cook, Ron Steffens and Walter Brookbank. As you can see from the photos, we had a rather eclectic mix of cars. Upon arrival, Bennet began a demonstration of his powder coating prowess. Bennet's wife has a website selling logo items like coffee cups and apparel which lead to his interest in powder coating.

After a lot of trial and error he's now powder coating all sorts of items including hardware for the MGB. He showed us the process of



chrome plating utilizing a steel plate as a sample. Using an electrostatic powder coat process, after coating the plate, it went into the oven for 20 minutes and "presto" a hard chrome plate finish resistant to about any type of abuse. Now the luster was not "bumper quality" but it's great for door striker plates and all sorts of under the hood bits and pieces. Did I mention his antique Piper J-3 Cub? Well he has one and he's an avid flying enthusiast. Along the way, Bennet acquired reupholstering skills and is often reupholstering a Beechcraft Baron or a Piper Cherokee for his clients. We had a chance to look over the diamond tufted cross-stitched door panels he's installing in the B. Let's see, what else? Oh, he is big into RC planes which I supposed is a natural. Going back to the 4 wheeled terrestrial type of vehicles, Bennet was competitive in SSCA racing starting with MGB's and then graduating to 800+ HP Corvettes. Lastly, Bennet informed us that he just picked up a new gig, he is a listing agent for a yacht broker whom he met through an upholstery job! What a resume, eh?





From Mountain Airpark, we streamed over to Toccoa via the back roads for a nice lunch at BJ's, a meat & two, open from 6 am to 2 pm during the

decided to use it for this run. With the app activated, I drove the course solo that I had worked out on Google Maps, all 102 miles. Once at the end of the route, I saved the route on the app. So, with my iPhone mounted on the dash of my Spitfire, when we departed the iHop in Dawsonville, I launched the saved route and just followed the blue line. As I drove, the blue line would switch to red making the trip a breeze. Besides recording any route you drive, using the upgraded version of Rever (the base version is free), you have access to Butler maps, the gold standard for motorcyclists. In addition, there is a way to save these trip files and import them into a Garmin.

week. After lunch, we departed for home, some having a more interesting drive than others—right, Wally?

One other thing, this was the 4th ORF I have planned/lead and I know it is hectic trying to stay on course while herding the rest of the cats in the procession. A year ago, Autoweeke mentioned a popular motorcycle app, Rever (<https://rever.co>). I had been playing around with it and

I am sure we will make another swing up to Mountain Airpark in 12 months or so to see how Bennet is coming with the Austin Healey. No telling what else he will be into by then!

Jim Doran

APRIL ORF - 2019

WEDNESDAY APRIL 17

Thanks to Larry Norton for planning/leading this ORF

Meet at the Dawsonville IHOP. Then we'll be heading back to Toccoa, GA. Yep!! We went there last month, but that was only to eat lunch at BJ's Restaurant. Yep! We're going to eat lunch again at BJ's this ORF. Larry can't quit talking about the "huge" and "tasty" chicken fried steak combo meal he had there last month and "it was less than \$10!!!".

We are taking a different route with some nice scenery and curvy back roads. Before dining we'll be visiting a local and unique car museum located a few blocks from BJ's. The name of the museum is Miles Through Time. There's a \$5 entry fee. To find out more go to: [Miles Thru Time](#)

- **8:00 am: Meet at Dawsonville iHop for breakfast**
- **9:00 am: Depart for Miles Through Time, Toccoa, GA**
- **9:45 am: Bio and fuel break at a TBD location**
- **10:00 am: Resume run to Toccoa**
- **11:00 am: Arrive Museum (plenty of free parking)**
- **12:00 pm: Head over to BJ's for lunch**
- **Depart for home after lunch. Two options, take expressway back towards Atlanta/Gainesville or take back-road scenic route through Clarksville/Cleveland.**

If you plan to attend please advise Tom Nadelhoffer at

blueb@bellsouth.net or

770-8878877(H) 404-402-3004 (C)



By Barry Rosenberg

I have been working on a Triumph Spitfire the past couple of weeks. It will be a very nice car one day. It spent over two years in a body shop before I ever saw the car. I had the engine and transmission for most of that time. I rebuilt them both and had them sitting around waiting on their home to return. It came back in a very pretty Java Green; yes, it looks great. All I was supposed to do was install the engine and trans and make it run.

However, the body shop did not complete all their work. Under the bonnet was painted fairly nice but every thing they did not remove, they taped over. When unwrapped, nothing was painted or detailed. Evidently, the firewall had a lot of rust and all they did was sandblast it and paint. They left all the pitting from the rust. They left the old firewall grommets in place and covered them with tape. The wiring harness was a mess—not only over sprayed, but also containing burned and cut wires.

The engine could have been installed and made to run without the completion of the compartment. How often would he need brakes or a clutch system working? We discussed several options for the car. I could put all the old parts that they sent with the car back in position as they were. I could do a quick clean and rattle-can paint job on parts and then install them. Or, we could do it right, as the rest of the car deserved, by properly detailing every thing and replacing what could not safely be reused.

He chose the latter. Here is the difference: Putting all the original parts back without any detailing cost \$thousands less than doing it correctly. Lots of \$thousands. All new hydraulic items, new brake lines, new electrical fittings that could not be detailed properly; remove, paint and rebuild the steering rack so it works smoothly; replace the

wiring harness are all included in my work. One problem I have is the body shop, in taping things that passed through the firewall, did a crappy job.

On a Spitfire, the fuse panel is made a part of the wiring harness, it cannot be separated. A major section of the harness goes thru the fuse panel and the wires are soldered to the fuse terminals. When I removed the old harness and fuse panel, it pulled an old silicone sealant glob someone used to seal around the panel. This removed a small section of the new paint. Ouch. Now what? This was repeated on several old grommets except they had rust under them.

If you ever go through this much effort to have your car painted, remove all this before they paint, not after. Some I can hide with bigger grommets. Some I cannot hide. I will have to get some paint matched to his color and try to touch up the spots as best possible to make it look good. The rust pitting on the firewall is there to stay, it cannot be fixed within his budget.

The steering rack and many other brackets and items have been sandblasted; primed as needed and painted with a gloss black in hardened acrylic enamel and reinstalled. The engine and trans go in next and then I will have to deal with the fuel system and the wiring harness. The part of the harness under the bonnet will be run as close to original as it can. However, there are no pictures of exactly where it ran and what little clip holds it in place.

Removing the old harness required removing the dash which he plans to replace on his own. While I had access to the wiper motor wheel boxes, I removed the guide tube and restored the wiper motor. My plan is to connect the gauges and switches needed to run the car and let the owner complete the interior as planned.

Upon completion, this will be a very pretty car that runs well. I like these little cars and this color looks great on it. The owner will have a great time driving this one.

As I mentioned, I built the engine over two years ago. I have no fear that it will not crank up with good oil pressure or have anything rusted inside. It is all coated with petroleum jelly. The oil pump is packed, and the engine has not been turned over since built. Some good fuel and some electricity, and it will run.

Whenever you are building something for your car and you honestly know there will be a time between the rebuild of the part and the actual installation and use date, make sure you protect it well. WD40 is not a good protector for a long time. It does dry out. Thin motor oils will eventually run off most surfaces. That is why I coat every thing with the petroleum jelly. It stays in place until you crank the engine and then completely dissipates in the oil. Do not use it on hydraulic seals. Being a petroleum product, it can hurt the seals. Use a proper hydraulic grease for this. Gears in the trans and differential can be coated with a heavy GL4 140 weight oil. It will provide enough lubrication until the part is put in use.

It has been about 2 weeks since I started this article. In that time, I sent some pictures to the owner of the under hood work I have done; it looks great. A returned comment was that the suspension still looked dirty, could I clean it some. Off it came; sandblasted and painted with new bushings and made ready to re-install. Except the body shop left a lot of unpainted area behind the suspension parts. They sandblasted it to bare metal but left it unpainted.

Luckily, they did send a small amount of the paint they used. I found out what brand and got the correct parts to mix with it. Then I sprayed green in the bare spots. Then I installed all the newly painted and bushed suspension. All it needs is an alignment.

I now have the engine and transmission joined with a new clutch unit between them. Next, I will remove the hood/bonnet and install the engine/trans as a unit. Not long now before it runs and drives.

When I get tired of working on the Spitfire, I go back to something else going in the shop. This time it was the MGB GT engine. I wanted a set of forged pistons to withstand future years of supercharged abuse. Not as easy as I thought. First a little lesson on pistons. MG changed the compression ratio of the 1800cc engine a couple of times. The easiest way is to put a dish in the pistons. There are three types of MGB pistons, flat top, 8cc dish and 13cc dish (these are the most common theories on dish sizes).

The final compression ratio will depend on the piston shape as well as piston diameter; the size of the combus-

tion chamber in the head and the stroke of the crank. The compression ratio is the bore radius squared times Pi (3.1416) times the stroke at bottom dead center plus the volume of the combustion chamber in the head vs the volume when the piston is at top dead center (TDC). There are some small variations in this as there is some volume around the top of the piston rings, but we need not get that critical now.

Putting a dish in the piston gives a little more volume when the piston is at TDC thereby lowering the compression. So why do I explain this now? Because the only forged pistons I could find were flat tops and that gives too much static compression for a supercharged engine to run on pump gas. But first, a word about forged pistons vs cast ones.

For a cast piston, a mold in the basic shape of a piston is made and molten aluminum is poured into it. Once it cools, the piston slug is removed and machined into the final shape. These work very well in most engines. A forged piston has a mold but the molten aluminum is forced into it under great pressure. This makes the slug more dense than the cast piston. The more dense, the stronger the piston becomes. There is also some physics facts about molecular structural alignment inside a forged piston increasing strength.

Once a forged slug is machined, it looks almost the same as a cast piston; except it is heavier. More aluminum in the same space of the piston. Being stronger allows the piston to be made a little smaller in design which reduces the weight back to that of a cast piston. They also use a smaller wrist pin to hold the piston on the connecting rod, further reducing the weight. The first set of forged pistons I obtained being flat tops, required some machining to install a dish.

I have a lathe, no problem. Chuck them in the lathe and cut the dish I want and measure it to make sure each is the same size. I have a very accurate burette (long measuring tube with a petcock in one end and markings in ccs along the tube) just for this. The first went great. A lot of cutting and measuring until I got the volume of dish I wanted. Then each piston would simply duplicate the first. Or so one would think. Somehow, the second one I did got gouged by the cutting bit; the lathe did not stop turning

until it cracked the skirt. Oops, damn, now what. Do the rest of them and see if I will need to replace one or more of the pistons. Only one broke. This started another search for forged pistons as there was not another of the set from which I broke one.

I found another set of forged pistons, again flat tops, but have no fear, I still have a lathe. On these I spent half a day making a jig to hold the piston without doing any harm to them. I was able to cut the dish and polish all 4 of the new pistons. In weighing the three different pistons I now have, I found the original cast piston with 4 rings to be the heaviest. The second set, the set of three now, were lighter but not as light as the third set I got. The difference was the shorter wrist pin tapered internally for less weight, a slipper skirt design and a shorter skirt. The total difference was about 60 grams per piston.

Not much until you think about that much less weight rotating at over 6,000 rpm inside the engine. Less weight, better balance, more power. It is a win, win, win situation. However (there is always a however) there is one drawback to forged pistons, and this is why all engines are not built using them. As there is more dense aluminum in the piston, there is more metal to expand when it gets hot. A normal cast piston should have between .0015" to .0025" clearance between it and the cylinder wall.

Forged pistons need between .004" and .006" clearance. Until an engine with forged pistons gets warm, there could be, but not always, some slight "piston slap" from within. This is normal and goes away as soon as the engine gets to temperature. If you do not give forged pistons enough clearance, they can score the cylinder wall or seize completely and destroy the engine from within (I would say like the socialists want to do to this country but I will not add any political comments in my articles). Auto manufacturers could not sell engines that had a slight knock in them so most engines have cast pistons.

I am going to try to send a picture of a very expensive mistake but as I am better at the lathe than a computer, I do not know if you will get to see it. Well, time to get back to work. I write this during the day when I am supposed to be working, so don't anyone tell Patty.

I know that on April 13th I am teaching a tech session for the Austin Healey club at my barn. It will be on tuning and torque wrench testing. And the next week, April 20th I will be helping with the Peachtree MG Club tech session. So, until then, hope to see y'all somewhere soon.

Barry Rosenberg

British Car Service

85 Oak Morris Ridge





POSTCARDS FROM KAREL

By Reinout Vogt

A postcard from the Unesco building in Paris. The MGA has an unusual license plate, 75IT15829. It may have been a special, temporary, plate for vehicles of International employees (e.g. NATO) in Europe.

The little sports car with the black top in the middle-lane is an interesting car that I didn't recognize. But Rutger Booy, editor of the Dutch MGA Register newsletter, knew that it is a French Simca Plein Air, based on a four-door sedan the Simca Aronde, with a body designed by Facel. It was too expensive and the marketing was quite confusing. The roadster version was called Océane, which is exactly what it sounds like: Ocean. But the (enclosed) Coupe was called Plein Air, which loosely translates to Open Air or Open Sky.



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