



# The Registry

July, 2019

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



**July 10, ORF**

**See Page # 9**

**Tech Session July 13, 2019**

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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.namgb.org](http://www.namgb.org)

**Next Business Meeting**

**July 14th @ 5:30 PM**

**Olde Blind Dog Irish Pub in Milton**



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**4th of July Parade Cars**



# Upcoming Events

| When                                       | What                                 | Where  |
|--|--------------------------------------|--|
| July 10-14                                 | NAMGAR GT-44                         | Dubuque, IA<br><a href="#">INFO</a>  |
| July 13th                                  | Electric MGB Tech Session            | Reinout's Garage<br>770 Crandall Ct., Decatur, GA 30033<br><a href="#">MAP</a>           |
| July 14th                                  | Monthly Business Meeting             | Olde Blind Dog Irish Pub<br>12650 Crabapple Rd Milton, GA 30004<br><a href="#">MAP</a>   |
| July 17th                                  | ORF                                  | Details to Follow  |
| August 10, 2019                            | Annual Picnic<br>Follow Up at Brad's | <a href="#">Vogel State Park</a><br>See Page 5   |
| August 19, 2019                            | ORF                                  | TBA  |
| September 7, 2019<br>5:30 PM for Nattering | Noggin"N" Natter                     | British Car Fayre<br>Norcross, GA<br><a href="#">INFO</a>                                |
| September 20-22                            | Car Show                             | Brits in the Valley<br>Columbus, GA<br><a href="#">INFO</a>                              |
| October 4-6                                | Car Show                             | Southern British Car Club British Car Show<br><hr/> Townsend, TN<br><a href="#">INFO</a> |

[Complete Calendar](#)





For Penny and me, the calendar has only two seasons: MG season and Camellia season. We usually have the last Camellia show in late March and then start the planning to attend April's "Brits on the Bay" in Pensacola. By July, the car show season is in full swing. We've just finished BMCD and our fellow members are returning (this year) from Traverse City and MG 2019 with a few stories. I'm hoping we'll get a full report from the attendees for the next issue of the newsletter (Hint!). I'm a big fan of car shows as they give me a reason to work on the car before the event. Better yet, they provide us with a destination where we can hang out with old friends and meet new ones.

Upcoming, we've sent out postcards announcing our "Brits in the Valley" event in Columbus, September 20-22. We're in the final stages of nailing down some activities associated with the event. We want to do a tech session on Friday afternoon about modifying MGs with V6/V8's. This is the fastest growing class in the MG car shows, and I think there are a lot of folks are thinking about it or who would be interested in knowing more. If you've done a conversion, please contact me as I'd like to get your thoughts on this. We also have asked Glenn Lenhard to do his "Rolling Tech Session" on the show field on Saturday. This was very

popular at Dillard. I'll have more info on that as soon as I can get some confirmations. I do want to stress that Columbus has a lot of things to do in and around town, and we'll be getting details for you later this month. This is our club's event, and I hope you'll take part in it.

I just received info on the Atlanta British Car Fayre at Norcross. This is always a great event for our club. They give us primo space, and we always have a great turnout. We plan on having a booth to promote membership there and at the Columbus show two weeks later. Two weeks after Columbus is the Southern British Car Club's show in Townsend, TN. Usually this event conflicts with our Fall Tour, but since we've moved the date to the end of October, I'll be able to attend. I hope some other PMGR folks will be there. This is always a great event full of true Southern hospitality and charm. The route to travel there is a great one.

By the end of October, I'll be ready to start the winter projects I have planned for the MGs and hope that we'll have some blooms as the Camellia Show season starts.

On a final note, I want to thank Joe Rushing and his crew on the Membership Committee for their great work. We've had a lot of new members joining in the last few months.

*Safety Fast, John*





Summer is officially here! Just step outside and summer will hit you square in the face. You can also look at the PMGR calendar on the club website and see that the next few months are packed with summer British car activities. You should have already received an email regarding the tech session this Saturday, July 13 at Reinout Vogt's House/Garage.

Remember we have changed our club meeting format to only four formal business meetings per year. The next meeting is this Sunday, July 14, at The Olde Blind Dog Irish Pub in Milton, GA. Please plan to attend! We need input from members on our club activities.

The next ORF drive is July 17. Check the club calendar for full details.

Our next Natter 'N' Noggin is Saturday, August 10. This will be a picnic at Vogel State Park

September holds two major events: September 7 is the British Car Fayre in Norcross, GA and September 20-22 will be the inaugural Brits in the Valley British Car Show in Columbus, GA. This show is sponsored by PMGR and the Brits in the Valley. Make plans to attend! Information on registration for both of these shows is available in the PMGR website calendar.

Looking ahead to fall (and cooler weather?), the 2019 Atlanta Concours d'Elegance will be held October 19-20. If your British vehicle is 1970 or older consider submitting an entry for your vehicle. There is no entry fee to be in this Concours if your vehicle is accepted. Two members of PMGR already have vehicles invited for the October 19 event. Let's see how many PMGR members can be in this event for 2019!

As always, monitor the PMGR website calendar for upcoming events. Now get out there and drive your British vehicle with pride!

That's all for July,

Dan

## PMGR Vogel Picnic

So, you say that you are tired of being HOT? You say that you are looking for something to do on Saturday August 10th that will cool you off by letting the north Georgia wind blow through your hair, eating great food with friends, and maybe dipping your toes in a lake? You say that your MG is running great and you would like to drive on some nice twisty mountain roads? Well, your answer is to attend the Peachtree MG Picnic at Vogel State Park. This is a beautiful venue for a picnic located in Blairsville, Ga. Your Host for the day will be the mountain transplant, Brad Dryden.

Vogel State Park is located on Hwy 19/129 about 30 minutes north of Dahlonega. <http://gastateparks.org/Vogel> Plan on being at the picnic site, Shelter #2 at noon and we will eat shortly thereafter. There is a \$5 entry fee for the day. Dogs, burgers and water will be provided. So please bring one of your favorite dishes to pass and your own drinks.

There is also a short after picnic party at Brad's mountain home 10 minutes from the park. Beer is on tap. Hope to see everyone there.

Safety Fast. Brad. 678-371-3310. [braddryden01@gmail.com](mailto:braddryden01@gmail.com).





**Old Glory** is a nickname for the **flag** of the United States. The original "**Old Glory**" was a **flag** owned by the 19th-century American sea captain William Driver (March 17, 1803 – March 3, 1886), who flew the **flag** during his career at sea and later brought it to Nashville, Tennessee, where he settled. "Wikipedia"

Hats off!

Along the street there comes  
A blare of bugles, a ruffle of drums,  
A flash of color beneath the sky:  
Hats off!  
The flag is passing by!

Blue and crimson and white it shines,  
Over the steel-tipped, ordered lines.  
Hats off!  
The colors before us fly;  
But more than the flag is passing by.

Sea-fights and land-fights, grim and great,  
Fought to make and to save the State:  
Weary marches and sinking ships;  
Cheers of victory on dying lips;

Days of plenty and years of peace;  
March of a strong land's swift increase;  
Equal justice, right and law,  
Stately honor and reverend awe;

Sign of a nation, great and strong  
To ward her people from foreign wrong:  
Pride and glory and honor,—all  
Live in the colors to stand or fall.

Hats off!

Along the street there comes  
A blare of bugles, a ruffle of drums;  
And loyal hearts are beating high:  
Hats off!  
The flag is passing by!

Thanks to Jim  
Walton for the  
reminder. Editor

HENRY HOLCOMB BENNETT

(1863–1924)



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

## **Electric MGB Tech Session**

Do you also see more and more electric vehicles on the road? The answer is probably, Yes, mostly new ones, from current manufacturers. Sometimes you read about older, vintage, or classics that have been converted to electric power by high-end companies, with limited availability, and in the very expensive price ranges. Remember Prince Harry driving Meghan in an electric Jaguar E-Type to their wedding? And occasionally you read about DIY and small businesses that do conversions. Hagerty published an article that even included a B from a MG owner in California.

Well, you don't need to travel to the UK to learn about the technology. And you don't need to go to California to see an electric MGB. And that is because there is one right here in Atlanta.

Ben Horst, a GA Tech engineer, converted a MGB for a local customer to full electric power. And, on Saturday, July 13 Ben and the electric B will be featured at our next Tech Session.

Please join us to see the electric MGB on a lift and to learn a little bit about electric vehicles and conversions from Ben Horst.

When:                      Saturday, July 13.  
                                Coffee and donuts at 9:00 am  
                                Start at 9:30 am

Where:                    770 Crandall Ct., Decatur, GA 30033  
                                (Reinout Vogt's garage)

Afterwards: Lunch at a local Decatur restaurant, t.b.d. based on attendance and weather conditions.





# The Membership Corner

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Joe Rushing — Membership Chairman

It's Georgia. It's going to rain. We know that but we continue to plan our British Car events. We always call them as Rain or Shine. Little did we know that this year was going to stretch our abilities to make a decision on the show. After much discussion, the decision was made – It IS a Rain or Shine event. We are all ahead GO!

With over 150 cars advance registered and the threat of showers in the air, we took our chances. The morning started off with some light drizzle and then cleared for a couple of hours. We sat back and waited and watched. Yes, all of the planners showed up, but how many more would come?

The answer was simple. When registration shut down around 11:30, we had 75 registered British cars on the show field. Of those were 10 MG's. With 7 classes for awards, it was an easy decision to award a 1<sup>st</sup> in Class to 7 of the 10 MG's.

These are the winners:

**Jim McCrory**

**Blake Aasgaard**

**Stephen Cohen**

**Matt Kriwanek**

**Scott Navin**

**Jay Levy**

**John Tansy**

Congrats to each of you for making the extra effort to join us at the 2019 British Motor Car Day. To receive your winning award, please join us at the July 14<sup>th</sup> PMGR meeting or at Vogel State Park on August 10<sup>th</sup>.

## July 4<sup>th</sup> Dunwoody Parade And BarBQ

It was another beautiful and HOT day in Dunwoody for the largest 4<sup>th</sup> of July Parade in the state of Georgia. Estimates are that this might have been the largest ever with approximately 40,000 people lining the parade route. In our usual fashion, The MG's were at the head of the parade with a group of Corvettes to provide transportation for the Veterans of Foreign Wars from Korea, Viet Nam and Iraq. Six of our PMGR members brought their cars including 5 MG's and a Triumph Herald.

Another 15 members came to the Flexner house for the sort of annual BBQ at the Flexner's where the best burger in the State is the main attraction.

Pictured here are 4 of the cars after the parade in front of the Flexner's house. (We could not get the 5<sup>th</sup> in the picture and the 6<sup>th</sup> over heated on the parade route and then headed home to the comforts of the garage.)

Paul Flexner



# O-R-F News

From Tom Nadelhoffer, Chief ORF



## LET'S DO IT AGAIN! - JULY ORF

BY TOM GEORGE

I'm pleased to be leading this month's ORF. Meeting place is the usual, IHOP in Dawsonville with a 9:30-ish AM departure for a short drive to Ellijay for a rest stop at the city parking lot on River Street. Don't worry, public restroom facilities are located there as well. I know everyone had visions of folks standing by their cars whistling and looking about.

If you don't want to meet at the IHOP, you can meet me in Ellijay at the parking lot on River Street next door to the newspaper company. Plan on being there about 10:15 AM to meet the crew from Dawsonville. We'll depart after a small break, maybe about 10:40 AM.

We'll do it again on two levels...first we'll do our July ORF from the re-scheduled June ORF, and second we'll do a little bit of the tour from the Old Federal Road/Trail of Tears from last month as well. They'll be enough changes that if you attended the first one you won't be bored and if you missed it you'll get to do it for the first time.

Our lunch spot will be decided at the rest stop as I have two different locations. One is Blues Street Cafe, where we had lunch on the earlier tour and the other is Cherokee Brewing and Pizza Company. They are within 5 miles of each other so both are equally close and both have excellent food.

So I and Tom Nadelhoffer hope to see everyone on the July ORF and the opportunity to Do It Again with your friends from PMGR! If you want to meet in Ellijay please let me know via email at [mgbtgkg@gmail.com](mailto:mgbtgkg@gmail.com) so I have an accurate head count. IHOP meeting point let Tom N. know at [blueb@bellsouth.net](mailto:blueb@bellsouth.net).

See you soon and Safety Fast!

ToMG.





# British Motor Car Day 2019







Peachtree MG Registry  
**"Brits in the Valley"**  
**British Car Show**  
 September 20-22, 2019  
 Woodruff Riverside Park  
 Downtown Columbus, Georgia



www.PeachtreeMG.com



Columbus Marriott

800 Front Avenue, Columbus, Georgia 31901 USA ☎ +1 706-324-1800

Call for Special Show Rates

|           |            |
|-----------|------------|
| Car Class | Car Number |
|-----------|------------|

**ALL BRITISH MARQUES ARE WELCOME! Cars and Motorcycles**

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_, State \_\_\_\_\_, Zip: \_\_\_\_\_

Cell Phone: (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Car Club: \_\_\_\_\_

1<sup>st</sup> Car: Year \_\_\_\_\_ Make & Model \_\_\_\_\_

**Pre-register by 8/15/19: \$25.00 = \_\_\_\_\_ After 8/15/19: \$30.00 = \_\_\_\_\_**

2<sup>nd</sup> Car: Year \_\_\_\_\_ Make & Model \_\_\_\_\_

Additional Car \$10.00 = \$ \_\_\_\_\_ Total Cars: \$ \_\_\_\_\_

(Includes two people, one car, access to events and 2019 membership in the PMGR.)

**NOTE: Classes determined by pre-registrations.** The organizing committee reserves the right to combine or revise classes depending on the number of total entrants or entrants in a class.



**Cancellation and Refund Policy**

1. Pre-registration Cutoff: August 15, 2019

2. Refunds for Registrations and Events

by September 1, 2019

**Mail check and registration form to:**

Peachtree MG Registry,

c/o John Scarpucci

533 Hollydale Court NW

Atlanta, GA 30342

**Total Payment: \$ \_\_\_\_\_**

Make checks payable to:  
 Peachtree MG Registry

**RELEASE AND WAIVER:** In consideration for the right to pay the event fee and participate in the Brits in the Valley Car Show, the under signed hereby release the Peachtree MG Registry, other clubs and event sponsors from any and all liability resulting in damage to my car and/or property and to the property of others, and all injuries not limited to but including death, while participating in, or traveling to or from the Southeast British Car Festival.

*Driver and Passenger sign below.*

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

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

Contact the **Columbus Marriott Hotel** (706)-324-1800 **directly** and mention the *Brits in the Valley Car Show* for Special Rates. Columbus Marriott Hotel, 800 Front Avenue Columbus, GA 31901





## By Barry Rosenberg

I am typing this on my screen where the type is being enlarged to 180% so I can see it much better--even though I have new glasses, from Costco and not Harbor Freight. The good part of going there was the chance to get one of their hot dogs for the first time. And everyone was right; they are great. So good, I bought a pack to take home, and I bought one to take to Bolt who was waiting back at the barn for me. He did not eat it at first; it took him about 30 minutes before he ate it from his food bowl.

They have a full optical department there. The doctor took pictures of the inside of my eyes and spent over 20 minutes explaining what she was looking at. She pointed out the glaucoma areas, the floaters and two rather large freckles on the back of the eye. Now, I am not allowed (supposed) to go outside during the day, sun or cloudy, without sun glasses. Seems the sun's rays, even through clouds, turn these freckles into cancer, and as the old eye ball sits right next to the brain, it spreads rather fast.

Now, I have the transition glasses as well as a clip-on pair of sun glasses for extra sunny days. I hate sun glasses but I would hate cancer more. The glaucoma is bad enough but I can live with that. Glaucoma slowly, or rapidly I guess, decreases your field of vision. Mine is already decreased by the limits of my lenses. Anything I look at outside the field of the lenses is already a blur. I think I have had glasses since before I was Bar Mitzvahed; so, not really a big deal.

Maybe this is why I have had so much trouble with this latest MGB engine rebuild. Would better eyesight have allowed me to see the mismatched ring grooves from last month's article? Probably not. It ain't something you normally run into. I was able to get a special ring sent to me that was correct for that one piston and after checking the gap, it went on fine. I now have the engine going together. As the owner was at the shop, again, I demonstrated what it takes to set the cam timing correctly.

On a stock engine rebuild using the original cam, one only

needs to line up the factory marks on the crank gear and cam gear, as long as the gears are original as well. This is referred to as "dot to dot" cam timing and it will be close enough to the factory original setting. Using a performance cam is another story entirely. Cam grinders have certain points in the engine's cycle that they want the valves to open and close. This, one can adjust and set exactly to specs.

Other design features of a cam design are not adjustable by the builder as they are ground into the cam. The number of degrees of lobe center separation, lobe lift and duration are all set in steel when you get your cam. You can pick and choose what you want as they can grind almost any specs into a new blank cam, but why not trust their years of experience as to what works for the engine you are building?

If you are building a stock street engine, use a stock cam. But when you are building a supercharged performance engine, do better. After a lot of research, I chose a cam profile (that is what they call the shape of the cam lobes and all the specs it contains) that will give plenty of low end grunt as well as in the higher RPM range. As this is still a car destined to be street driven, I did not want to have to spin it to 7,000 rpm for maximum performance. 5,500 rpm will be about as high as it will be revved. And believe it or not, there is a special grind just for this purpose.

The cam comes with the specs where they want it installed. The instructions say that for more low-end power, set the cam 5 degrees advanced over what the spec card calls for. My spec card called for .050" lobe lift at 6 degrees BTDC (before top dead center). So, 5 degrees advance would be .050" lift at 11 degrees BTDC. As a very small compromise, I set mine at 10 degrees BTDC. It can take hours to set the cam timing exactly as you want it. It is a science to do it correctly.

Having a timing degree wheel that is 20" in diameter really helps. Each degree is a 1/4" gap mark, very easy for me to see. This is probably more information on cam timing than you want to read so I will not go into all it takes to get just what one wants. I will discuss a little bit about the head and see if I bore you with this.

This engine has an aluminum head. These are nice in that they weigh a lot less than the cast iron ones, and I like that. They dissipate heat much faster so you can get away with a little higher compression and timing advance. Just don't get too greedy. However, there are drawbacks. First a quick science lesson, again.

All engines get hot while running. All metal that gets hot, expands. Not all metals expand at the same rate. Alumi-



num will expand more than cast iron. If you remember and have read my recent articles, I said the forged aluminum pistons expand more than cast aluminum pistons and require more clearances in the cylinder bores; they are both made from the same material. When a cast iron block with an aluminum head expands, they try to stretch the head gasket different amounts on their respective side of the gasket. This shears the gasket over time and can cause gasket failure in a blown head gasket.

One way to stop this is with the correct gasket “sealer”. Gasket sealer does more than try to stop leaks between the block and head. It lubricates the surfaces and allows a minute amount of slippage as the two expand and contract. This protects the gasket and prolongs its life. The kind people of Mr. Gasket, who makes most of our LBC head gaskets, say to use Permatex High Tack. They test all head gaskets styles to destruction, and it takes them more effort to destroy a head gasket sealed with High Tack than copper coat, aluminum spray paint or any other sealant. So, I use Permatex High Tack and so should you.

Another problem with aluminum heads is in their “soft” nature. By this I mean the material they are cast from is softer than cast iron. Some more science: Stud and bolt torque is the easiest way to measure the amount the bolt or stud stretches. This is what holds things together. Real racing shops like NASCAR or Indy or Formula 1 use dial gauges to measure the stretch of their bolts and studs. This is not practical for the average shop so torque values have been determined for every size bolt or stud made.

ARP, who make the best bolts have their own figures. Most older British cars use slightly lower quality items but each manufacturer has specific torques for every bolt on the cars. They know that if you tighten a bolt to 47 ft. lbs. that you have stretched it the required amount to hold it tight. Now, back to the aluminum head problem.

The aluminum head stretches as it gets hot. The studs holding it to the block also stretch. As everything cools off, they should retain the same amount of clamping force from being torqued over the entire temperature range. As the aluminum head expands, the ARP studs do the same, only not quite as much. Over time, this causes a slight depression around the head stud washers under the nuts. As this depression grows with repeated heat/cool cycles, the torque loosens. ARP also supplies very small diameter washers which can aggravate this problem.

Over a short period of time, your head stud torque becomes less and less, allowing the head gasket to go bad. Re-torquing the head becomes a lot more important with an aluminum head, especially with ARP studs. To help eliminate this, I installed larger washers under the head

nuts, grade 8 of course. This will require more effort for the depressions to occur but not completely eliminate the problem. It seems everything good has a drawback that can be bad. Vigilance is required!

As I talked about in my last article, I was having problems with the center cam bearing. The replacement King (best cam bearing for the MGB) set came in and I fitted the bearing to the cam first. It fit a little snug but still felt ok. So, I installed it. To my surprise, the cam did not fit through the bearing once installed. The bearings are a solid circle of steel backing with a soft inner layer for the cam to ride on, with a film of oil. As the bearings are pressed into the block, they do get a tad smaller and tighter inside.

So, out comes the new bearing and I order the cheapest set. These are a split design so are somewhat harder to install. Once this set arrived, I installed the center bearing and it fit the cam as it should. What made this installation harder was that I had installed the crank, rods and pistons by the time the bearings came. So, now I was finally able to degree in the cam and start the final assembly of the engine. The rest went pretty smooth as it damn well better have.

After installing most of the engine parts, I was able to turn the engine and do a preliminary valve adjustment and check the distributor timing. It is 180 degrees out. I checked that the drive gear was in correctly and then checked the old cap and wire set. I had it right. Someone in the past had had the distributor apart and put the offset drive dog on 180 degrees out. The wires on the cap were placed so it would run, and that is how I plan to leave it.

This rebuild also included replacing the existing 5-speed Ford unit with a 5-speed Datsun box. The supplier sends a replacement flywheel and back plate with his kits. The flywheel is smaller in diameter to fit inside the smaller Datsun bellhousing. So, we cleverly thought to test fit the starter while the engine was out. One minor problem was found and ignored. The starter gear stuck in the new ring gear. A quick call to the supplier said it was normal and would stop after a few starts. The gear did release as soon as the engine turned on its own so we took him at his word.

We test fitted as much as possible while the engine was out and then painted it black. It looks beautiful painted in hardened, acrylic enamel, gloss black. Once all the polished aluminum and chrome bits are installed, it will be a thing of beauty. We installed the new back plate and transmission. Next was to drop it in the car. This actually went very easy. We lined up the front mounting holes and installed the new rear trans mount. Then we noticed the front left mount was stretched out of shape.



The mounts are another very short story. I had ordered two front mounts, heavy duty of course, and tried to install them on the engine. Left and right have different part numbers as they are mirror images of each other. But not ours. Although they had the right numbers on the packages, they were both left side mounts! Luckily, I had another set at the barn and was able to find them. So, what caused the mount to be out of shape?

Seems the car had been hit in the past in the left front corner and the frame rail was not pulled out quite as much as it should have. So, we now have to adjust something to make it right. We could not repair the frame rail; we thought about re-drilling the holes in the metal part of the mount but finally decided to pull the bracket the mounts attach to on the engine and slot the holes. [But, it was painted so nicely!] I was able to lift the engine enough to remove the bracket, very carefully without hurting the painted bolts, and drill new holes 3/8" off from the original. Now it fits perfectly.

Now we need to bolt on all the extra pieces that make the engine complete. This began with the supercharger and carb. It may have helped to have the mounting instructions that came with the supercharger but we didn't. It looked pretty straight forward: Install the mounting studs in the head; bolt the supercharger and manifold in place; install heat shield. Sounds a lot easier than it happened. I did not like that two of the mounting studs would only have three threads screwed into an aluminum head.

That just seemed like a future problem with them working loose and causing a leaking manifold gasket. The studs were kind of long with coarse threads on one end and fine on the other. This was not something I had on hand and was pretty sure I would not find in Jasper. I did have a stud like that from an MGB rocker pedestal, but it was about 2 inches too long. A cut to shorten it and a die to thread it made a fine new stud. Work could resume. Until we tried to install the heat shield.

No matter how we tried to fit it in, it would not go. Off came the supercharger; on went the heat shield, and finally, we could finish the installation of the intake and exhaust system. I then installed the new oil cooler--never reuse one from an engine that self-destructed--and the lines. I take the oil cooler and check it for cleanliness before installing them by flushing them with carb cleaner. Next, I take the oil line of the rear of the MGB block and screw on a funnel that just happens to have the same thread pattern as the lines.

I found this funnel in the basement dairy of 595 Roswell Street, Marietta, which was my first shop. It was used to pour butter fat into small jars back in the days when farm-

ers brought excess milk to what had been a local Marietta dairy. They stored the butter fat until the milk supply was low, usually around winter time, and would make fresh milk with it. Whole milk was 4% butter fat and the 96% water. But I digress, again. Anyway, I pour oil into the oil line and fill the cooler before trying to build up oil pressure in the engine. When I see oil come into the filter housing, I know the cooler is full. Then a new filter is installed and the oil line reconnected to the block. Next is the ignition system, A/C system and alternator. Then the radiator and condenser.

The new driveshaft is installed with new bolts; the trans is filled with fresh fluid, and we are almost done. By my next article, it should be running smoothly and out the door. If not, then there could be another good story on why not. See y'all somewhere soon.

Barry Rosenberg

PS: I plan to disconnect my MagiJack in the next two months. If you want to contact me, please use either [barry@britishcarservicega.com](mailto:barry@britishcarservicega.com), [contactus@britishcarservicega.com](mailto:contactus@britishcarservicega.com), or 770-689-7573. My cell phone sits outside at the barn to get a signal so I do not talk when it is raining; like today.





## POSTCARDS FROM KAREL

By Reinout Vogt

A postcard from The Promenade des Anglais in Nice, just South of Monaco on the Mediterranean coast, known as the French Riviera.

The MG looks most like a TC. There are two iconic French cars in the photo.

The large car to the left of the MG is a Citroen Traction Avant. It was one of the earliest mass-produced front wheel drive vehicles (760,000 built between 1934 and 1957). It also featured 4-wheel independent suspension and a monocoque construction, novelties at that time. Various models including a convertible were produced and powered by inline 4 and 6 cylinder engines.

The small car, crossing the street in front of the MG is the Renault 4CV, one of the postwar French mini vehicles. Over one million were built between 1947 and 1961, the first time a French car reached that milestone. The small car was rear-wheel-driven by a 760 cc (747cc in the later models), rear-mounted engine with 17 hp and a 3-speed transmission.





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