



# The Registry

June, 2019

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



**BMCD Details  
Pages 16-17**



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**JUNE 9th**



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<b>Jim McCrory</b>	<b>June,</b>	<b>3</b>
<b>Tom Jaeger</b>	<b>June,</b>	<b>5</b>
<b>Brad Dryden</b>	<b>June,</b>	<b>7</b>
<b>Randall Yaussy</b>	<b>June,</b>	<b>8</b>
<b>Jeff Jones</b>	<b>June,</b>	<b>9</b>
<b>Julie Hughes</b>	<b>June,</b>	<b>12</b>
<b>Kaycee Logan</b>	<b>June,</b>	<b>12</b>
<b>Michael Seeley</b>	<b>June,</b>	<b>12</b>
<b>Marcy Fraser</b>	<b>June,</b>	<b>14</b>
<b>Larry Ernst</b>	<b>June,</b>	<b>18</b>
<b>Gene Westmoreland</b>	<b>June,</b>	<b>19</b>
<b>Sue Cook</b>	<b>June,</b>	<b>20</b>
<b>Donna Stanfield</b>	<b>June,</b>	<b>22</b>
<b>Sam Marble</b>	<b>June,</b>	<b>23</b>
<b>Jim Unger</b>	<b>June,</b>	<b>28</b>
<b>Larry Norton</b>	<b>June,</b>	<b>28</b>

I think Tom followed us to Salzburg, Austria looking  
for new roads to travel

# Upcoming Events

## When

## What

## Where

June 9, 2017	British Motor Car Day	Peachtree Corners, GA <a href="#">INFO</a>
June 23-26, 2019	MG 2019	Traverse City MI
July 4th	Parade and Picnic	<a href="#">DETAILS</a> Please RSVP for Both
July 10-14	NAMGAR GT-44	Dubuque, IA <a href="#">INFO</a>
July 14th	Monthly Business Meeting	Olde Blind Dog Irish Pub 12650 Crabapple Rd Milton, GA 30004 <a href="#">MAP</a>
July 17th	ORF	Details to Follow
August 10, 2019	Annual Picnic Follow Up at Brad's	Vogel State Park Details Next Month
August 19, 2019	ORF	TBA





all the models represented, but the ones that were there were excellent. Prior to the show, we had been contacted by the organizers to ask about the Young Peoples program that Mike Cook put on at Dillard. They copied it with a group of 10 local young people in attendance to judge the cars. It was an inspiration, and I think we need to keep this going. I suspect the BMCD folks won't have anything like it this year, but maybe we can promote it for next year.

We lunched at the Valley Café and then headed south for Atlanta.

On the way back I starting thinking about what these drives mean to me. First and foremost is the comradery that is always an integral part of these drives. I'm always amazed at the laughter I hear when I walk into the IHOP for one of the rides. ORFs are always an opportunity to visit with friends and catch up on the news. We usually meet new car folks giving us an opportunity to develop new friendships. They certainly force me to keep the cars in good running shape so I don't force a rolling tech session on the others.

There are people out there who wonder why we own these LBCs and many think it's an investment (wrong!) or because we like to tinker (correct). People are amazed when they find out we drive these cars regularly and in many cases long distances. They never think about the fun, friendship, and travel associated with the cars.

So for those of you who can, when you get a chance, attend an ORF. You'll enjoy it!

**PS: I want to thank Tom Nadelhoffer, Tom George, and Larry Norton for the great job they do planning and organizing these monthly events. Your hard work is really appreciated.**

For one reason or another, I haven't been able to participate in an ORF for a while. So it was with great pleasure both Penny and I found that our schedules were such that we were able to go on the May tour to Dillard to spectate the Triumph Club's National event. Tom changed the date of the May ORF to make this destination possible.

We left Atlanta early to avoid the traffic. Hoping to arrive in time. Since the reworking of the I-285/400 interchange causes such a problem, we had to find an alternative, but there don't seem to be many choices. Thankfully, we didn't lose too much time there and were able to arrive for coffee and socializing before Tom's Drivers' Meeting.

By my count 15 cars left the IHOP for the 75-mile easterly trip to Dillard. As usual, Tom had laid out a really good route on both familiar and new roads (at least to me) with a fine combination of hills, turns, straightaways, and scenery. We had cool, sunny weather making the drive that much more pleasant.

We arrived at the Dillard House about 11:30 and the first thing I noticed were the cars were parked on the grass between the restaurant parking area and cottage as you enter the parking lot. Golly! I thought, how many cars do they have if this is overflow? Turns out this was the show field with 45 cars registered. It didn't appear that they had





The PMGR June activities are off and running! The annual 3 Squares and a Drive was held June 1st. I couldn't attend this year, but I am sure those that did had a great time. The Atlanta British Motor Car Day is this coming Sunday, June 9th. It is not too late to sign up - online registration ends this Friday, June 7th, at 5:00 pm. Go to [www.atlantabritishmotorcarday.org](http://www.atlantabritishmotorcarday.org) to register. You can even register the day of the



event, but it will cost \$5.00 more.

On Saturday, June 15th, the Georgia Triumph Association is hosting a drive and cookout at Poole's Mill Bridge Park. GTA has invited us to attend. You should have already received an email about this event. The information is also posted on the PMGR June calendar. Please RSVP Mike Hurst of the GTA if you are planning to attend.

Speaking of the GTA, I accepted their invitation to join them May 18th for their drive to the open house of Metal Union Speed Shop in Lilburn, GA. Eight vehicles met at the Starbucks in Marietta, six Triumphs, one

Miata and my MG for a short drivers' meeting. We then drove 400/285 (always a driving adventure even on Saturday morning!) to Lilburn and arrived at the 1910 Public House for lunch. This is a neat restaurant/pub in old downtown Lilburn owned by a member of the Georgia Triumph Association. He was a gracious host! After a great lunch and lively conversation we had a short three mile drive to Metal Union Speed Shop. Talk about a cool shop! Vintage hotrod cars and trucks were everywhere in this large shop. The vehicles were in all stages of fabrication - some nearly complete, some with bodies being pieced together and some in the concept stage. Their shop was well equipped with all the metal forming tools and machinery needed to turn out one of a kind vehicles. Metal Union Speed Shop was definitely worth the visit. Hopefully I will get a chance to return and see the progress they are making on their current projects.





## THREE SQUARE MEALS AND A DRIVE - JUNE 1, 2019

### EXPLORING GEORGIA'S OLD FEDERAL ROAD AND THE TRAIL OF TEARS

**Madell Dobrushin and Steve Ratcliff**

Thanks to Tom and Kathy George for organizing and leading the 2019 edition of Three Square Meals and a Drive, the Peachtree MG Registry's annual progressive dinner! We had a great turnout, with 11 MGs, an Austin Healey Sprite, a Corvette, 2 SUVs, and a Miata – a total of 31 people, although some couldn't do the entire venue, so they joined us along the route and others left us along the way.



Due to increasing congestion and construction in the Mansell Road area, the meeting/starting point was changed to the Chick-Fil-A at 6114 Hickory Flat Highway, Canton, GA.



This is actually in the unincorporated Hickory Flats, about 8 miles west of Roswell.

We had a brief drivers' meeting at 9:15 AM and depart at 9:30 AM, to allow folks to get a cup of coffee and a snack. There is a gas station across the street for those who needed it, as some folks came a long way.

The group travelled west on Hwy 140 and crossed over to Hwy 20 on the outskirts of Canton, where we drove some great back roads to Hwy 411 North and our lunch destination in Varnell, GA at the "Blues Street Café", which is north of Dalton. We enjoyed BBQ, Salads, Sandwiches, and Pizza along with a wide variety of craft, draft, and bottled beer, wines and other soft drinks.

There was plenty of time to shop the The Butcher's Market afterwards, which is



attached to the Café. Some folks brought a cooler or small freezer bag to take home some of the delicious items available. Ice was provided for those who needed it. The Butcher's Market web site is: <http://www.thebutchersmarket.com/>.

In keeping with the theme of the Georgia Old Federal Road and the Trail of Tears, we stopped after lunch at the Chief Vann House and Historic Site in Spring Place, GA. This was





the 1830s home of the leader of the Cherokee Nation, a prominent entrepreneur of the area and respected farmer. Unfortunately, the federal government sought fit to remove the Cherokee to what is now Oklahoma in 1834-35, along what is now known as the Trail of Tears.



We visited the museum, watched a short documentary, took a walk on a local trail, and toured the Vann House.



We then continued on the Old Federal Road through Chatsworth and on to the Jasper area for our dinner location at the “Last Catch Seafood Restaurant” <http://lastcatchseafood.com/> . This is an area favorite with a wide assortment of seafood dishes sure to please all. For the non-seafood lovers, there is steak, prime rib, burgers, and chicken, prepared with the same care and attention to detail as the seafood items. This location has easy access to Hwy 515/I-575, Hwy 5/372 to Roswell and GA 400. So, it was a short drive for most of us to get back home with full bellies and great memories after a great day of driving our LBCs.

It was a fun day, with great weather and beautiful back roads on which to exercise our LBCs – and – no break-downs!



# **DUNWOODY'S OWN AND GEORGIA'S LARGEST 4<sup>TH</sup> OF JULY PARADE**

WHEN: On Thursday, JULY 4<sup>TH</sup> (of course)

WHERE: Meet in the Parking Lot of All Saints Catholic Church

2443 Mount Vernon Road

Dunwoody, GA 30338

(between Jett Ferry and N. Peachtree Road)

Congregate at 8:00 AM

(Parade begins at 9:00 AM)

MG's will transport **VFW WW II, Korean War, Viet Nam and all other Vets** at the front of the parade – We already have about 10 Vets signed up

Led by many of our PMGR and SEMGT Registry friends

Following the Parade

## **GRILL-OUT AT THE FLEXNER'S**

4930 N. Peachtree Road, Dunwoody, 30338

Beginning at High Noon or shortly thereafter

Featuring Atlanta's Best Burgers and Dogs

And, YOUR outstanding Vegetarian and NON-Dairy Side Dishes

(No Meat, Pork, Bacon, or Shellfish, please)

Replies appreciated for both the Parade and the Grill-Out

(even if you come to only the Parade or the Grill-Out)

770-833-0891 or [paf20@columbia.edu](mailto:paf20@columbia.edu)





## Guest Column

### June ORF by Steve Ratcliffe

Tom Nadelhoffer did a great job, as always, planning and leading the May ORF to the Dillard House, Dillard, GA to meet up with the Georgia Triumph Club that was hosting the Triumph Registry of America National Meet. It was a beautiful, sunny, low humidity day as we met at IHOP in Dawsonville for breakfast prior to



launch. The Driver's Meeting took place on time at 8:45AM and, just as it concluded, Tom George and Tim O'Brien arrived from Jasper, GA to join us for the drive. We had 15 cars and 19 peo-



ple (including 2 wives, which is always nice) on the drive. We took the back roads toward Helen, GA and stopped at the "Old Sauttee Store", which is a frequent favorite for trips in that direc-



tion. Once we got Tom Nadelhoffer to quit blowing huge bubbles, we departed for Dillard and arrived without incident at about 11AM.

We visited with the folks from GTA and the many "out of towners", which were the majority, talking about the beautiful TRs and Spitfires on the lawn. It was amazing to see so many TR2s and TR3s at this meet, because we

hardly ever see them at the many car shows we attend. It was great visiting with that group.

We stayed at the car show for a little over an hour and then met at the favorite "Valley Cafe" in Dillard. We always get good food there, so it's a frequent stop when in Dillard.

Although the temperature went up considerably for the trip home, we had a beautiful drive on a somewhat different route, through the lake Baxter area, and everyone arrived home without incident. A great day with great people and fun cars!





# The Membership Corner

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Joe Rushing — Membership Chairman



## **May Noggin N' Natter: Taco Mac, Newnan GA**

On May 11, 20 members gathered for the May Noggin N' Natter event at Taco Mac in Newnan. As with our other member "gatherings," we planned this event to be convenient to our members in different areas of the Atlanta region and for this one a few of our members from Newnan and Columbus joined us. Big screen televisions allowed us to watch the Formula E race from Monaco as well as NCAA baseball playoffs while members enjoyed craft beers, tacos, salads, and nachos.

**The June Noggin N' Natter will be British Motor Car Day. Please check the PMGR Calendar for details.**

**6/9/2019 @ 10:00 AM.**

Also, we've recruited Susan Chiej to help us with our Facebook page. She's a very enthusiastic Facebook user and we need to use it to attract new members.

## **Road Trip/Cruise Guidelines**

**By Mark Jones, Post Abingdon MG Registrar**

1. Arrive at the starting point on time.
2. Please assist in making an easy and enjoyable road trip by making sure that your car is full of fuel and oil and your bladder is empty prior to departure.
3. Drive with your lights on. This makes our group of little cars more visible.
4. Speed to be determined by the posted speed limit and driving conditions. It is dangerous to our group of cars and to other motorists if we are driving below the posted speed limit because other motorists may get impatient and attempt dangerous overtaking maneuvers.
5. Observe all traffic rules and regulations. Be courteous to other drivers. Don't expect that everyone will let the entire line go at once. If they do, wave & thank them. If they don't, that's ok. They don't have to.
6. Allow a 2 second distance between cars.
7. Use your turn signals. The group leader's turn signal/direction should be passed back.
8. Schedule adequate restroom breaks - every 1-1/2 to 2 hours
9. It is your responsibility to not only follow the car in front of you, but also make sure you keep track of the car behind you! You are responsible for the car behind you. If you make a turn, make sure the car behind you sees you and makes the turn as well. If you can't see them in your rear-view mirror then slow down before/through/after making the turn to insure they have seen you. If the car behind you gets caught at a traffic light start flashing your lights. Hopefully the flashing lights will pass up to the lead car. The lead car can either slow down or pull over so everyone can catch up.



# O-R-F News

From Tom Nadelhoffer, Chief ORF



Attendance for the MAY ORF was very good. We had 15 cars (9 MGB's, 1 MGBGT, 1 Allard, 1 Fiat 124, 1 Herald, 1 Miata and 1 Subaru Forester) and 23 souls (Larry Norton, Thom Bosco, Steve Ratcliffe, Jim Doran, Tom Hoppe, Wally Carlisle, Jay Franklin, Joe Rushing, Manny Gil, Phil O'Brien, John and Penny Scarpucci, Abe and Susan Cheij, Tom George, Tim O'Brien, Barry and Bolt Rosenberg, Tom Nadelhoffer, Bob Hill, Barry Finch and Ken Rudick.

All the cars/souls except the Forester with Barry and Bolt aboard met at the Dawsonville IHOP for breakfast and an on-time departure of 09:00 headed for the Triumph Register of America National Meet/Show being held at the Dillard House in Dillard, GA.

We headed north on HWY 400 onto Long Branch Road and then made a right on HWY 52/115 towards Cleveland, Ga. Just before reaching Cleveland we took a left on HWY 129 continuing past Babyland General until it dead ended into HWY 75. We then made a left on HWY 75 toward Helen, Ga. We traveled a few miles then made our fuel stop. Well actually the only vehicle requiring fuel was the Cheij's Herald named Harriet. Harriet only has a 5 gallon fuel tank. Ha! I always learn something on these ORF's. With 13 other cars engines running and passengers waiting, Abe quickly filled Harriet's fuel tank. I think it took longer for the pump to recognize Abe's credit card than it did to pump the gas. It almost felt like we were watching a NASCAR pit stop! Before you knew it we were back on HWY 75 and just before reaching Helen, GA we made a right on HWY 17. This took us past the Sautee Nacoochee Indian Mound and on to our bio break site...the Old Sautee Store. I know some don't like this bio stop due to the limited restroom facilities, but I think it's a fair trade off for the amount of parking and the variety of "stuff" in the old store. In addition to all the old store paraphernalia located in the front of the store, there's candy for sale that reminds us of our youth and they also have a very nice selection of men's/women's clothing/shoes for sale in the back of the store. They also have a very good farm cheese for sale and shipment if you forgot your cooler. Your next trip to Helen area try the Deli shop located next to the Old Sautee Store. The food is very good and the people very friendly. Unfortunately the Deli has a small seating area that's not conducive to accommodating our normal ORF group size.

After leaving the Old Sautee Store we took GA 255 until it dead ended into HWY 197. We made a left and quickly discovered why the route was a favorite of moonshiners during the Prohibition. After several groups of curves and

twisties we reached a dead end at HWY 76. We made a right on HWY 76 and after a few miles, a left on Persimmon Rd. This started our run through Rabun Gap and rural Rabun county. The roads were narrow and curvy with pretty severe elevation changes. Upon our arrival at the Dillard House I was told jokingly by Abe that Harriet was not happy with the last part of our route, but I think everyone else liked it.

Upon our arrival at the Dillard House we spotted Barry in a position we have often see him in.....sitting in a rocking chair with Bolt lounging next to him on the porch of the conference center.

Now about the Triumph Register of America National Meet/Show...I'll start by saying WOW! The number of car haulers we saw in the Dillard City Hall Parking lot should have been an indication of the condition of the cars we were about to see. There were about 45 Triumph's in the show. Mostly TR2's, TR3's and TR4's with a GT6, TR7 and supercharged TR6 to add a bit of variety. Every car, save a very few, were Concours d'Elegance quality vehicles. I heard a couple attendees refer to the cars as jewelry! They were that pretty, all shiny and clean. It was like going to an outdoor car museum. Not sure I could have picked out the People's Choice award winners much less those that won the judged awards. Please check out all the photos on the Peachtree MG Facebook page courtesy of Susan Cheij!!!

After about an hour and half of ogling the jewelry we left the show headed for lunch. One group went to the Valley Café in Dillard and the other group went to the pet friendly Universal Joint in Clayton. You can't go wrong dining at either establishment!!!

The group split up after lunch for the trip home. One group electing to take 441/23 south back towards Atlanta and the other sticking with the back roads theme and touring Lake Burton before heading back through Cleveland and on to HWY 400.

Great PEOPLE!! Wonderful Weather! No Equipment Failures! Beautiful British Car Show!

Join us for the next ORF scheduled for JUNE 05! We'll be heading northwest towards Dalton, GA. Details to follow.

Tom Nadelhoffer



## By Barry Rosenberg

The MGB engine parts are still at the machine shop. Good work takes a while; real good work takes a little longer. And we want real good work for this engine. It is having a lot done to it including polishing a standard crank, sizing the big end of the rods, boring the block and matching each piston to a cylinder, surfacing the head to make perfectly straight, valve job, complete balancing of every rotating part; and cleaning.

When we do get it back, it will get cleaned again and have all new freeze plugs (actually these are core plugs used to remove the sand from the casting mold) installed and all the oil gallery plugs replaced. Then it gets rebuilt; the fun will begin soon.

So, let us discuss something else this month. The local clubs all have tech sessions. Until the weather turned up wet, I was supposed to do one for the Atlanta Healey club. Hopefully, we can reschedule it later.

Why do people want to look under their cars so much? It is most often dirty, oily or greasy under there. And you should wear old clothes when walking under your car on a lift; it will drip oil on any clean white shirt, guaranteed. There are lots of things to see under there. Having the chance to get under a car on a four-post lift is a great opportunity to see potential problems.

All our LBCs have potential problems that can best or only be seen by being under the car. MGBs have several rubber components that deteriorate with either age or oil contamination. The front suspension cross member is supported on 4 2" square by maybe 1/4" thick rubber pads. Most cars have never had these replaced and they do wear out. I have seen cars where some are completely missing.

The differential has 2 rubber straps that support the differential when you jack up the car. These are supposed to keep the shock arm from bottoming out and damaging the shocks. Most of the time, these are ripped or missing. Although an experienced ear can detect a bad driveshaft u-joint, most owners have to feel and see the play before believing they have bad u-joints.

Triumphs have very similar problems and one better. The TR4 IRS thru the last TR6 has 4 sections of frame that support the differential with rather large rubber mounts. First, the right front bracket, then the left rear bracket, then the left front bracket crack. They all do this. You can see and detect this if under the car. As the exhaust pipe on the TR4 thru TR6 goes thru a small passage in the frame, you can

center your system to stop some rattling.

Healeys have similar problems with u-joints and exhaust hangers. All the cars have flexible brake hoses that need to be seen every couple of years. The standard flex hoses have an inner core that is made of some special rubber; this expands and contracts every time you use your brakes. Old brake fluid attacks the rubber, swelling it to the point fluid cannot pass thru, the hose seeps at the fitting connections. We have seen hoses that look like a snake after it has eaten a small animal.

This bulge is the fluid built up between the outer protective cover and the inner core hose seeping. That needs immediate replacement. Leaky wheel cylinders, axle seals, differential seals can all be inspected from under the car. If you get a chance to get under your car and be safe, do it. Take a flash light and look around.

Ok, it has been over two weeks since I started this article and the MGB engine parts are back from the machine shop. We added a few items to the machine shop list and we now have what I thought was everything needed to build an engine. The complete list of work done was: bore block and fit pistons to each cylinder; polish crank to make perfect; resize rod big ends; replace and hone wrist pin bushings in the rods; balance everything that rotates with the crankshaft; deck the block to clean the top surface; clean and surface head. Want to know what this cost? \$1,116.00 not counting two trips, about an hour each way (4 hours total), to the machinist—one trip to take and the other to pick up.

Good machine work is extremely critical in building an engine. Once I got the parts back at the shop, work began. Not on assembling the engine—oh no, not yet. First there is cleaning the cleaned parts. Never, ever assume the machinist got all the debris his work created out of the engine. Flush out all oil galleys, use a small bristle brush to clean them then flush with carb cleaner and air. Wash everything with either soap and water or cheap carb cleaner, and blow dry. Then I use a small dingle berry hone to clean out the lifter galleys so the lifters move freely.

All bolt holes are cleaned and then one final cleaning with the carb cleaner. First part to go in an engine is the cam bearings. Now they sell several different styles and I don't need to discuss each, but I did buy what is the best. They are solid shells and not split. These have to be installed perfectly aligned in the cam bores. I have a tool for this. Three bearings should take about 30 minutes to install. And these must be installed absolutely correct with multiple oil holes lined up correctly.

The importance of lining up these holes is easily demonstrated in this short story (yeah, I can keep a story short). At a tech session many, many years ago, one attendee complained he could not get his valves to quit tapping so loud in his newly built engine (not by me). I pulled his valve cover and found no oil. I had him crank the engine so I could see if oil was getting to his valves and it wasn't splashing any as it ran. We removed the plugs and rocker arm assembly and again he spun the engine over on the starter. Still no oil out of the oil port.

The rocker arm on the MGB engine gets oil from a hole



drilled across the head, then down at 90 degrees to line up with a hole in the block. The head gasket has a hole in both ends so it does not matter if the gasket is put on upside down. The hole in the block goes down to a tiny hole in the cam bearing which gets oil from another hole in the bearing lining up with a passage from the rear main bearing. Remember I said the first thing to go into an engine rebuild are the cam bearings? They are the last thing to come out when taking an engine apart.

The builder of his engine did not line up the rear cam bearing correctly so no oil came from the crank main bearing thru the cam bearing thru the passage in the block and head to the rocker shaft. This new engine should be disassembled to be repaired correctly. If the builder spent a little more time lining up his oil passages and holes, he would not have this problem.

I mark my oil passages with a red paint dot on the block and the hole in the bearing with another dot. Line up the dots and fit in the bearings. Easy. After pressing in my three bearings and visually verifying I had all the oil holes lined up correctly, I tried fitting the cam to the block. Nope, would not go in. It fit the front and rear bearing fine but would not slip thru the center one.

Using his old cam so I would not damage his new one, I tried everything I could to get the cam to fit including honing the bearing. You should not ever need to hone MGB cam bearings but I gave it a shot. Still would not fit. I removed the center bearing and found it did not fit the cam at all. Never have I ever had a bad cam bearing in 45 years. There is always a first time. Now I have another set of the best cam bearing and I will try again. This time I made sure it fit the cam before I installed it.

While waiting for the new set to arrive, I started fitting my rings. Never assume the rings are correctly gapped from the package. Always check your gap with a feeler gauge. Carefully install the ring in the cylinder, use a piston to push it down slightly and square it to the bore. Using a series of feeler gauges, measure the gap. Each engine, each piston maker and each engine builder have their own special gap they want used.

A stock early MGB calls for .012" to .017" on the top two or three rings. Later MGB engines can go up to .022" gaps. I ordered a slightly oversized ring set so I could set my gap where I wanted it, .015". Why aren't the ends allowed to touch and completely seal the ring around the piston? As the rings get hot—and they do heat up in a running engine—they expand and if they touch when cold, then will bind a piston when hot. So much friction will build up, the cylinder walls will get scored, and the rod bearing will get accelerated wear from all the extra force put on them trying to overcome the extra friction. In a very short time, the engine will become garbage.

As we are building a mildly supercharged engine, I know it will get somewhat hotter when the boost is on and the rings will expand a little more than normal, so I give a little more room for it. I could have gone all the way to .017" or .022"; but I do not want a lot of blow-by from too big a gap. As the fuel/air mixture explodes inside your cylinders, some of the pressure gets past the rings thru the gaps and into the oil pan. This is called blow-by and is one cause of

your oil getting contaminated and dirty.

Too much blow-by and your engine will look like an old steam engine when you pull the oil fill cap off while the engine is running. You also lose a lot of power when you have too much blow-by. This is just one critical step in building an engine, especially if it is a performance build.

I also check the piston-to-cylinder wall clearances. I wanted .004" clearance. Normally a stock MGB engine runs .015" to .017" clearance. Why the big (yes, this is a big difference) difference? I am using forged pistons. These have slightly more material compressed into the same area as a normal cast piston, and they will expand a little more. They can weigh more than a similarly shaped piston. However, because a forged piston is so much stronger than a cast piston, it can be made smaller in a lot of areas. The skirt is shorter and has a slipper design. The wrist pin bosses are closer together and moved in toward the center allowing for a shorter wrist pin.

With a shorter pin, you can use an internally tapered pin to save more weight. The pistons we are using weigh at least 80 grams less than the stock ones that were in the engine. All my rings were fitted to a particular cylinder and went on the piston for which the cylinder was bored. Except one oil ring. Somehow, these very expensive pistons were not all made exactly the same. Three take a standard size, oil control ring. One needs a special thin ring. WTF! Now I have to find a special oil control ring for one piston. Just damn, damn.

No matter how hard you try to do it right; no matter how careful you are in doing your work, you can always get screwed by bad parts. A bad piston and cam bearing all in one day. So tiring and disgusting, I just want to call it quits.

Well, time to search for the oil ring I need. So, see y'all somewhere soon.

Barry Rosenberg

# My Story

Reprinted from the  
Wall Street Journal

Thanks to Member  
Trigger Williams for  
the heads up

You may need to  
magnify a bit. Editor



## He Rewrote His Will to Get His Classic MG Back

By A.J. Boime  
May 21, 2019 9:01 a.m. ET

*Bruce McCormack, 81, a retired IBM executive living in Bellingham, Wash., and Chet Kenoyer, 64, a real-estate agent in the same town, on their 1971 MG MGB, as told to A.J. Boime.*

**Mr. McCormack:** In September of 1998, I bought the 1971 MGB for my wife, Patricia. The MGB was a very successful British-built car in the 1960s and '70s. This particular one was a chrome-bumper car, manufactured before U.S. safety regulations caused MG to change the look with rubber bumpers. Huge numbers of these cars were built, but in 1998, it was rare to find one in such great condition.

We did some things to pretty up the car: chrome wire wheels, a black roll bar, etc. But my wife began to get anxious driving such a small car. I am a Jaguar collector and I was running out of space. So in June 2003, I put the MGB up for sale.

### Photos: A Will to Win a 1971 MG

Two car lovers reached an unusual agreement over a sale of this car involving a codicil to the will of the first owner



**Mr. Kenoyer:** That summer, I was at a local car show and I saw this red MGB. I have been a British car fan all my life, and I thought, Wow! That's cool. A few days later, I saw an ad for a red MGB for sale in the Bellingham Herald. I called the number and this guy Bruce answered. I asked if this was the car I had recently seen at the Bellingham car show and he said yes. I went to see it and bought it for \$9,000.

**Mr. McCormack:** Chet and I remained friends, and I knew he was not driving the car much. After a while, I thought, I really miss that car. One day in 2012, I called Chet and said, "I have a proposal for you." We met at his office. I said, "I will buy the car back for the same price you paid for it. Then, I will leave it to you in my will."

**Mr. Kenoyer:** I thought: That is novel. I said I would think about it. A few days later, I got a letter I had to sign for, from an attorney. When I opened it, there was a note from Bruce, a check for \$9,000, and a copy of a codicil in his will.

**Mr. McCormack:** I was touched that Chet agreed. When I got the car back, I saw a cassette in the tape deck. It was the same Bob Marley cassette I had left there, nine years earlier.

**Mr. Kenoyer:** Bruce told me, "Whenever you want to drive the car, call me and it's yours." We are having some engine work done, and we are sharing the cost. I am excited to get the MGB back, but not for many decades from now.

—Contact A.J. Boime at [Facebook.com/ajboime](https://www.facebook.com/ajboime).

Appeared in the May 22, 2019, print edition as "He Had a Will to Win Back His Classic MG."

MY RIDE





## POSTCARDS FROM KAREL

By Reinout Vogt

This month another summer vacation post card from Albergo Tiziano in Cortina d'Ampesso in Italy, with an MGA Mk II with an Italian license plate. The hotel is probably no longer in existence because I was unable to find any references in Google and Google maps. The MGA is packed up with luggage on the trunk lid. There is something on the soft-top also. Karel, who has the original card, believes that they are two wooden folded-up deck chairs. Back then one would maybe put two of those on the soft top of a MG, but today? Who would leave two heavy items like that on the top of an MG or on any old car?

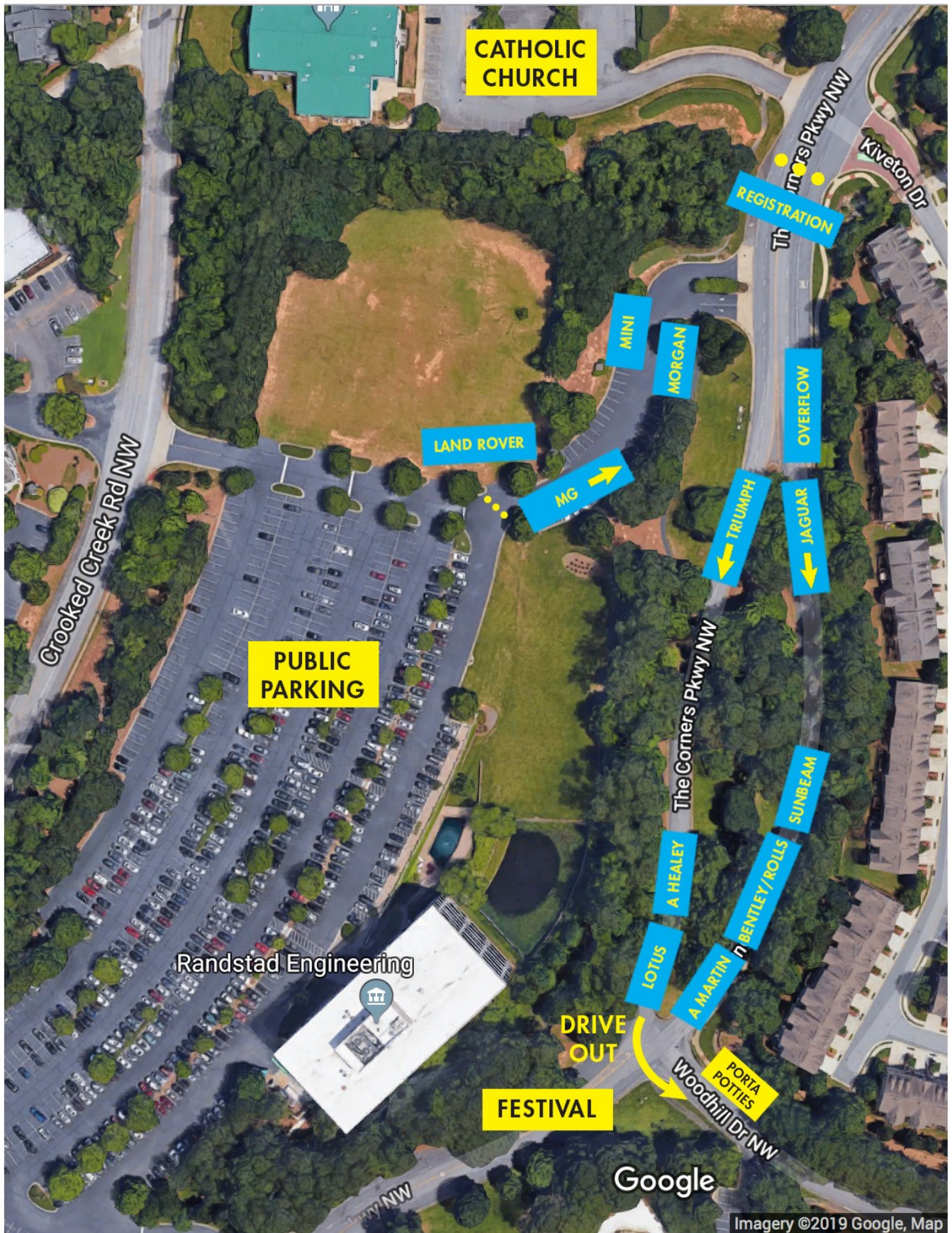


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