



The Registry

March, 2020

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



March 14, 2020 Murder Mystery Dinner

RSVP Kathy Orkin

March 21 Tech Session

See Page 8 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.namgbt.org

Monthly Meeting

March 8, 2020

Brimstone Tavern, Alpharetta

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Brendan C Glover March 8

Dennis P Somerville March 9

Stephen W Cohen March 16

Neil Estes March 19

Rick A Hartlein March 20

Phillip B Clark March 21

Larry Norton March 23

Jay Levy March 28

Ted Stewart March 30

Just Where They All Belong

Upcoming Events

| When | What | Where |
|------------------------|---|--|
| March 8, 5:30 PM | PMGR Monthly Membership Meeting | Brimstone Tavern 10595 Old Alabama Connector Rd Ste 1 Alpharetta, GA |
| March 14 | Murder Mystery Dinner RSVP Kathy Orkin | Sugar Hill Towne Bakery and Café 4969 W Broad St NE Sugar Hill, GA |
| March 21, 10:00 AM | Ladies Luncheon RSVP Kathy Orkin | Original Pancake House 5530 Windward Parkway Alpharetta, GA |
| March 21, 10:00 AM | Spring Oil Change and Tune Up | Georgia Classics 118 Haygood Rd. Woodstock Georgia 30188 |
| March 25, 8:30 AM | ORF | IHOP Dawsonville See Page # |
| March 28 | Weekend Drive | TBA |
| March 28 | Roswell Motoring Festival | Roswell City Hall INFO |
| April 1, 6:00 PM | Meet and Greet Dinner | Truck and Tap INFO |
| April 4 | Carolina British Classics Car Show | Historic Columbia Speedway INFO |
| April 4 | April Fools Bash | Skyranch Airport INFO |
| April 11, 10:00 AM | Tech Session MG Electrical System | Reinout's Garage 770 Crandall Ct Decatur, GA |
| April 16-19 | Brits on the Bay | Pensacola, FL INFO |
| April 17-19 | GOF South | Mission Inn and Resort INFO |
| April 23 | The Mitty at Michelin Raceway | Road Atlanta INFO |
| May 2 | Brits at the Battleship | Battleship North Carolina INFO |
| May 3 Note Date Change | Monthly Meeting | Brookwood Grill Roswell 880 Holcomb Bridge Rd Roswell, GA 30076 |
| May 7 | Springtime in the Smokies Car Show | Marysville, TN INFO |
| May 20 | ORF | TBA |
| May 23 | Great Scot British Car Show | Furman University INFO |



Spring is just around the corner and hopefully we will see more sunshine to enjoy our cars! There was a break in the rain on February 29, the sun was out, and Melissa and I got to enjoy a fun Leap Day Drive. The destination was the Cream and Shuga Café in Jefferson, GA. The café is a converted old jail! Who knew you could go to jail, eat a meal and then leave with no questions asked! A shout out to Kathy and Jack Orkin for organizing and leading the drive.

Kathy Orkin has also organized a Murder Mystery Meal on March 14th at the Sugar Hill Towne Bakery & Café. I believe there are still openings to attend. Check the club calendar for more details about the Murder Mystery and contact Kathy if you

are interested in participating. Don't forget that the club calendar is the best source to keep up with all upcoming club meetings, events and car shows.

Planning for Dillard 2020 continues and is on track for another great show. You should have heard by now that the Aurora Day Camp is our club charity for 2020. We will be raffling items at Dillard to raise money for the camp. The Dillard planning committee is actively soliciting items to raffle. I am asking all club members to help in this effort. If you have items, British car related or anything else, that you would like to donate to the raffle please contact me. Likewise if you know of a business that might be willing to donate an item, contact them and ask, or send me the contact information. We want to offer the Aurora Day Camp a meaningful donation at the end of this year.

Now let's get out and enjoy our cars and the members who drive them!

Dan

PMGR Ladies' Luncheon—Kathy Orkin

Several PMGR ladies enjoyed the February luncheon at Season's 52 at Perimeter Mall. Not only is the restaurant beautiful inside, but the service and food



were wonderful, also. And, our waiter was so taken with the group, that we all received complimentary dessert! After lunch, several of us took a trip to the Mall before heading home.

Check the calendar for the next Ladies' Luncheon. Hope you can join us for the Ladies' "Tech" Bruncheon - Saturday, March 21 at 10:00 am, at the

Original Pancake House, 5530 Windward Parkway, Alpharetta.





Aviva Hoffman
VP and Events Coordinator

Separate but Together

How Digital Enhanced Cordless Telecommunication (DECT Technology) keeps us on the Same Path

By Aviva & Oli Hoffmann

As adventurous car enthusiasts, some of our favorite events are the drives with the car club. It's always exciting to be in a classic car convoy. Since we have a few car fanatics in the family, each with their own MG, we often drive together, but separate. One nifty way we've found to keep in touch on our drives is through a wireless headset system.

The ultra-light units we use are a combination of earpiece and mic, integrated in a headset. This leaves our hands free to maintain a safe grip on the steering wheel. "Safety Fast!" The devices allow us to communicate as if we were all in the same vehicle. Unlike a walkie talkie, that requires one party to end their conversation before another can speak, our system lets all parties talk (or listen) at the same time. It's great when we need to discuss directions, announce a pit stop, discuss lunch options - or just want to point out interesting sites and delights of nature along the journey.

While our systems connect the four members of our family, some system configurations allow up to eight people to connect. One of the units is the master component. It lets all others communicate with one another, as long as they are within reach. The effective distance over which conversations can be carried is about a quarter of a mile. That gives us plenty of reach, even if some other cars get in-between our vehicles. Each of our units has one earpiece only. This leaves the other ear uncovered, to follow the sounds of the vehicle and the open road. The boom

mic swivels all around, so the earpiece can be worn on either side. If we want to share information just between occupants of one vehicle, the mic can be easily muted by pushing it up. The system is powered by separate rechargeable lithium-polymer batteries, lasting for about six hours of uninterrupted use. We purchased an extra set of batteries, to carry us through longer weekend journeys. The one we own comes complete, in its own protective

carrying bag with a DC-charger.

We love our cars and enjoy driving them while still being connected. It makes our travels feel as if we are all in the same vehicle. It has avoided some arguments over



who gets to drive, who rides shotgun, and who has to ride with mom.

EARTEC Wireless Headset Solutions

<https://eartec.com/>





On February 22, we had a PMGR Dinner Date at Terra Terroir in Brookhaven. This restaurant may be a little hard to find if you've never been, but what appears on the outside to be another strip mall restaurant is anything but that once you walk through the front door. Inside, the front of the restaurant looks like a typical, nice restaurant. But, walk through to the rear and you enter a fantasy world of sparkling lights, plants and waterfalls on an enclosed patio. Five couples attended and had a wonderful evening of conversation, food and wine. No pictures of desserts as they were consumed before any pictures were taken! Check the calendar for future PMGR Dinner Dates!



Scallops



Lamb



Salmon



Fish

Tech Talk

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

Newsletter Tech Session—Reinout Vogt

In the February newsletter, I mentioned that we would like to share some tech articles from other MG publications. Let's call them "Newsletter Tech Sessions," and we'll start with a series of three articles on nuts and bolts. Written by Steve Schulz for the *North American MGA Register* and reprinted, with permission, from the March/April 2007 issue of MGA! (Vol.32/No.4).

The article is as published, with the exception of a few references to a catalog and a business that I deleted because they are now outdated and no longer relevant. Hope you enjoy, and if you have any ideas or suggestions for future articles, please let me know.

It doesn't hurt to know the ins and outs of nuts and bolts to make your favorite MG run safely and also service easily. Unless you are undertaking a concours restoration and will be marked down for not using the exact fasteners, I would suggest you consider very carefully what nuts and bolts you use on critical MG components, i.e. suspension parts. While factory-correct fasteners have proven to be

cided that almost all bolts should be readily available in the largest target market - the U.S.A. Almost 90% of all MGAs produced were shipped to the U.S. Someone had the foresight to make a good decision so that all of our box and socket wrenches would fit. Most of the small machine bolts were 10-32 threads. Regardless of whether a bolt has Whitworth, Metric, or SAE (Society of Automotive Engineers) threads, it really matters from a strength point of view. We would all agree metric is much easier to calculate but it is more important to use the correct nut and bolt configuration on each specific MG unless safety is at issue. The best source for information on high performance fasteners is Carroll Smith's book called Nuts, Bolts, Fasteners and Plumbing Handbook published by MBI Publishing Company in 1990. This book is the race car bible on fasteners. If you have an MGA, an excellent source for factory specific fastener information is from Clark Spares & Restorations in Doylestown, Pennsylvania. Their book is called MGA Owner's Information & Technical Guide. It is available directly from Todd Clark at 215 348-0595 or www.clarkspares.com

In discussing the potential of bolt fatigue, we will look at the parts of the bolt.

Bolt Head: you guessed it.

Bearing Surface: The underside of the head. The bolt is loaded through its bearing surface.

Grip Length: The unthreaded portion of the bolt just under the head.

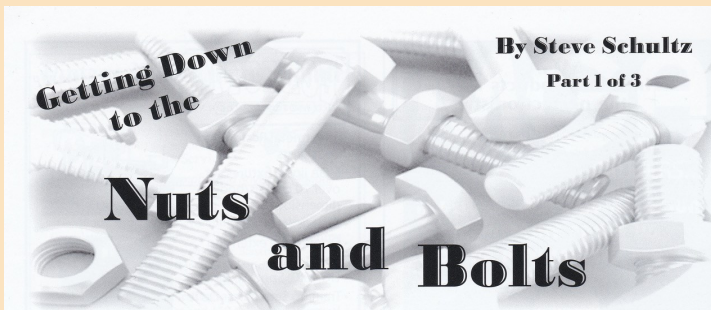
Thread Length: The length of the threaded area. The weakest part of a bolt

Bolt Length: The distance from the bearing surface under the head to the end of the threaded area.

To reduce bolt fatigue (read bolt failure)

you should select the bolt so that as much of the grip length as possible is used in the critical areas and that once secured there is very little thread length between the nut and the head of the bolt. If the bolt is installed with the thread area under load, the bolt will fail in the thread area long before the grip length will fail. The process of cutting the threads creates an area that is slightly weaker than the grip length on the bolt. The best bet is to use bolts with the correct grip length and cut excess threaded bolt length after the nut. It is worth the effort on critical areas of the car.

What about the strength of coarse threads versus fine threads? I always thought that fine threaded bolts are stronger than course bolts... wrong! According to Carroll Smith "...there is no measurable difference in fatigue resistance between course threads and fine thread bolts".

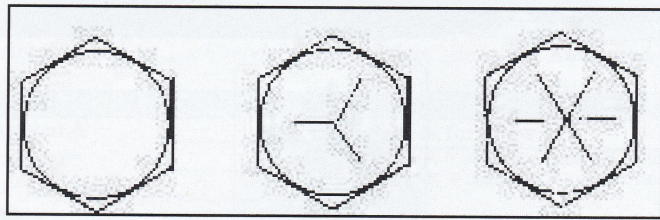


adequate for street use, there are better options. Personally, I drive my MGA hard in vintage races and I will only use the highest- grade fasteners for suspension, engine, and drive train components.

In this first part of a series, we will look at bolts. That's right, just bolts, if you can believe there is that much to say. In the next part, we will look at nuts and lock washers - those that work and those that do just about nothing. I think you will be as surprised as I was to find out what doesn't work. The final article in this all too extensive look at fasteners is to look at locking devices beyond lock washers.

Let's start by taking a look at bolts. MG Ts were assembled with several fastener formats. They used Nuffield metric on early engines and gearboxes. Many of the other fasteners were Whitworth British Standard fine thread bolts with some British Association fasteners and some Unified thread. When the MGA was originally designed, it was de-

However, he suggests when the female thread will be weaker than the male thread, use a coarse thread. For this

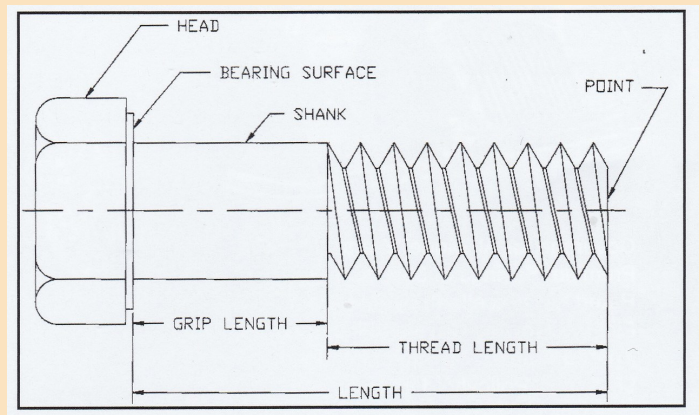


reason, the steel studs that thread into castings such as engine blocks, cylinder heads and the like are always coarse threaded on the end that goes into the casting. Makes sense to me! With regard to bolt failure Carroll Smith makes the point that bolt failure almost always does not come from compression, tension, bending stress or shear loads. It comes from metal fatigue. This can usually be traced to stress marks, nicks, scratches from machining imperfections or from rust. Lightening holes are almost a guarantee to cause bolt failure. For many of us, dealing with fastener corrosion on a long overdue MG restoration will find a number of bolts with heavy scale rust. These should be replaced with high quality bolts without delay. Do not re-use rusty nuts and bolts. Surface defects will contribute to bolt fatigue. If there is a tight fit or alignment problems with two or more components, it is a good idea to use a second alignment bolt inserted from the other side. Once all pieces are aligned it is simply a matter of inserting the new bolt from the correct side to push out the alignment bolt. This will avoid nicking or scratching the new bolt, which could cause the fatigue problem described above.

So, how are bolts rated and how do we know if one bolt is stronger than another? Let's begin with the top-rated bolts known as AN bolts. AN is derived from Air Corps/ Navy. AN bolts have also become known as Military Specification or MS bolts. Additionally, they also meet the National Aerospace Standard or NAS. You can't buy a better quality bolt for our purposes. However, finding a convenient place to purchase them in small quantities can be a challenge. Where to find them? If there is a small airport in your area, give them a call and see if they can point you in the right direction. Alternatively, Pegasus Auto Racing Supplies at 800 688-6946 sells them by the piece. The Society of Automotive Engineers (SAE) grades bolts on a number of attributes and designates them as Grade 8, Grade 5 and un-rated bolts to name a few. These are the most common for our purposes. The top of the hex head will have slash marks on it to designate the grade. A Grade 8 bolt will have six lines or slash marks. A grade 5 will have three marks, and an un-rated bolt will not have any markings on the head of the bolt. Grade 8 is the only one to use of the SAE rated bolts. It is the strongest of the common ratings. It would be the pre-

ferred bolt for suspension and drive train. They are reasonably available around our area. Be sure to ask where the bolts are made. You should only buy U.S.-made SAE Grade 8 bolts as there are counterfeit bolts made off-shore that are not of the same quality. When it comes to smaller machine screws like #10 x 32 that secure body and interior parts together, I have a different approach. I had a very interesting conversation with two of our members that have resurrected an MGA and a Morgan from the scrap bin. They both struggled with completely corroded fasteners and have since adopted the philosophy that no one should ever have to struggle through that again on their cars. As a result they used only stainless steel machine bolts. I have adopted the same philosophy on all but suspension and drive train fasteners. Now the concourse purists would argue with me on both Grade 8 fasteners of critical applications and stainless steel on body bolts, but I have no problem sleeping at night knowing my car is safe and easy to work on. Besides, it would be very easy to remove all the new fasteners and replace them with factory correct bolts because, after all, that is the point. So, there you have it. Next time we will look at nuts and lock washer.

(Carroll Smith—author, engineer, and race team manager—passed away on May 16, 2003, at the age of 71. Mr. Smith raced all over the world, including a successful campaign at Le Mans. He managed the Shelby-American's GT-40 team and wrote a number of racing books including Prepare to Win, Engineer to Win and Tune to Win.)



INVITATION

Spring Oil Change and Tune Up

On March 21, the first day of spring, we return to Georgia Classics for our Spring Tune Up. Owner Jason Sellew invites the PMGR again to his full-service restoration shop in Woodstock, GA to get our MGs ready for the driving season.

We'll be able to use the 4-post lifts in the shop for several activities:

- Change oil/filter in the engine, transmission, and differential.
- Complete and thorough car inspection to give you a good idea about the things on your MG that might need attention in the near future to prevent roadside breakdowns. This [checklist](#), from University Motors' John Twist, may be helpful.
- If you already know of any small repairs that you'd like to do, please make sure that you bring the correct parts. Small repairs include plugs, points, lamps etc. It is key that all MGs leave under their own power by the end of the day and that no car gets stuck, waiting for unexpected repair complications or replacement parts as might happen with clutch and brake hydraulics. If you have any questions about what we'll be able to do on that day, please give us a call.

Several experienced club members, including Barry Rosenberg of British Car Service, will be available for hands-on help, overall support, and good advice.

The day starts at 10 am with coffee and donuts. We can work on several MG's simultaneously. And when your MG is finished, you are encouraged to stay around for some general tire-kicking and help others if needed. When all cars are finished, between 1 and 2 pm, we'll go for lunch at [this](#) Mexican restaurant.

Please [email reinoutvogt@gmail.com](mailto:email_reinoutvogt@gmail.com) or call/text (847) 342-9804 to let us know when you plan to attend or when you have any questions about the event.

Georgia Classics
118 Haygood Dr.
Woodstock, GA 30188
(404) 913-5573

Tacos & Beer
5335 Old Way 5
Woodstock, GA 30188
(678) 445-0762

This Far And No Further

"This far and no further" said Barry Rosenberg after he had removed the spider gears and thrust washers from the tube-style rear axle of Abe Cheij's MGBGT.

On a beautiful, but chilly, February 15 morning about 25 PMGR members attended the first Tech Session of 2020. After many miles of service, MGB rear axles often develop a clunk when going from forward to reverse (or vice versa). Barry and Abe showed us how to replace the washers that are usually the cause of the clunk. They can be quite easily replaced, even without removing the rear axle, by us home mechanics. But anything

after that, such as checking bearings, replacing crown and pinion, or remedying a rear axle whining sound is not possible without specialized measuring equipment, special tools, a lot of experience, patience, and sometimes parts (thrust washers and shims) that are no longer available from any of the national vendors.

The day started with coffee and donuts at about 9:30 am and we learned the steps to remove the spider gears and washers from the differential unit inside the rear axle. The thrust washers are not very expensive and even when the shaft that they run on shows signs of wear it can be replaced fairly inexpensively. Unfortunately we forgot to capture any of Barry and Abe's demonstrations on photo. Putting it back together doesn't require any special tools or measuring equipment and in most cases that's all there is to it.

But when the rear axle is noisy in any other way (often called whining) it becomes much more difficult. First, the final drive, a.k.a. ring and pinion, of the rear axle is manufactured with a specific amount of backlash (free play) taken into account. It is something in the order of a few thousandths of an inch and the actual number of a specific crown and pinion set is engraved in the two gears. In Abe's case the number should be 0.005" but Barry measured 0.010. It still doesn't sound much, but it is twice the factory setting, and Barry was quite sure that that was the source of the very loud whine from the rear axle. The second important, and hard to replicate at home, measurement is the main bearing preload and the location of the differential in the axle. These are set with shims and some sizes are no longer available. Shops like Barry's, may have some old ones in stock and are sometimes able to make new ones on a lathe, something that would be very difficult at home. The last important setting is the preload of the pinion bearing, and the position of the pinion gear inside the rear axle. Again, specialized measuring equipment and new parts are needed to get it right.

At about 12:30 pm it was very clear. Declunking the rear axle is not too difficult to take on at home, but "this far and no further". We better leave everything after that to the experienced and well equipped mechanics as measuring equipment, special tools and lots of experience are crucial for success. Afterwards we had lunch at Rocco's, close to Barry's shop, to end a very interesting tech session.

Mark your calendars for the next Tech Session, The Spring Oil Change and Tune-up on March 21st at Georgia Classics in Woodstock, GA. See the detailed invitation elsewhere in this newsletter or on calendar on the PMGR website.

Barry and Abe, thank you very much, we learned a lot and had a great Tech Session



The Membership Corner

Joe Rushing — Membership Chairman

As of this article being written, 2/26/2020, we have 202 active memberships.

We are now in membership renewal season. You have until 3/31/2020 to renew your membership. The renewal process is easy to do. Log into our website, www.peachtreemg.com. As you login take the renewal option, it will lead you through the process. Currently we have 104 open renewals. After the renewal period is over, you will not have access to the members' portion of the web-site nor receive any club emails. So please renew.

New Members for 2020:

| | | |
|-----------|---------------------------|--------------------|
| January: | Brian Crabtree | Lawrenceville, GA |
| | Lynn Crump | Powder Springs, GA |
| | Sue Hoppe | Cumming, GA |
| | Debbie Peck | Johns Creel, GA |
| | Dennis & Kathy Somerville | Central, SC |
| February: | Brendan & Jeffrey Glover | Cartersville, GA |
| | Warren McCluer | Acworth, GA |

If you have any questions or difficulties, email me at membership@peachtreemg.com.

Hey all,

I wanted everyone to know that Cartersville, Ga is building a car museum off of I -75 and close to the Booth Museum. Look at their website www.savoymuseum.org - Opening scheduled for 2021. Also, their plan is to host car shows!

Kathy Orkin

O-R-F News

From Tom Nadelhoffer, Chief ORF

Larry Norton, Substitute Chief ORF

March ORF—Peach State Aerodrome (hopefully!)

Since the February ORF was cancelled because of rain, we will try again this month! The ORF for March is set for March 25 and will take a southern and slightly western route to the Peach State Aerodrome in Williamson Georgia. <https://www.peachstateaero.com/>. 349 Jonathans Roost Rd, Williamson, GA 30292.

We'll start once again at an IHOP but, for this run, the IHOP will be in Bethlehem, GA. [520 Carl Bethlehem Rd SW Ste 200, Bethlehem, GA 30620](https://www.google.com/maps/place/520+Carl+Bethlehem+Rd+SW+Ste+200,+Bethlehem,+GA+30620/@33.4588,-84.8588,15z). We'll meet there for breakfast at about 8:30 and plan on de-

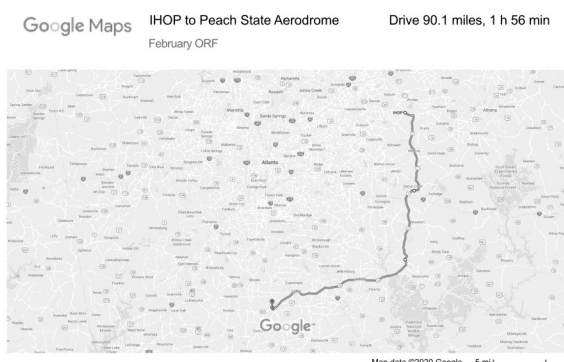


parting approximately at 9:30 AM.

The route will take us down GA 11 through a few small towns to GA 16 and GA 362 to the Aerodrome in Williamson. The drive is a tick over 90 miles and we'll plan to eat lunch at <http://www.barnstormersgrill.com/> which is on the Aerodrome property.

Please check out the links embedded and see if you would like to join us for an interesting day drive. You can always make the trip back home on the back roads or jump on I75 back to the Atlanta metro area.

Please RSVP via email to Larry Norton, mgbnut1973@yahoo.com, so that we have a count for the restaurant. See you on March 25th.



IHOP

520 Carl-Bethlehem Rd #200, Bethlehem, GA 30620

Continue to Carl Bethlehem Rd SW

1. Head southeast toward Carl Bethlehem Rd SW 50 s (0.2 mi) 344 ft
2. Turn left toward Carl Bethlehem Rd SW 449 ft

Take State Hwy 11 S and GA-16 W to Jonathans Roost Rd in Pike County

3. Turn right at the 1st cross street onto Carl Bethlehem Rd SW 1 h 57 min (89.3 mi) 2.0 mi
4. Continue onto W Star St 0.5 mi

5. Turn right onto State Hwy 11 S/Christmas Ave 44.9 mi
 - 1 Continue to follow State Hwy 11 S
 - 1 Pass by Church's Chicken (on the right in 9.5 mi)
 6. Turn right onto 162 Rd/Bethel Church Rd 3.8 mi
 - 1 Continue to follow Bethel Church Rd
 7. Turn right onto GA-16 W 10.2 mi
 8. Keep right to continue on GA-16 W/E 3rd St 19.8 mi
 - 1 Pass by NAPA Auto Parts - Ham's Auto Parts (on the right)
 9. Turn left onto S 10th St 0.1 mi
 10. Turn right onto GA-362 W/Meriwether St 6.3 mi
 - 1 Continue to follow GA-362 W
 11. Continue onto Williamson Zebulon Rd 0.8 mi
 12. Continue onto GA-362 W 0.9 mi
- Continue on Jonathans Roost Rd to your destination 2 min (0.6 mi)
13. Turn right onto Jonathans Roost Rd 0.3 mi
 14. Turn left 0.3 mi
 - 1 Destination will be on the right

Peach State Aerodrome

349 Jonathans Roost Rd, Williamson, GA 30292

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



By
Barry Rosenberg

Tech Article—Barry Rosenberg

Problems, problems and more problems. With all the problems we have had lately, I have not spent much time at the shop. I spent one or two days on the Herald/GT6, and that is about it. I even had someone very interested in my barn and property, but they wanted me out in less than 4 weeks. No way I could do that so I may have lost a sale. There is someone out there that wants a great piece of property that will allow me time to set up a new shop and move. So, I will wait.



We have moved along on the Herald/GT6 quite a bit. One small step at a time. The front suspension uprights have been painted (not blue but black like the rest of the frame) and installed and we have slid the GT6 engine in place. The owner was surprised when I told him it may have to come back out a few times before we are done. So far, we have not needed to pull it back out. We ended up with very little room for a radiator in front of the engine. Part of the reason was we wanted to use a GT6 radiator.

A new polished aluminum one was ordered and in hand

although I had an original GT6 one to experiment with. Scratch or dent the core on the old one, and it would not be a problem like doing it to the new one. We needed to put a 3" thick radiator in a 2" space. Not physically possible, not even for me. We decided to move the engine back by modifying the engine mounts and spacing them back 1/2" on the backside of the mounting bracket. Then, I would pull the water pump and shorten the pulley 1/2" and pull the crank fan spacer and shorten it 1/2".

As most things go, it did not work as planned. Moving the engine mounts and finding suitable spacers was easy enough. Pulling the new water pump was no big deal. I even pressed the pulley off the pump with little problem (and without cracking it). However, a little too much lathe time proved hazardous to the pulley. I managed to machine right thru the pulley and turn it into a two-part piece. Just damn!

Not to be dismayed, I took a TR6 pump and pulled its pulley and machined less off the front of it. Pressing it back on and replacing the pump met with no further problem. To remove the fan extension from the crank was a little harder. The crank bolt lined up perfectly with a frame member, not allowing an air gun to reach the bolt. The easiest way to remove the bolt was to partially pull the engine out of position. Removing the bolt by air was easy; the machining of the extension was pretty easy, and I was able to use the original crank bolt.

After everything was put back into position, I had my extra space. Now, where would we mount a fan? I am thinking another new radiator, based on the old Rabbit/Scirocco style looks like our best solution. Well, we are not ready to run the engine now, so we have some time.

Of course, a new rear trans mount needs to be fabricated, and the drive shaft will need to be modified as well as the trans tunnel cover adjusted to fit. It sounds easy: Put a 6-cylinder where a 4-cylinder once lived. How hard can it be? Not hard so much as time consuming. But that is OK with me—I get paid by the hour. Lots of hours. I do this because I love my work and my customers, but I like to eat and pay my bills, so I do get paid.

This is a major project. We have rebuilt a GT6 engine; made an overdrive GT6 trans; rebuilt a GT6 differential;

rebuilt the front suspension and steering rack; make/modify engine mounts. And we still need to install a power brake booster; run new brake and clutch hydraulic lines; replace Herald rear suspension with GT6; replace the differential; and run a new exhaust. A simple thought turns into a major project.

One really cool item he purchased was the front shocks. Spitfire/GT6 front shocks and springs fit together as one part. The new shocks have an adjustable spring base so ride height can easily be adjusted. Very cool race technology in use. We are upgrading the front suspension for the extra weight and power. We are using some poly style bushings but leaving the inner, lower A-arm bushings rubber with a steel inner sleeve. This allows some give when hitting small bumps in the road. The steering rack and new enlarged anti-sway bar will be supported with new poly bushings.

Other items to be added to our list are changing the charging system to an alternator and bypassing the old regulator while still making it look like it is used. He wants better headlamps so LEDs will go in. And to be honest, I do not know what else he will come up with. I am beginning to think it would have been easier to install a Herald body on a GT6 chassis. Wait, I forgot: He wants under the bonnet repainted correctly. Want to guess how easy that will be?

One of the items I mentioned we did was rebuilding the steering rack. The play in a rack is often a subject of complaints. They are very easy to rebuild and adjust. Pulling the rack out can be one of the hardest parts of the rebuild. Before pulling it, however, break the nuts that lock the outer tie rods' ends loose. Once you have it out, clean it as best as you can for now. With the lock nuts loose, you can unscrew the tie rods from the shafts. You can count the number of turns (write down the number because you will not remember it), and use the same number when installing new ones. This part on steering racks applies to most of our LBCs because all the racks are about the same design.

Remove the rack boots and discard because they are probably torn. Now comes the hard part. This is hard only if you do not have large crescent wrenches or pipe wrenches. The inner tie rods have a lock tab that you need to straighten. Do it carefully, and you can reuse them. Hold

the inner most nut and turn off the outer nut/ball socket. Inside there you will find some small adjustment shims, a ball cup, and a spring. Then break the lock nut on the rack shaft loose and remove it.

Do this to both ends. Next, there is a large plug on top of the rack, most will have a plug in it, remove this. Inside you will again find thin shims. Some racks have them inside a cup under a spring and some have them under the large nut you just removed. Pull the plunger out. The plunger has a curvature in it that matches the diameter of the rack. The spring on top pushes down keeping the rack and pinion gear in proper contact. Too much pressure and you cannot turn the steering. Too little and you get play or backlash (just like a differential gear set).

Once you have the plunger out, you can remove the pinion gear. Some are held in with a circlip; others may have something different. Remove the circlip and pull out the pinion gear. Some racks have a small seal on the pinion, and some don't. Then, you can slide the rack out the end where the pinion is. Clean all the parts well. Take the rack, and insert the end without teeth into the non-pinion end of the tube. Most have a bushing there. You want to see how much play you have. If very little, continue rebuilding. If it has lots of slop, then a new bushing is called for. Our racks do not have a bushing on the pinion end. A bushing would not allow you to increase the pressure of the rack on the pinion gear, it has to "float".

On some of the racks, you do not need to pull the old bushing. Just drive the new one in, and the old one slides down the tube. Since it is worn out, it should add no drag to your steering. Not all racks will allow this. Measure the new bushing and see how far it will push the old one down the tube. Make sure it does not interfere with anything, such as the teeth on the rack, once assembled.

You can assemble each end of the unit, the inner tie rod ends, separately from the whole rack. Grease all pivoting joints with good wheel-bearing grease. Assemble the ball shaft into the ball socket nut, then the cup, shims (if any) then the spring and the nut that held it all together. Tighten the two nuts together and see how much play there is in the joint. You want the rod to move around easily with-

out binding but not just flop around. You adjust this with the small shims. Remove some or add some to get the proper feel to the assembly.

Left and right side should be the same, so do both now. Grease the rack and slide it into the tube; make sure it goes back and forth easily. Next, insert a greased pinion gear, and replace the seal and circlip. Grease the plunger and place it in position with the spring and shims. Install the big nut and tighten. Turn the pinion with a pair of pliers (I like to use small vice grips clamped loosely on the splines) and rotate back and forth. With a small vise grip, you should be able to rotate it around with your finger.

You can adjust the feel by removing or adding shims. Once you are happy with the feel (feel is a subjective thing), you can replace the lock nut and lock tab on each end of the rack and screw the inner tie rod assembly back on the rack. Tighten as tight as you can with your big wrenches. You may be surprised at how few threads are on these parts but know that they must be tight. If they come loose, you have no steering!

Once tight, bend the lock tabs back. You can use Loctite if you want—I do—but you need to make sure you have no grease on the threads. Now, try to turn the pinion again and make sure it is still smooth. Install new rack boots, and you are done. Most racks call for some form of a gear lubricant installed through the small plug in the big nut on top of the rack assembly. Pour some in and work the rack back and forth. Of course, once your new boots start to split, the fluid will leak out and your rack will run dry. New boots will crack within two years no matter who supplies them. The rubber used today is crap, pure crap. So, replace the small plug with a large grease fitting and use grease in the rack. I do.

Grease will survive years of use without leaking out. Your boots will still crack but grease will stay inside the rack. To understand some of what I say, refer to a parts book such as Rimmer or Moss. You can see the parts I mentioned and understand a little more about how it goes together. Do not be afraid of building your rack, it is not that difficult. And if you screw it up, new ones are not that expensive.

Yes, you could buy a new one, but where is the fun and adventure in that? Get a little dirty and have some fun

with your car. Learn what makes it tick and rattle. Well, this is enough information for y'all to digest so I will go outside to discuss my damn dam repair with the builder. Don't want to wash my neighbors away with a dam failure. See the pictures. I will try to send with this article. See y'all somewhere soon.

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Guest Column

The Last Days of the Print Car Magazine

By Jim Unger

On December 6, TEN Publishing announced that next year it will shut down the print operations of an astounding 19 (out of 22) automotive magazines it owns.

The iconic *Automobile* magazine, which combines the usual performance car write-ups with some lifestyle considerations and literary flourishes, will no longer be on newsstands. Also among those on their way out are *Car Craft*, *Classic Trucks*, *Lowrider*, *Mopar Muscle*, *Street Rodder*, *Truck Trend* (the SUV and pickup sister to *Motor Trend*), and *Vette*. The company said it will continue to offer its discontinued print titles online, but it was unclear if this included all the books.

"We are doubling down on our best-in-class digital product experiences while maintaining support of the three most popular, profitable, and strategic brands across digital and print," TEN said in a statement. In 2017, TEN chief marketing officer Jonathan Anastas said that its auto brands had a "collective reach" of 123 million, with *Automobile* in the vanguard. That same year, the publisher tried to "relaunch" *Automobile* with more coverage of classic cars and a new, upscale format.

In the recent memo to staff, MotorTrend Group president and general manager Alex Wellen wrote, "I know this is difficult news.... Simply put, we need to be where our audience is. Tens of millions of fans visit *MotorTrend's* digital properties every month, with the vast majority of our consumption on mobile, and three out of every four of our visitors favor digital content over print." The only MotorTrend Group magazines to remain in print are *Motor Trend*, *Hot Rod*, and *Four Wheeler*. *Hot Rod* was founded in

1948 and *Motor Trend* in 1949 — both were Petersen titles then. But longevity doesn't keep a magazine safe in these troubled times for print. *Autoweek* was founded in 1958; it recently switched to a twice-monthly print schedule. But that, too, was discontinued in October, when it was announced that the title, minus its print edition, would go to Hearst (which also publishes *Road & Track* and *Car and Driver*).

Meanwhile, back in January, *Road & Track* (founded 1947) decided to close its Ann Arbor, Mich., operations and put its digital editor in charge of the publication. *Car and Driver* laid off a large number of staffers (approximately 13) last year.

Kim Wolfkill had two stints at *Road & Track*, most recently from 2016 to 2019 as editor. "While unfortunate, it's not surprising to see how many print magazines went down," he says. One reason he cites: The ad agencies that buy space in car magazines have become entranced with digital/social media, influencers, and TV, as well as the quick returns they get in terms of metrics that measure ad performance. "Print is considered old school," he says. Indeed, I've been given this precise response from auto executives. Wolfkill also pointed out the willingness of many young writers on digital platforms to work for very little money — with free test cars and trips to exotic locations as the payoff. That results in a plethora of automotive titles available free to anyone with a phone. The writing quality may not be high, but the information is there instantly when a new model is announced. "The demand for long-form storytelling is going down," Wolfkill says. "The audience doesn't necessarily care. They just want to go online when the embargo on the car is lifted and get all the technical specifications, and maybe a video of it going around a track."

Despite their advertising woes, print car magazines still have a lot of readers. *Road & Track* has about 550,000 to 600,000 subscribers, and *Motor Trend* and *Car and Driver* 1.2 million each.

MediaVillage wrote in October that print car magazines seemed starved for advertising, with the notable exception for many titles being the WeatherTech floormat company (whose four-page spreads dwarfed the few car company placements). "Unfortunately, the economics of print publishing just don't seem to work anymore — in pretty much every vertical, not just cars — with ad revenue way down and costs up," says Sam Abuelsamid, principal analyst at Navigant Research. "It's sad to see some of these long-running titles get shut down."

And according to Eric Evarts, a former auto reporter at both *Consumer Reports* and *Green Car Reports*, "Youth is always the most desirable demographic for marketers because they have their whole consuming lives ahead of them." But today's youth are famously disconnected from cars and driving and "can't support 14 new-car magazines all covering the same new intros and updates every month."

Twenty-seven percent of 18- to 29-year olds said in 2017 that they never read a print magazine, according to Statista. The average age of print car magazine readers has been rising – up by seven years at *Automobile* and *Hot Rod* in one survey and up by five years at *Road & Track*. *Automobile* magazine's current press kit says its average reader is 37 years old, which is much younger than the average print magazine reader, but the statistic doesn't say if that includes digital. Wolfkill says that *Road & Track's* average reader is in their 40.

It appears unlikely that there's any magical formula that would make a print car magazine work in 2019.

Wolfkill thinks there may be room going forward for maybe half a dozen beautifully produced and written auto publications, perhaps issued quarterly. Such magazines, gorgeous to look at and dedicated to classic cars, thrive in Great Britain. "We live in a different age," he says. "Nothing that has happened has surprised me."

This story originally published in online news site MediaVillage, December 16, 2019. Authored by, Jim Mottavalli. Get comfortable reading your future publications on a video screen, the computer has changed the format of journalistic communication and it is finally pushing the demise of hard copy. 2020 is a sad year for those of us who enjoy holding our reading material in our hands.

Jim Unger



POSTCARDS FROM KAREL

By Reinout Vogt

A MG Y in front of the Cultural Center in the town of Almelo in the Eastern part of the Netherlands. The Y Series were the first post-WWII saloons from MG, built from 1947-1953. First the YA, followed by an upgraded model, the YB, in 1951 and an open four-seater, the YT. The building was an old Society Club, where well-to-do (male only) members could socialize while smoking a cigar, sipping some fine drinks and read books and newspapers. After WWII it became a cultural center with performing arts and theater. The building is now a restaurant and part of the city's theater complex.



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