



The Registry

October, 2019

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



October 12 Noggin"N"Natter

Taco Mac Duluth, GA

October 16 ORF

See Inside for Details



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

North American MGB Register

PO BOX 879 - Downers Grove, IL 60515-0879
Toll-free phone: 800-NAMGBR-1
www.namgb.org

New Location: November Meeting
Brimstone Tavern
Alpharetta, GA

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Reinout Vogt	October, 2
Steve Hallam	October, 4
Mike Cook	October, 5
Karyn Aasgaard	October, 6
Steve Highsmith	October, 7
Steve Ratcliffe	October, 7
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Jim Walton	October, 29
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Cover Photo: Brits in the Valley Show Field

Columbus, GA 9/21/2019

Upcoming Events

When

What

Where

October 4-6	Car Show	Southern British Car Club British Car Show OOLTEWAH, TN INFO
October 12, 2019	Noggin"N" Natter	Taco Mac See Page 9 for details
October 16, 2019	ORF to Tellico, TN	See Page 10 for details
October 18-29	Atlanta Concours D'elegance	Tyler Perry Studios INFO
October 25-27	Fall Tour	See Page # for info
November 10, 2019 5:30 PM	Membership Meeting	Brimstone Tavern 10595 Old Alabama Road Connector MAP
November 20, 2019	ORF	TBA
December 8, 2019	Holiday Party	Parker's on Ponce Details to follow



Thank You, Columbus! You put on a great show.

Also, I have to thank Jim Walton and all the members of the Brits in the Valley group for their dedication and hard work to organize the first "Brits in the Valley" car show. Not only did the show attract over 60 cars from Georgia, Alabama, and Florida, Jim and his crew raised over \$800 in local sponsorship to support the event. Proceeds from the



event will be donated to the Children's Miracle Network. I also have to thank all the members of the

Peachtree Registry for both their attendance and help during and after the show. I especially want to thank Erick Starzinger for hauling the trailer to Columbus and Phil Clark for hauling it back. I also want to thank Mike Cook for managing the show field and acting as mentor to 12 students from Jordan Vocational High School. These kids worked very hard all day to support the show. I heard their automotive instructor, Mr. Robert Harris, was planning on a special class about carburetors the following week.

Most of the Atlanta folks met Friday morning at the usual western meeting place, the Newnan McDonald's, for the quick ride down to Columbus. I understand there was a plan to do some museum visiting Friday afternoon, but with the heat, the pool became a better attraction. Friday evening featured a number of impromptu wine and cheese parties throughout the hotel before dinner. These gave me a chance to visit both "sides" of the hotel. The building was once a foundry and the "Tower" rooms have kept much of the brickwork and rafters. Everyone was quite pleased with the hotel and, I must say, the service and

support were first class.

We had 40+ preregistrations and figured maybe we would get to 50 total registrations. I was amazed to see cars lined up to register even before we had Registration opened. The weather really cooperated with cool morning temps and broken clouds making things on the show field comfortable in the morning.

The show field is about 1 ¼ acres of flat field bordered by



Columbus State University on one side and the Chattahoochee on the other. The field is also located within easy walking to Downtown Columbus and many of the attendees took some time to visit the many restaurants and shops located there. Access for the cars was easy and, with the help of Mr. Harris's students, the show field started to fill. By the time the field opened we had over 60 cars on the field. At 10:00 AM Glenn Lenhard of Glenn's MGs in St. Petersburg, FL started a rolling tech session. Glenn's approach is to help teach car owners how to trouble shoot problems. Once the problem is identified he then shows how to solve the problem. In one case we have to thank the Larry Norton Parts Department for help in fixing an oil pressure issue on the Hoffman's B.

During the day there was a lot of tire kicking and bling

admiring as is normal. Mr. Harris's students were given an education in cars that don't have computers but do have distributors and carburetors. One lucky young lady from the class was given a ride in Michael Ranieri's McClaren Spyder.



The sun continued its travel to the West and the temps on



the field started to climb, but there was plenty of natural and artificial shade around so

things weren't unbearable and everyone seemed to be having a good time. Finally the ballots were counted, awards given, tents lowered. The trailer was repacked to Tom Nadelhoffer's satisfaction, and it was time to head to the pool and the Gin.

The reviews for the event were excellent. People loved the



venue, were impressed with Columbus, and felt the hotel was top notch. All this speaks to the goals

set forth for this event. I think the opinion was unanimous that we should come back in two years.

Some of the folks stopped at the Callaway Gardens Butterfly Center on the way home to finish off the event.

Again, thanks to everyone who came, showed their cars,

and helped to make this show a success.



We have posted all the entrants' cars on the website. Go to Brits in the Valley Photo Album on the Peachtree MG website.

Class	First Place	Second Place	Third Place
Britannia Closed	Todd & Karen Stewart	Nick Lewis	Hubert Holmes
Britannia Open	Terry Underwood	Gene and Tracey Clennon	Bill & Mary Ann Fortberry
Jaguar Open	Larry and Nancy Stephens	Gail & Glenn Lenhard	No Award
Jaguar Closed	Penny Scarpucci	No Award	No Award
MGA	Judith Heck	Tim Gaffney	Jay Franklin
MBG CB	Jim Walton	Aviva Hoffman	Judith Heck
MGB RB	Tom Nadelhoffer	Doyle Dryden	Dave & Tanya Arwood
MGB GT	Abe Cheij	Terry McClain	Dan Bosso
Midget/Sprite	Bob Spruck	Jack Orkin	Phil Burke
Modified	Mike Cook	Ed Witt	Jim McCartney
Pre-MGA	Hank Rippert	Terry Allen	Bill Buck
Triumph	Ronnie Babbit	David Appleby	Russel Pierce
Sudent Award	Abe Cheij		
Best in Show	Stephen Bettes		



Our November business meeting is coming soon, so get out your calendar and write in Peachtree MG Registry meeting on Sunday, November 10th. As usual we will gather at 5:30 pm to visit and order drinks and food with the meeting commencing at 6:00 pm.

We will be gathering at a new location for this meeting. The new location is the Brimstone Restaurant & Tavern, 10595 Old Alabama Road Connector, Alpharetta, GA 30022, off the Mansell Road exit of Georgia 400. Their phone number is 678-568-9543. The Tavern is located at the south end of North Point Mall.

I have visited with the new owner of the Tavern and he is excited to host our meeting.

Please plan to attend this important meeting as nominations for next year's officers will be on the agenda.

We will also be soliciting your opinion of the Brimstone Tavern and its suitability as a new home for our meetings. Returning to monthly business meetings will also be discussed. I

have talked to the owner of the Brimstone Tavern and he is open to letting us place our club memorabilia on the wall, truly making it our new home. I hope to see all of you on November 10th.

Dan

Fall Tour Update

The 2019 Fall Mountain Tour is just around the corner. If you are reading this in the newsletter, I you this means you have registered at the Waynesville Inn for the dates of October 25-27, 2019 and we can expect you on the tour.

If you know if any other folks that are plan to join us, please let me know.

I will provide more details later, but here is some starter information:

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

Friday, October 25

- Meet at the Panera Bread in Alpharetta, 6480 North Point Parkway (Some folks will want to meet at other locations - I will provide route details later.)
- We will depart Panera at **9 am** sharp.
- Drive to Hayesville, NC for lunch at Nocturnal Brew Pub.
- Drive to Waynesville
- **Group Dinner at the Waynesville Inn (I will send out a menu later)**

Saturday, October 26

Multiple options - on your own:

- Chill out and enjoy Waynesville
- Play golf at the Waynesville Inn Golf Course
- Visit *Wheels Through Time* Motorcycle Museum
- Bar hop in Waynesville (several nice craft beer options)
- Hit the shops (arts, crafts, etc.) in Waynesville and nearby Sylva
- **Group Dinner at Sagebrush Steakhouse**

Sunday, October 27

Return home at your leisure.

Stay tuned for further details. In the meantime, if you have any questions about the trip, please give me a call at 404-310-9283 or send an email to hartlein@bellsouth.net. Again, if you know of other folks coming on the trip, please let me know.

Rick Hartlein



The Membership Corner

Joe Rushing — Membership Chairman

For the October Natter N' Noggin we will be heading back to Duluth. So set the date in your calendar.

10/12/2019 @ 12:00

Taco Mac

3543 Peachtree Industrial Blvd

Duluth, GA 30096

(678) 387-3403

Up until now we have had good turnouts and I am sure October will not be an exception.

New Members

As of this article being written we have 199 active memberships. The reason for this huge jump in membership is because we offered a free partial membership to non-members who registered for the "Brits in the Valley" show in Columbus. Hopefully many will renew once we convince them of the value of being a member of the Peachtree MG Registry. Please join me in welcoming all of them.

Terrence	Allen	Lexington,	GA	Matthew	McDermott	Columbus,	GA
David	Appleby	Macon,	GA	Howard	Meyers	Guyton,	GA
Dave & Tanya	Arwood	Smith's Station,	AL	Thomas	Miro	Montgomery,	AL
Ronnie	Babbit	Centerville,	GA	Eric	Morgan	Atlanta,	GA
Ernest	Bennett	Warner Robins,	GA	Steve	Moss	Columbus,	GA
Mark	Birnbaum			Russell	Pierce	Warner Robins,	GA
Reginald	Braddy	Talbotton,	GA	Michael	Ranieri	Montgomery,	AL
Bill	Buck	Columbus,	GA	Hank	Rippert	Soddy Daisy,	TN
Phil	Burke	Tequesta,	FL	Jeff	Sager	Orange Park,	FL
Paul	Casarona	Auburn,	AL	Bob	Spruck	Sharpsburg,	GA
Gene	Clennon	Pinson,	AL	Ted	Stewart	Jefferson,	GA
Amy	Ellner	Norcross,	GA	Keith	Treadwell	Columbus,	GA
Neil	Estes	Decatur,	GA	Bill	Trimble	Auburn,	AL
Jeffery	Grover	Cartersville,	GA	Terry	Underwood	Conyers,	GA
Judith & Gary	Heck	White,	GA	Logan	Walters	Newnan,	GA
Hubert	Holmes	Phenix City,	AL	Russell	Whigham	Montgomery,	AL
Nicolas	Lewis	Columbus,	GA	Ed & Marjorie	Witt	Town Creek,	AL
Terry	McClain	Charlotte,	NC				

O-R-F News

From Tom Nadelhoffer, Chief ORF



OCT 2019 ORF TOUR

When: Wednesday, October 16, 2019

Trip Plans:

The destination for the OCT ORF is a going to be Tellico Plains, TN. This is a long, but fun and scenic run with many curves and twisties. The roundtrip route will be approximately 7 hours including 2 x 15 minute hygiene breaks and an hour for lunch. The tentative schedule/route is:

Meet at the Dawsonville, Ga IHOP for breakfast @ 0800-915 with a planned departure of 09:30.

The destination will be Morganton, Ga. Where Hwy 60 intersects with Hwy 515. There's a Marathon gas station on the corner. We'll make a short rest stop here and hopefully pick up some west-siders coming up I-575. Planned departure would be 11:00.

We'll stay on 60 headed for McCaysville, Ga/ Copperhill, TN and pick up TN 68 and then TN 64 in Ducktown TN.

We'll stay on TN 64 along the Ocoee River until we reach TN 30

We'll take TN 30 to Reliance TN where we pick up TN 315

We'll stay on TN 315 to TN 39 and then TN 68 into Tellico Plains for lunch

Lunch – 12:30-1:30

After lunch I plan to head back south on TN 68 to Copperhill, TN/McCaysville, Ga. In Copperhill/ McCaysville the west-siders can take Hw 5 to 515 while the eastsiders will take Hwy 60 towards Morganton and on to Dawsonville.

If you plan to attend please respond no later than Monday October 14 to Tom Nadelhoffer at blueb@bellsouth.net or 404-402-3004

After checking the weather forecasts a few days prior to the departure I'll send an email to all the respondents confirming the tour is a "go" and providing the updated schedule. This is also how you'll get a copy of the final route.

Look forward to seeing you on the ORF run.....

Tom



By
Barry Rosenberg

First, to those that are not Facebook friends or have not heard the true story; I must tell you about Bolt. What a great dog! Back on August 28, about 8:30 at night, I went out on our front porch to get the cat food. Seems it attracts bears. At the same time, I let Bolt out for his final evening constitutional as normal. As I turned to my left and started toward the cat bowl, I noticed something eating out of it. It wasn't a cat; it was a black bear whose back was about 36" when it was on all fours. It saw me about the same time I saw it.

Fearing that Bolt would see it since he never noticed any odor from the bear, I called him to come back inside. As he turned to look at me, Bolt ran at the bear, running straight for it. They both headed down the hill into the woods barking and growling like crazy. As I was calling for Bolt to return, Patty came out to see what all the noise was about. After telling her, she too called for Bolt. All we could hear was thrashing in the woods and Bolt barking.

After a minute or so which seemed a lot longer, he came running back to the house. He was shaking so hard and his tail was tucked so tight between his legs, we could not examine him for 20 minutes. After he calmed some, we looked him over and could see the pattern of a big wet paw print on his left hind quarters. Closer examination showed a very small puncture wound from a claw. We called our vet about 9:30 to see if we needed to take him in and were told to just clean the wound and bring him in the next day. Our vet is open until 10:00 pm during the week.

A short vet visit the next day showed all was well. The wound was not deep enough to require anything more, and the vet did not worry about any diseases from bears. Bolt attacked a big black bear either to protect me or he was stupid. But he survived with minimal damage or injury. We feel he is a very brave dog. Bet he doesn't go after another bear any time soon.

You could say he escaped by a measurement of mere inches, just being out of reach of the claw. So how important are measurements in relation to our cars? This is a good question and something I get asked about often. How important are the tolerances listed in the repair manuals

from torque specs to bearing play to ring gaps?

Why are there so many tolerances and clearances in our cars? The quick answer is so everything can move and operate as it should without binding. Remove the tolerances and every part of your car from the engine to the wheel bearings will seize. If you take a new ball bearing such as in a transmission with inner and outer race and ball bearings keeping everything round and smooth, then wash out all the assembly oil and dry it, the inner race will almost seize and not rotate. The internal clearances are so tight that a thin film of oil is required to let the race spin freely.

There is probably less than .00005" clearance between the balls and the inner and outer race. Let's look at something we have had a problem with here at the shop: rings in an engine. They have several tolerances they must meet to work over a long period of time. First is how the rings fit in the grooves in the piston. There should be no more than .0005" to .001" clearance between the ring and groove. The end gaps when a ring is installed in the cylinders is the next important tolerance.

An old British car likes a tighter ring gap compared to later cars. Most require .008" to .017" gap with something falling in the middle to be best. Why is this so critical? As the engine runs and gets hot, the ring expands and the gap closes. If you build your engine with .003" gap, then the ends of the rings will butt together and add so much drag to the pistons, it can seize the engine at work or score the cylinder at best. If you build your engine and use .025" gap, then the rings may not have sufficient tension.

The tension is required to seal the combustion gasses in the combustion chamber and transfer piston heat to the cylinder walls and therefore the cooling system. The extra large gap also allows compression pressure to easily leak past the rings and into the crankcase thus lowering your compression and decreasing performance among other things.

Another close tolerance while discussing pistons is their clearance to the cylinder walls. Again, old British engines run fairly tight. They like .15" to maybe .0020". Most of my engines run about .0017" to .0018". Later or American engines used to like .004" up to .008". Again, as the engine gets hot, the pistons expand as well as the rings and can seize in the bore if too tight or rattle around with "piston slap" if too loose.

It is not something most people ever think about but clearances involved with the spinning crank change. I once had a very expensive Carrillo rod broke into 5 pieces in a race motor. I called them to ask how much their rods stretched at high RPM. Their response was none; they do not stretch or break. I offered to send them pictures of the broken one on my desk. The discussion was about why the piston hit the head at 7,000 rpm. They explained that the crank can flex .001"; there is .0015" clearance between the main

bearing and the crank; .0015" between the crank and rod bearings; .0005" between the piston and wrist pin and another .0005" between the wrist pin and rod. Add in another .001" flex to the pin and you get over .006" that the top of the piston moves up at high RPM than when you are measuring the height of the piston on the engine stand.

This was not what caused my rod failure. It turned out that the pistons, made by Wiesco, were made incorrectly. And when they expanded when hot, the four corners seized in the cylinders, causing so much friction that it beat out the rod bearings allowing the piston to move high enough in the cylinder to bang on the head. They admitted it was their fault but still no warranty. The tolerances when assembled and checked were well within specs.

You can see how important tolerances can be. There are shims to adjust almost any close tolerances you encounter. Some from .001" thickness and up. Some shims have to be made in the shop for which a lathe comes in very handy. Some shims can be left out and the destruction could take thousands of miles to show up and you may never associate the problem with something so small and minor.

There is a shim on the front of our cranks that locates the timing chain gear in perfect alignment with the cam gear. Leave this thin shim off or have too much on and it could cause your timing chain to wear sooner than later. It could take 20,000 miles or more, but it will eventually cause too much slop in the chain and you get chain slap, worn-out tensioner or a broken chain. One must pay close attention to the tolerances listed for your particular car, no matter how small it may seem. It is important.

To measure these tight tolerances requires some sophisticated tools such as a dial indicator kit, vernier calipers, micrometers, feeler gauges, etc. All can be purchased from Harbor Freight. For sporadic use, these will be more than sufficient for your use. Not that the average owner should try it, but building the differential is one of the most difficult aspects of restoration. There are tolerances of .0005" that make a difference.

Shims for a diff come as thin as .001" and as thick as .20", and it would be great if they were all available. What do you do when what you need is not available? You can make some of them like the carrier bearing spacers in an MGB differential. Some you can build up with multiple thinner ones until you get the size you need. Or, sometimes you can turn down a big spacer and use a shim that is available. Some of this does require a lathe but having a lathe is or should be part of owning a full repair shop. Or knowing someone who does.

Some front wheel bearings require shims as well. MGs require thin shims and a torque of 45 lb. ft. on the securing nut to get the proper pre-load on the wheel bearing. I once had a customer with a Midget and he was using the

new style tapered bearing for them. He could not get all the free play out of the hub. His spacer, that came with the bearing kit, including thin shims, was machined a little too long. It required I take off .003" each to get the bearings tight but this would leave no further adjustment room after the bearings got some wear. So, I removed about .010" from the spacer and shimmed them with the thin shims in the kit.

Triumphs, TR2-6, Spitfires, GT6 and earlier models have shims between the body and frame. Some are .25" thick. They are used to line up the body panels. After doing a frame off restoration and full body paint, you have to align the panel gaps with the shims. If the top right door gap is too tight, you need to put a shim between the floor and frame at the base of the door latch post. This will lift this area of the body and create a larger gap at the top of the door. Look at a lot of Triumph body-on-frame cars, and you will see bad gaps. There was not enough time spent playing with shims.

You do not need to remember any of the tolerances or clearances on our cars. Most are written in numerous books. I prefer to look them up to make sure I get them right. I suggest you do the same and not count on old memory cells to get them right.

Now, on a non-auto topic. Bolt had a seizure a few days ago, second one this year. We once had a dog with epileptic seizures but these seemed different. His actions were different. He loses muscle control and balance. He cannot walk but when he tries, he falls all over the place, running into everything and anything. All I can do is to catch him and try to get him to lay down as I try my best to comfort him. There is the odor of the anal glands that starts just before the seizure and lasts until it passes. Has anyone seen this in their dogs and if so, what can you do about it? It breaks my heart seeing this in him. Please email me any solutions you may have. Thanks. See y'all somewhere soon.

Barry Rosenberg

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POSTCARDS FROM KAREL

By Reinout Vogt

The Bridport Hotel in Bognor Regis (on the South coast of the UK between Portsmouth and Brighton).

In front of the hotel is a Y-Type with license plate FRX 211. The SA Tickford (all the way on the left side of the card) has license plate AMO 601.

The SA Tickford is one of the rarer MG's. A total of only 2738 SA's were made, before WWII, and only very few were Tickford's. What are the odds that there was a Y-Type (one of 7459) at the hotel at the same time that there was such a rare prewar SA parked in the street? And then, what are the odds that that was also the moment that the photographer shot the postcard? Amazing!

PS Note the little boy, with his hands folded on his back and bent forward, walking like he facing a strong headwind.



My Story

MG is alive and well

———-in Chile!

By: Jay Franklin

In August two PMGR members, Jim Zavorski and myself, went to Chile to snow ski at Valle Nevado (Snowy Valley in Spanish) in the Andes Mountains east of Santiago. Yes, it is winter in August in the southern hemisphere. What we found, besides some good skiing, was that the MG brand was very much alive and well in Chile. It's also MG's 95th anniversary this year. Advertisements were everywhere for the MG ZS small SUV and the MG 6 sedan. The marketing tag line is "Oh MG!!" See photos here of the scrolling LCD signboard at the Santiago airport.



(MG is also the current primary sponsor of the Chilean premier league soccer team...Colo-Colo! Jim and I both have our Colo-Colo jerseys that we will soon wear to some club events. You can actually order them on-line from China for about \$24, including shipping, through various vendors on ebay. Home jerseys are white and away



are black.

Note the prices of the MGs in the scrolling ad. These, of course, are not in US\$, but in Chilean pesos. With the current exchange rate being about 700 pesos to the US\$, that makes the MG ZS a very reasonable \$11,130.

Maybe someday we will see MGs back in the USA, but for now, we have to travel to various foreign countries to find new ones. However, it is encouraging to see that the MG name is still alive and has now been around for 95 years.



Ric Cline

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