



The Registry

December, 2019

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



Holiday Party December 8, 1-4PM

Ladies Lunch December 17 see page 5

Time to Renew
[Renew](#)



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

Next Meeting January 12, 2020 5:30 PM for Tire Kicking.

Planning Meeting

Brimstone Tavern See Page 3

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Judy Human	December, 3
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David Struttman	December, 4
Maryann Tew	December, 4
Patrick Walsh	December, 5
Brittany Fraser	December, 9
Larry Ice	December, 9
Barry Rosenberg	December, 10
William Wood	December, 11
Carl McKinney	December, 12
Melissa Bosso	December, 13
Manny Gil	December, 14
Amanda Rothman	December, 14
Michael Dennison	December, 16
Jane Miller	December, 17
Patricia Rosenberg	December, 22
Heidi Cohen	December, 24
Charlotte Hallam	December, 25
Marianna Hill	December, 25
Tori Lawson	December, 25

A bunch of MGs getting ready to rumble.

October ORF

Upcoming Events

When

What

Where

December 8, 2019

Holiday Party

Parker's on Ponce

December 17, 2019

Ladies Lunch

Sugar Hill Town e Bakery & Cafe
4969 W Broad St, Sugar Hill, GA

[MAP](#)

December 18, 201`9

ORF

Cancelled

January 12, 2020 5:30

Membership Meeting

Brimstone Tavern
10595 Old Alabama Road Connector

[MAP](#)



Since this is my last column as President, I wanted to take the time to say how thankful I am for all the help and support I've been given over the last year.

Many people make this club operate without much direction from the President. It just seems to be a matter of putting a task out there and someone will step in to take the lead. This is necessary in a club like ours since we are very, very active organization.

When one looks at the calendar of events, we hold over the year it's amazing. When I talk with other clubs, they seem to be amazed at how much we do.

We have something going on all the time. Tech Sessions, ORFs, Special Drives on the weekends. Plus, there are the trips to Pensacola and The Fall Tour. Additionally, this year we tried Noggin"N"Natter, in lieu

of monthly meetings and held a car show in Columbus. In addition to the parts that everyone sees, there are the behind-the-scenes activities that keep the wheels turning, like the website, bookkeeping, and legal; plus, this year we had to find a new meeting place. Lastly, there are the folks who organize ad hoc events in an effort to find more ways to involve more people in the club. All these things get done by volunteers.

It's been a wonderful adventure working with you all. I will always remember this year with fondness.

2020 is a Dillard year. Peachtree MG Registry is known throughout the MG community for this event, especially its hospitality. Dillard House had done a very good job addressing a lot of the criticisms we heard last time. Now we need to do our thing, and that will take people. We have 200 members in the club now due, in part, to the Columbus show. This means we should have enough people. I hope that in addition to the members I thanked above that others will join in to help keep it the great group it is.

It's been a pleasure,

John



HAPPY HOLIDAYS to all club members and their families. We have had a great year full of meetings, drives and car shows. I hope you were able to enjoy many of these activities. Our annual Holiday Party is this Sunday, December 8th, at Parker's on Ponce. I hope you have all signed up for this end of the event. The new year will start with our January 2020 business meeting. This meeting will be held on Sunday, January 12th, starting at 5:30 pm at the Brimstone Tavern. We will be brainstorming and planning our calendar of events for 2020. Please plan to attend this event because we need your input on what events you want to see in 2020. With your input and help we hope to have a successful 2020. See you at Parker's and at the January meeting!

That's all,
Dan

Here's to the Ladies who lunch

Hello ladies,

I would like to invite you to a lunch at Sugar Hill Towne Bakery and Cafe in Downtown Sugar Hill. It is such a neat place and would be a lot of fun.

The date I have in mind is Tues Dec.17. If anyone wants to take a break from the holiday preparations, let me know if you can join me, and I will make a reservation. If we cannot schedule it for this year, we will aim for 2020.

Thanks,

Kathy Orkin

katork@comcast.net

O-R-F News

From Tom Nadelhoffer, Chief ORF



While Tom is getting a valve job and his pump overhauled, Larry Norton is stepping in as Chief ORF. Larry has asked for suggestions for trips throughout the year. You can email him at mgbnut1973@yahoo.com



By Barry Rosenberg

Getting ahead of the game; I am writing this is early November. Several major projects are now completed; a TR6 engine that was disassembled 30 years ago, a GT6 engine that hadn't run in at least that long, a GT6 overdrive transmission that we got in pieces with many incorrect for our unit, and a GT6 differential that also was pieces of more than one unit. Next comes getting the Herald into the shop and tearing it apart.

This isn't just any old Herald. No, the original purchaser's son still owns the car and it is very nice and original other than color of paint. The plan is to remove all the running gear and the front suspension. The front suspension uprights have to be swapped for GT6 ones because they raise the engine about 3/4", just enough to clear the steering rack. The original four-cylinder engine sits behind the rack so it can sit a little lower.

Now, the owner is thinking about putting the GT6+ rear suspension under the car but I do not think the frame will allow it; so, we may just change to the MK111 GT6 rear suspension which requires a little less work; I hope.

What will these changes do to the car? First, there will be 2 1/2 times the power. There will be the overdrive for faster speeds (in a Herald, really). The rear end has a better gear ratio although the actual gears are the same size. But a 3.27 to 1 ratio gives a much lower engine speed than the stock Herald one will. The more powerful engine will more than make up for the loss in acceleration from the differential gear change.

There are some draw backs to this swap. One, the front end will be a lot heavier thus changing the front to rear weight ratio. More weight will be moving forward. Some of this can be reduced if we relocate the battery to the trunk.

This has not been discussed as yet. The engine weight will sit a little higher raising the center of gravity some. The heavier engine will make the car a little harder to handle in turns because of these changes to the geometry of the car.

A heavier front anti-sway bar can offset some of this so we (we meaning the owner) will probably buy one or I can make one. GT6 springs and new shocks will help some as well. I do not know how many of y'all have driven a Herald or early Spitfire but they have a very weird trick they like to play when cornered hard.

As you turn into the corner at speed, the rear end lifts and the two wheels tuck in like they are trying to kiss each other. Makes for some funny handling. At one time SCCA would not let stock Spitfires autocross because of the dangerous handling akin to the Corvair. Triumph tried to fix this problem on the GT6+ by using a totally different set up very much like a full independent rear suspension. It was a complicated and costly update and was only used for 2 years or so. Then they replaced it with an updated original style suspension.

They made the axles about 1" longer, which gave the cars negative camber to the rear wheels and they modified the rear transverse leaf spring (Corvettes used these until recently so it ain't a bad idea). They made the springs so only the main leaf was firmly attached to the differential and the other leaves kind of floated. They provided almost no support until the car had weight in it or it was leaning in a turn. This stopped the tire tuck. We can use this system easier than the GT6+.

Got to insert this now before I forget about it. I just had a phone call from a past customer probably 18 years ago who has a TR3. He was looking for someone to work on it recently as he thought I had quit years ago. He went to a shop the has a British sounding name in Buckhead, Ga. The owner's son now runs it and when he went to look at the car, asked "what year MGA is it?" No lie. The car's owner said "it says right here, Triumph. Thanks, but I will go elsewhere for service". Never heard anything so dumb before. How can you work on old British cars and not know the difference between them? As a side note to this story, his TR3 has a broken pinion tooth in the differential for the 18 years since I last saw the car. I may see him in the near future but not for the broken gear.

Now, back to the swap. With all these changes, a new exhaust system will be required. The stock manifold is a pretty good design and going to a header system is a \$500 option. It will provide no real performance gain as we built a pretty mild engine. Finally, a place to save some money. The rest of the system will be replaced with a Vitesse system. For those of you who do not know what a Triumph Vitesse is, it is a six-cylinder Herald with a much uglier front end.

I personally like the Vitesse style so no complaining. So, would one ask why we are doing this? My reason is simple, money. I get paid. Plus, I really like doing this type work. The owner wants a car he can drive on more outings. Right now, if he drove it to the north Georgia mountains, he would be trying to downshift into first gear to make it up some of the hills. It is a non-syncro 1st and does not like being downshifted there.

What will it do to the value of the car? As most Heralds have very little value now, probably make it go up. This one is a rare car in that the original family still owns it but there is very little collector value to a Herald. And, everything we are doing is reversible. It is all bolt in. Almost no cutting or welding required. And the small pieces we need to weld on are just for the radiator mount. You know, an aluminum radiator will remove a few pounds from the front end and it is only money. Not mine but someone's.

When I retire and that will be some day, I plan to build me a car, finally. In 45 years, I have not built myself a car. I restored my TR4A race car but soon sold it. I restored other people's cars and then bought them at a greatly reduced cost (about 1/2 the cost to build) but never built one for me. I have most of a GT6+ that was Patty's when we married now sitting behind my barn. I have two four liter all aluminum engines with 4 bolt main caps. I have a Subaru differential that I may use. I have the very rare original GM bellhousing that fits the engine and a Camaro 5 speed transmission. All I have to do is retire and put the pieces together.

This is assuming Patty lets me. Probably won't; I sure she will think a 300-horsepower car weighing 1900 pounds is not necessary for someone my age. But it will be fun for whoever buys it from me. Or you can wait until I die because she plans to give all my stuff away as she has no use

for it.

I guess I will pause right now as the time is getting toward quitting time and she will be here soon to pick me up. We drive home together because our old Subaru does our road a lot better than our Focus. Plus, I may have some interesting news when I pick this up again in a few days.

A weekend has passed and I do have some news. I am moving again! We are getting a beautiful Prairie style house outside Jasper about 6 miles from my barn. It has about 4 acres and a 1 1/2 acre lake, 25 ft. deep, fully stocked, newly rebuilt dam (by the county thank them very much) and a huge shop. All roads to it are paved county maintained roads! No more steep driveway that is a pain to walk up and down blowing off the leaves.

Y'all all have a great Thanksgiving and a very Merry Christmas a very happy Chanukah and a safe and happy New Year. See y'all somewhere soon.

Barry Rosenberg

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POSTCARDS FROM KAREL

By Reinout Vogt

The postcard is from Jesolo, a city just north of Venice in Italy. The MGA 1600, prominently in the foreground, might be part of the staging as it appears in other postcards from the same period. (see the small photo below) The license plate GT 535 doesn't appear to be the standard, Italian format of the time. However, since the MG doesn't have the (mandatory back then) oval white country sticker, it is unlikely that it is not from Italy.



An example of another postcard with the
MGA 1600 with GT 535 plates



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