



Brits in the Valley Car Show

September 20-22, 2019

Columbus, GA



**Next Noggin "N" Natter
Norcross British Car Fayre
September 7, 2019**

Officers and Committee Chairs

John Scarpucci

President

404-229-7710

president@peachtreemg.com

Dan Bosso

VP & Events Coordinator

417-818-4482

vp@peachtreemg.com

Thom Bosko

Secretary – Treasurer

678-787-2713

treasurer@peachtreemg.com

Reinout Vogt & Phil O'Brien,

Technical Co-Directors

Reinout: 847-342-9804

Phil: 770-843-1133

tech@peachtreemg.com

Joe Rushing,

Membership

470-269-4967

membership@peachtreemg.com

Erich Starzinger,

Historian

404-663-5352

historian@peachtreemg.com

Ron & Judith Human,

Regalia

770-926-7234

regalia@peachtreemg.com

Steve Ratcliffe,

Webmaster

803-807-3554

webmaster@peachtreemg.com

Penny Scarpucci,

Newsletter Editor

404-255-8610

newsletter@peachtreemg.com



Mary Wiley	September,	3
John Russell	September,	3
Bill Fortenberry	September,	5
Victor Dube	September,	7
Darlene Jordan	September,	7
Tom Hoppe	September,	9
Heather Kosbab	September,	9
Alex Birnbaum	September,	12
Leslie McClane	September,	13
Gene Vawter	September,	14
Allen Tillman	September,	14
James Hill	September,	15
Jeff Wiley	September,	15
Blake Aasgaard	September,	17
Paul Flexner	September,	21
Geoff Hammett	September,	21
Steve Logan	September,	23
Ron Kostamo	September,	25
Ed Stanfield	September,	27
Jessica Fraser	September,	27
Wallace Carlisle	September,	29

Best Wishes to Tamara and Brian Oren

Married August 18, 2019

Upcoming Events

When	What	Where
September 7, 2019	Noggin"N" Natter	British Car Fayre Norcross, GA INFO
September 20-22	Car Show	Brits in the Valley Columbus, GA INFO
October 4-6	Car Show	Southern British Car Club British Car Show Townsend, TN INFO
October 12, 2019	Noggin"N" Natter	TBA
October 16, 2019	ORF	TBA
October 18-29	<u>Atlanta Concours D'elegance</u>	Tyler Perry Studios INFO
October 25-27	Fall Tour	Waynesville, NC
November 10, 2019	Membership Meeting	Olde Blind Dog Irish Pub 12650 Crabapple Rd Milton, GA 30004 MAP
November 20, 2019	ORF	TBA
December 8, 2019	Holiday Party	Parker's on Ponce Details to follow



Well, it's the first of September and, although the temperature doesn't show it, Fall is on the way. This is a special time of year for us because the expected cooler temperatures seem to encourage us to drive our LBCs more often. It seems like there is something going on every weekend.

First weekend after Labor Day is the Norcross British Car Fayre. This annual event seems to bring just about every British car owner in the metro area out of the woods. The MGs always have a big showing, and I'm sure this year will be no different. This year Joe Rushing and his membership crew will be working hard to recruit new members to the club. We'll have soda and water and shade for all beneath our tent.

We have the following weekend open locally, but I understand the Foothills British Car club is having a Cruise-In on September 14 at LeMans Karting in Duncan, SC for those of you in the area.

Our Brits in the Valley Car Show in Columbus, GA is on for the September 20-22, 2019. I really have to congratulate Jim Walton and the other members of his

Brits in the Valley team for the fantastic job they are doing to put this event together. We're projecting about 50 cars if the weather holds. I see that Joe Rushing has organized a group going down on Friday, meeting at the MickyD's at Newnan Exit 41 about 10:30 AM. The Columbus location offers plenty of things to do besides kicking tires.

For this event we are partnering with the Children's Miracle Network for the charity which will benefit from funds raised by the event. This organization has a lot of visibility in the Columbus area, and this has certainly helped with attracting sponsorship.

We hope you'll find the time to drive on over to Columbus to be part of this event.

Following "Brits in the Valley" is the Southern British Car Club event in Tennessee. These friendly folks always put on a great show, and with a new venue it should be a great event.

There's a lot of things to do and places to go in our MGs and other LBCs in the coming weeks, and I hope to see you at a few.

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

How many horses in your MG?

Have you ever wondered how much horsepower your MG really puts out?

- At the rear wheels, it is certainly less than what was quoted in the sales brochures when your MG was new. But how much less?
- Is your engine still as healthy as it was when it rolled out of the showroom?
- How much horse power was added by the performance enhancing upgrades that you or a previous owner did?
- How well was the last engine rebuilt?
- And how much power is the V6 or V8 conversion worth?

Well, there might be an opportunity to find out.

We are considering a Tech Session at a shop with a chassis dynamometer. They would open for us on a Sunday, and you can get your MG on the 'rolling road' to measure its power. For the cost of \$60 per car, a discounted rate for the PMGR, you get up to three 'pulls'. That means that you can make a change between the 'pulls' to experiment with ignition or carburetor settings.

It may sound a little bit scarier than it really is. The engine is not free rev'ing as it drives rollers with built in resistance to simulate highway driving. And you stop when the horsepower levels off, or when you feel that the engine revs are at the maximum of your comfort zone.

In order to schedule such a day, we would like to know how many of you would be interested to do a dyno-pull. Please let us know by emailing reinoutvogt@gmail.com or calling/texting 847-342-9804 if you would be interested. If you would just like to stop by to see and learn, please let us know also so that we can plan accordingly.



The Membership Corner

Joe Rushing — Membership Chairman

New PMGR Members for 2019:

Bennet Aiken	Flowery Branch, GA
Frank Blumberg	Rome, GA
James & Susan Boykin	Marietta, GA
Barry Brown	Alpharetta, GA
Paul Brown	Woodstock, GA
Glen & Anne Cheatham	Newnan, GA
Phillip Clarke	Columbus, GA
Steve's British Connection Sandwich, IL	
Manuel Diaz Jr.	Valrico, FL
Clifford A. Fitzwater	Sandy Springs, GA
Josh Fritts	Roswell, GA
Paul Hamill	Atlanta, GA
Doug & Melissa Kilpatrick	Bogart, GA
Thomas Kriwanek	Lilburn, GA
Glenn Lenhard	St. Petersburg, FL
Mike McElheny	Canton, GA
Dennis & Linda McLeroy	Roswell, GA
Kelly & Pat Moore	Gainesville, GA
Jeff Petershon	Roswell, GA
Judy Scheve	Marietta, GA
Michael & Gregory Smayda	Atlanta, GA
Vann Smith	Rome, GA
John & Gail Tansy	Sugar Hill, GA

Arthur Thompson

Gainesville, GA

Dean Wood

Shiloh, GA

William Wood

Grayson, GA

As of this article being written, we have 128 active memberships.

The Membership Committee has been busy this summer with several new ideas in an effort to continue increasing PMGR membership. New posters were unveiled at the August Noggin N' Natter at Vogel State Park, and business cards were distributed to those who attended. Cards are a great way to introduce PMGR to potential members—leaving one on a windshield or handing out when you see another MG on the street. Posters and cards will also be distributed to repair shops specializing in serving British cars to generate increased attention for the Registry. And a toll-free phone number has been created and will be monitored by the membership [chair](#) to respond to inquiries about PMGR.

For the September Noggin N' Natter, we will be at the British Car Fayre in Norcross, GA. We'll have additional cards available to share with members. We are hoping we will have many of our members join us, so set the date in your calendar. And bring a friend who might be interested!

9/7/2019 @ 9:00am

British Car Fayre

Olde Town Norcross, GA

Website link: www.atlantabritishcarfayre.com



www.peachtreemg.com

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O-R-F News

From Tom Nadelhoffer, Chief ORF

ORF TOUR AUGUST 2019

By Tom Nadelhoffer



The ORF on Wednesday August 21 was well attended and included a visit to AristoCraft Boat Works in Dawson-

ville, a nice drive on rural, twisty roads and lunch at a Dahlonga tradition....The Wagon Wheel Restaurant!

The following PMGR members met at the Dawsonville, GA IHOP:

Larry Norton (MGB), Steve Ratcliffe (MGB) Mike Cook



(MGB) Tom Nadelhoffer and navigator Bob Hill (MGB), Wally Carlisle (MGBGT), John and Gail Tansey (MGBGT), Brad Dryden

(MGA), Gene Westmoreland (MGA), Roy and Laura Oppidiano (Morgan), Jim Doran (Spitfire), and Erich Starzinger (GM pickup).

After breakfast, socializing and tire kicking, we headed off on our 20-minute drive to downtown Dawsonville, GA for our scheduled 10 AM tour of the AristoCraft Boat Works



where Joseph and Mary Zagami, GTA members in their TR6 joined the group. Yes...there is a boat restoration, building and museum located in the old Dawson County office complex off HWY 9 on Howard Ave. Scott Turner and his father, Bill, are the owners of AristoCraft Boat Works and are very proud of their history and enthusiastic about the



work they currently do.

The following is copied from the AristoCraft Home Page :

<http://aristocraftboats.com/history/>

A FAMILY TRADITION

Atlanta Boat Works began manufacturing AristoCraft boats in 1946 following Claude Turner's return from service during World War II.

Production began with five employees at a downtown Atlanta location. These early days saw the production of an open fishing-type boat which was replaced in 1947 with the models that AristoCraft is known for.

The Typhoon, a 12' 2-seater runabout, was introduced, followed by a 13' Torpedo that had a barrel stern. In the late 1940's, AristoCraft even produced racing boats that included a bullet-nosed boat called the racing smoo.

With the arrival of the 1950's, AristoCraft engineered numerous changes. A cabin cruiser was marketed for a short while, introducing to the market a transom-mounted outboard motor bracket. In 1953, AristoCraft was being marketed through Western Auto and Montgomery Ward as the Wizard and the Sea King. Although hundreds were sold, this was phased out by 1954 to be sold through dealers only.

During 1954, the Torpedo that was first seen in 1947 was

stretched to a 14' length. In 1956, the 13' SeaFlash was introduced, featuring a flashy 2-seat design with a raised cowl and fins. In 1957, varnish was phased out and epoxy coatings were used. The 15' Avalon entered the scene



the 70 hp motors. Also during this time, AristoCraft was on the cutting edge in using a customized fabricated gear-steer as opposed to the pulley and cable system most often seen.

Production during these years was at such a high, an innovative conveyor-belt assembly line was utilized. Pulled by a chain, this system enabled a boat to be produced every 15 minutes. Working around the clock, seven days per week, 20,000 outboard boats were produced.



center driving pedestal in the rear of the boat. Fins that lay almost horizontally gave a unique flair to this vessel.

So popular were the AristoCraft boats, that toy manufacturers were using the designs on their products. The Aladdin Thermos



Company produced a boating lunchbox series that featured the SeaFlash on its thermos. The Haji toy Company of

Japan produced a line of toys where the boats are copies of the originals.

Matched with a period correct car and trailer, these toy lines are quite collectible today. The focus on wooden boats for AristoCraft seemed to come to an end in 1959.

Even working 24/7, the boat plant was retooled to accommodate for the newer fiberglass boat productions. The 17' Funliner was the first of the AristoCraft fiberglass boats, eventually being reworked through various models to the AristoCraft 19' that continues to be seen on the water today.

Introducing to the industry a double-hull upright flotation with no wood was quite a change for the boating industry. At under \$1000, it was quite a family boat. Three hundred employees were put to work to meet demands for this popular boat. Production was stopped in 1980 as Claude Turner, the man who started it all, chose to retire.

With the main production ending in 1980, Bill kept the parts and restorations of the boats alive until he started



building new boats again in 1987. This was all done as a side hobby along side Bill and Gail's involvement in ACBS. As the popularity of the boats grew and grew, this hobby turned into a business in the late 90's when Scott started working at the shop. By the early 2000's Scott had come to work full time at the family boat shop, and production and restoration of the boats became a growing business. With the move to the new facilities in Dawsonville GA, they were finally able to set up a proper museum, and have a larger work shop. They are open weekly for visitors, just please give a call first to make sure they are not off enjoying their boats.

In addition to boats, the Turners have a large selection of antique outboard motors, a small collection of antique automobiles, several early single seat gyro planes, a 1960 USA Olympic rowing scull and other antiques/novelties just waiting to be viewed.

I can't thank Scott and Bill Turner enough for spending the morning sharing their facility and their passion for old boats with us.

After spending almost 2 wonderful hours at AristoCraft Boat Works, it was time to head to Dahlonega, GA for lunch at the Wagon Wheel Restaurant. As is the case with most of our ORF drives we did NOT take the most direct or shortest route from Dawsonville to Dahlonega. We opted for a route on curvy, twisty back roads taking us by places/sights like Clay Creek Falls which gave us a peek at a well hidden waterfall, Wash Rider Rd familiar to many PMGR members as the site for many years of Chris Gore's annual Spring Tour, and Stone Pile Gap to check out the progress on the roundabout construction utilizing Indian Princess Trahlyta's stone pile grave marker as the center island.

After successfully extending what would have been a mundane, 15 minute drive to 45 minutes of discovery and memories we arrived at The Wagon Wheel Restaurant at noon to enjoy their lunch buffet. The Wagon Wheel has been in business for over 40 years and has tremendous support from the locals. My tossed salad, fried chicken, country vegetables, big old yeast roll and sweeeeet tea were wonderful. My resolve kicked in and I opted NOT to grab a bowl of homemade banana pudding or peach pie for desert. Hopefully those can be sampled the next visit!

Today the weather, the roads, and the food were all outstanding. Most importantly I was able to spend the day with a wonderful group of people sharing things we all enjoy doing!

I hope to see you on future ORF's.

THE NEXT ORF TOUR

I will not be able to schedule, plan or lead an ORF in September. If anyone wants to step up and coordinate an ORF in September please let me, Dan Bosso, Penny Scarpucci or Steve Ratcliffe know so we can publish the info. Otherwise the next ORF will be **Wednesday October 16**. My current thoughts are to make it a run up to Tellico Plains TN. It's a pretty long day, but historically worth it. Curvy roads, nice scenery and a nice place to eat lunch....you know...a typical ORF...just a little more seat time. We'll drive up HWY 60 out of Dahlonega, GA to Morganton, GA, then to TN 68 through Copperhill, TN, then pickup 64 along the Ocoee River then TN 315/30 to Tellico Plains. We've done it several times before with no complaints. Actually this is the first leg of the original drive that inspired Larry Norton and I to start the monthly ORF drives. OR.... I've had a couple of inquiries about doing an ORF to The Tail of the Dragon. I am open to that. It would also be a much longer than a typical ORF so maybe replace the Tellico Plains route described above with a run to the Dragon. There's a great place to have lunch a couple of miles from the Dragon called the Tapoco Lodge. The Tapoco Lodge also gets rave reviews on their rooms if you want to spend the night. I'm looking for comments so please respond on your preference or suggest something else!

Tom Nadelhoffer

blueb@bellsouth.net

404-402-3004 (c) 770-887-8877 (h)

My Story

Fit for a Midget by Jack Orkin



We all enjoy seeing the spacious garage-mahals that have been featured in the MG

Driver but, unfortunately, some of us just don't have the physical space for one. Here are pictures of my midget-sized garage, about 450 sq. feet, for our 1974 Midget. If I had a more spacious garage, I'm sure I would have a couple of more LBC's, but, for now one will have to do. The main garage area is in a part of the basement that was built with a "boat door" and is about 20' X 14' X 8.5' high. All available wall space is taken up with workbenches, storage cabinets, shelves, tool boxes and equipment. Near the garage door is a 60 gal. air compressor and hose reel as well as a blast cabinet that vents to the outside. The main workbench is made from two, 2' X 4' wall mounted worktops that were salvaged from work (one of the perks you lose when you retire). An LED light over it provides



plenty of light. Nearby are vintage communication and fire suppression equipment. (Don't worry, modern ones are also present). Since floor space is at a premium, I installed a ceiling mounted heater and a fan to get that equipment off the floor. Another space saving idea for the future – a wall mounted vacuum. Having a full sized



lift is a great addition to a shop, but due to my limited height and space, its not feasible. However, I do have a QuickJack which works

great for me. It lifts the car high enough so I can slide under easily and work underneath. And, when not in use, the hydraulic pump goes under the workbench and the jack frames can be moved out of the way.

Tool tip: If you're tired of your flimsy, plastic paper towel holder letting go when you try to tear off a sheet one handed, you can make a sturdy holder out of half-inch galvanized pipe!



In the adjoining room, which is about 15' X 11', there is a large table with 5 tools mounted to it, including a grinding wheel, wire wheel, two sanders, a drill press and a vice as well as a stand alone buffer and a circular saw. An old butcher block table makes a sturdy workbench.





More room is always better (you can get more tools!), but with some creative planning, you can make a small space work.



Reprinted from the NAMGBR Driver Magazine



By Barry Rosenberg

Tech Article: September; 2019,

How to make what started as a good day suck. Today was going to be a good day at the shop; I was going to complete installing the dash in a Spitfire, help a customer polish a ring and pinion gear set, leave early to go home and cook. Tomorrow, Saturday, is our club's annual picnic for which I am going to make coleslaw to take. I like a sweet style like Chic-Fil-A used to make so I use their recipe for mine. Then we have a party to attend that evening, and I plan to take some of my great mini-salmon croquette with a dipping sauce and some homemade chopped liver (YUM).

It was a beautiful ride to work with the sun just starting to peek over the mountain ridges, with a cool temp outside so windows open and ac off. It really doesn't work that well anyway. And no traffic! But the day turned very sour once at the shop. Nothing big, but enough small stuff to irritate one's soul. To start, as soon as I pulled into my barn, I saw trash on the grass. Not that I am the neatest person, but I know it wasn't there yesterday.

I consider myself a pretty nice guy most of the time. A neighbor across the street from my barn once parked a truck, trailer and boat in my yard without asking. I got to the barn and had no idea who it belonged to. I knew Patty didn't buy it for me so I let it sit. No, I did not call the police as I figured there had to be a logical explanation, and there was one. My neighbor, who I now know, goes to the lake with his family in the boat and sometimes gets home pretty late. When it is dark out, he can't back the trailer and truck up his very steep, narrow and curvy driveway, so he left it in my yard until daytime when he could see.

I could not back it up no matter how bright it would be as his driveway is very difficult. So, I told him now that I knew who owned it, no problem; do it anytime you need. Very neighborly of me. Last week, I came by the barn on a Saturday with Patty and Bolt, and there was the neighbor playing baseball with his young son who used to stop by the shop daily after school to play with Bolt. His son was

on a school team, and I thought it was great they were outside doing father-son stuff and not inside playing video games.

Bolt was distracted and as I waited, the kid almost clocked me in the head with a hit ball. So, we quickly left. I told him again, no problem, just try not to break anything. Not having any windows on the front, I figured they were ok. But today, the day that was starting so good, was dampened by the trash they left behind yesterday. Really, I am nice enough to let them play here where it is flat and open, and this is how they thank me, with left-behind trash.

Ok, I picked it up and cussed a little over their poor manners and went into the office. First thing I do in the morning is turn on my computer. I do not leave it on after I leave in the afternoon. The past several days, my Verizon internet had been dropping the signal several times a day but only for a few minutes. I am typing this now because the internet has not started since I have been here and I have been at the barn almost an hour. So, I can't read or answer any emails; look at my bank balance; read Facebook; or look up parts.

I can either go to work or type this article. But, as today is trash day at the barn, I decide to sweep the loose dog hair off the floor and put in the trash. Let me ask now that if any of you visit me up here--and you are always welcome--and you bring a drink, please, put your trash in the can and not leave it on the floor. After a few days, a cup that once had sweet tea or Coke with ice quenching your thirst, sits on the floor, the ice melts, the resulting liquid begins to mold and a broom hits it and knocks it over spilling the yucky contents on my floor for me to clean up. Thanks!

Or, several days after you leave, I find your discarded cup sitting on a shelf somewhere you thought it would be safe from getting spilled. And it was safe enough for you to forget it. Bolt loves ice, you could do as one friend does and give the ice to him and throw away your cup. Thank you.

The internet is finally working so I think I will check my email. To be continued.

OK, I am back. It has been about 30 minutes, and the internet is gone again. Mountain living has some great benefits but there are some huge drawbacks. Unreliable internet/phone service is one of them. I can't get any land line service at the barn or our house, and Verizon is the best choice up here. Better than AT&T and most others. What was that TV song, "farm living is the life for me?" No, city living is the life for me; give me that TV and internet, or something like that.

Today, someone is coming up to work on a GT6 running

gear for a Herald. The differential from the GT6 donor car had a minor problem in that it broke a spider gear and sheared the shaft it ran on. The broken gears pieces rattled around a little before the car stopped and chewed the ends of the pinion gear teeth. Spider gears are what allow your rear tires to negotiate a turn without scrubbing off lots of rubber.

As you go around the corner, the inside tire has a smaller radius than the outside tire. If the wheels were locked together, one would have to skip and jump some to turn at the same rpm as the other. Spider gears allow them to turn at different rpm. Limited slip differentials allow some slip in turns with a clutch pack instead of gears but lock the two wheels together when going straight. In a spider gear differential, called open diff., only one wheel pushes the car straight. The other is along for the ride.

Ever notice one long black streak in the road? That was a red neck with more horsepower than sense trying to show off. Most cars came with the open differential, until lately. New cars have electronically locking differentials way which are more complicated than even I understand how they work. A computer tells the gears when to lock and when to slip. There are variations on limited slip differentials, but most of us will never need to know how they work as we will not ever pay the high dollars for one.

If you autocross or race, you can take advantage of them but for the street, the open one in your car is perfect. When we were racing my TR4A IRS car in Vintage racing, I welded my differential to make it a locked one. When I drove it on the street, which I did a lot, you could hear the tire skipping as you turned a corner. But, man, did it bite when you nailed the gas on the straight sections.

So, I mentioned we had some chipped teeth on a pinion gear. Why not replace it? One cannot replace only a pinion gear. It must be replaced as a matched set with a ring gear. How many know what I am talking about? I could just drop this part of the article or I could explain what the gears do. Since I like to talk (write) I will give a quick explanation. The ring and pinion gears are the system that transfers the rotation of the engine, by way of the transmission and driveshaft, 90 degrees to turn the wheels. They also make up the gear ration of your differential. Triumph TR6 has a 3.7:1 ration. MGB has a 3.9:1 ratio. GT6 has a 3.27:1 ratio. These are stock, and there are variations. A TR6 has 10 teeth on the pinion gear and 37 teeth on a ring gear; thus the 3.7:1.

A pinion gear sits in the differential housing in line with the drive shaft. The larger ring gear sits on a shaft in line with the axles. The gears meet at roughly 45-degrees angle, each turning the drive shaft rotation 90 degrees to turn

the axles. Pinion gears are supported on two bearings and must be set up in the exact specified location. This is done with shims as thin as .002" thick. The ring gear is bolted to the carrier assembly which contains the spider gears. Two of the spider gears are splined to the axles, and the other two are located on a shaft and join the two on the axles at 90 degrees.

The ring gear meshes with the pinion gear and must be set so it hits the pinion in the center of the teeth. This also requires setting the spacing with very thin shims. If either gear is out of position by just 1 or 2 thousandths, you get a whine or hum or worse, broken teeth. It takes more work to set up the gears in a differential than it takes to build an engine. And you have to have very accurate measuring devices. This is not a job to tackle at home.

When something gets out of whack, and it is hard to determine what got out first, one can only look at what is reusable and what is not. In our case, the pinion and ring gear have some wear but not in the area where the gears mesh. So, instead of buying \$500 worth of gears, we are going to polish out the chips, replace the spider gears and the carrier, and use a new shaft. The original GT6 housing will be used and we will install new seals and bearings.

To be honest, I do not always install new bearings having seen new bearings that had more slop in them than the ones being replaced. And I have seen more and more new bearings with fewer balls and more space between them in the races. If the original bearing spins freely and quietly and has no visual pitting, I re-use them.

After we polish the gears, I will begin setting the clearances and tolerances. They are of the utmost importance and must be done correctly. Actually, I can tell a lot by feel of hand. I can tell when the pinion bearings are preloaded correctly by feel. I can tell when the backlash is just right by wiggling the gears. The clearances will be checked by gauges, but first I test them by hand.

Well that customer just showed up and the internet is still intermittent so I will end for now.

It is another day now and the internet is working. That customer showed up with parts for the GT6 differential on that "good gone bad" Friday. One of those items was the new cross-shaft the spider gears rotate on. It is a very hard part to get. All the good suppliers were out of stock; most said NLA (no longer available) or NLS (no longer supplied). Only one had it—Victoria British. The \$8 part cost \$7 to ship. It is less than 3/4" in diameter and about 4" long; \$7 to ship!

The shaft looked like it had been sitting outside for a few years; it was rusty. This was not a big problem. I was able to chuck it in the lathe and polish off the rust. This short

shaft was a centerless piece. This means there were no centering indents on either end. It was probably cut from a longer piece of stock. This makes it hard to chuck and clean both ends at the same time. You chuck one end, then turn it around and do the other.

After cleaning it, we tried to fit the gears to it. No, not even close. The shaft measured .008" too big in diameter. Not such a cheap part, now is it? So, back to the lathe. The shaft is hardened so I knew it would be difficult to cut on the lathe. You really need to grind it but I do not have the set-up for that. Would you believe the shaft was bent, just a little? I adjusted it in the lathe several times and checked, it was not the way it was mounted—it was actually bent!

What did we have to lose? I began turning, taking very small cuts until one end fit the gears. Then I turned it around to cut the other end. This is not the best way to do this type of work. We finally got both ends to fit the gears after 1 1/2 hours effort. Then we wanted to re-harden the outer surface. This is a pretty cool process and a very old technique. Take your handy oxy-acetylene torch; get the part red hot, and slip it into used motor oil. Do this out-

side as the smoke and smell are not something you want your better half noticing. The shaft came out black because carbon atoms had bonded themselves to the surface making it harder. Our shaft is exactly what we got, the shaft. It seems like it will now work, but the once cheap shaft got more expensive.

So, a good Friday turned sour real quick. At least I took off early and my cooking turned out some delicious food. At least I think so. Work will continue on the Spitfire dash and wiring harness and the GT6 Herald, and I will keep you updated on the progress. If y'all have any questions or comments, email or call and I will be happy to discuss it with you. Until then, see y'all somewhere soon.

Barry Rosenberg

770-689-7573

britcars@bellsouth.net

barry@britishcarservicega.com



POSTCARDS FROM KAREL

By Reinout Vogt

A Dutch MG Midget, with license plates JL-47-11, at campground Oekeltje in Rijsbergen, The Netherlands. Rijsbergen is a small town right on the Belgium border along the main highway to Brussels. 'Oekeltje' sounds kind of funny in Dutch but I didn't recognize it as a real word. Google revealed that it has two meanings. First a person who did, or often does, something silly or dumb. And more applicable in this case, a reference to township Oekel, where the campground is located.



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