



The Registry

June, 2020

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



Thanks, Hank

The 2020 Three Square Meals & A Drive - June 6th



The only MEMBER-RUN organization
for MGB, MGC, Midget, 1100/1300 and
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Hank Rippert in his beloved 1951 MG TD #8888 taken
at Dillard in September 2016

Upcoming Events

When

What

Where

Please check with the PMGR Calendar to get the latest information about events

Thanks

[PMGR Online Calendar](#)



Well, another month has passed! I hope all of you are remaining well and following the prescribed safe practices during this challenging time.

The thought crossed my mind that we might even be able to hold our June club meeting, Brimstone Tavern has reopened and COVID-19 numbers seem to be trending down.

Then the Governor announces that the state's emergency declaration is being extended to July 12th. Now even our club pool party and July meeting are in jeopardy! Don't despair! All is not lost. (I hope!)

The club picnic at Don Carter State Park on Lake Lanier is still scheduled for August 15th. The scouting report I received from the ORF is that the park is a great location for a picnic. Plan on attending!

The Dillard 2020 Planning Committee is still forging ahead with the plans for our Southeast British Car Festival, September 17-20, at the Dillard House. I believe we have now booked up the Dillard House, but there are still plenty of motel rooms available in the Dillard area.

Stay tuned for the opening of the Dillard 2020 registration on the club website and get your registration completed.

Stay safe and healthy!

Dan



Aviva Hoffman
VP and Events Coordinator



A Laywoman's Perspective on the Moss Motors Catalog

Our daily life is quite different lately, amid the Coronavirus pandemic. As someone who's grown up in America in modern times, it's been quite an adjustment to see some store shelves empty and people regularly wearing face coverings. Another sign of the times is how many of us are avoiding "brick and mortar" stores.

Even before the COVID-19 outbreak, I always enjoyed receiving the Moss Motors MGB/MGC catalog. Now, it seems I'm flipping through it even more. This publication is almost as much fun as my favorite clothing store catalog! There are so many items included and always something for inspiration or education.

It contains every car item you could think of – and a whole bunch more you never knew you should have. I especially like looking at all the MG memorabilia and creative ways one can show off their British car love that don't even involve an actual automobile. (Check out the "Accessories" pages for items like books, aprons, hats, blankets, beer glasses, key chains, and more.) There's even a whole section of ID plates, decals, and stickers – for the real fanatic

who wants to recreate that "original" look under the hood and everywhere. Perhaps to my husband's chagrin, the catalog helps me add to an ever-increasing "wish list" of the many things I'd like to get for my MGB.

The winter catalog offers some parts for as little as 19 cents (see the washer on page 76) and others for thousands of dollars. (Can you say 5-Speed Conversion kit?) And, the small print throughout the pages contain several little nuggets of wisdom – at least for a novice like me. For example, on page 93, I learned, "center mounted 3rd break lights reduce accidents, so much... [that] they have been required on all passenger autos built [in the U.S.A] since 1984."

The writers of this catalog don't play around. They're not afraid to mention that installing a particular part "requires a large amount of patience and skill," or that something can work, if you implement a "little creative wiring." Really, I never knew I would get such a kick out of a parts catalog! I still don't have all I "need" for my car, but I am enthusiastically ready for driving season!

Safety Fast!

Aviva Hoffman

Tribute to Hank Rippert

MG Enthusiast & Former Chair of the T Register

On May 15th Hank Rippert joined the great speedway in the sky. His loss was felt around the MG community. Richard first met Hank at MG 96 and began working with him closely when he became the NAMGBR Chairman in 2009. I first met Hank at MG 2011 in Reno. Richard always said Hank was the driving force of keeping the MG all register meets going. I am going to miss our talks as we looked at cars at the conventions and seeing him walking around with his pipe.

Below is an excerpt from his obituary:

His passion in life was his 1951 MG TD #88888, an exquisite antique car that provided endless pleasure, entertainment, and adventures on the road for over 54 years of ownership.

Hank was a treasured friend to people across the country who shared his enthusiasm and love of the hobby. Hank often said how thankful he was for the many friends he had - just because of a little black car. He was called upon for advice frequently, as his knowledge of MG's was vast and highly respected. As one friend said so succinctly, "If you knew Hank, you loved Hank. It was as simple as that!"

Highlights of Hank's lifelong commitment to the MG hobby:

- Founder of The Delaware Valley Chapter of the MG T Register 1970
- Organizer of the Ocean to Ocean MG T Tourist Trophy 1986
- Representative of The New England MG T Register on the North American Council of MG Registers since its founding in 1992
- Organizer of the Skyline Soiree 1993
- Founder of the Knudson Churchill Scholarship Trust 1996
- Chairman of The New England MG T Register 1997-2005
- Former Editor of The Sacred Octagon



MGs of Baltimore – Octagram



The Membership Corner

Joe Rushing — Membership Chairman

As of this article being written, 5/27/2020, we have 145 active memberships. Even in the midst of this pandemic and mostly virtual contact with each other, it's good to see we have some new members continuing to join and look forward to future PMGR events!

New Members for 2020:

| | | |
|-----------|---------------------------|-------------------|
| January: | Brian Crabtree | Lawrenceville, GA |
| | Dennis & Kathy Somerville | Central, SC |
| | Brendan & Jeffrey Glover | Cartersville, GA |
| February: | Warren McCluer | Acworth, GA |
| | Andrew Rubino | Roswell, GA |
| March: | Joseph Sce | Acworth, GA |
| April: | Donald Carlberg | Aiken, SC |
| | Bob Smith | Watkinsville, GA |
| | Moose Stovall | Clifton, TX |
| | Richard Springfield | Marietta, GA |
| May: | Steve Birchfield | Statesboro, GA |
| | William Moon | Suwanee, GA |

If you have any questions or difficulties with membership functions email Joe at membership@peachtreemg.com.

Now Available
PMGR Grill Badges

\$32 + Shipping. (Shipping in the Metro-Atlanta area \$5.00 -- not bad.)

Includes Mounting Hardware

You can pay by check to PMGR or use PayPal (with additional PayPal charge).

No shipping charge if picked up in person.

Contact : regalia@peachtreemg.com



The 2020 Three Square Meals & A Drive - June 6th

The “Ifs” Have It World Tour!

IF you are reading this in the June 2020 PMGR Newsletter, then we are on for June 6th for the 2020 Three Square Meals and a Drive event. IF you have already responded as an RSVP for the event , you are in. IF not, email me at mgbtgkg@gmail.com and I will fit you in.

Now the rest of the details. We will gather to start our event at the same place as last year, the Chick-fil-A at the corner of Hwy 140 and Hickory Flats Hwy. Physical address is 6114 Hickory Flat Highway, Canton, GA. This is actually in unincorporated Hickory Flats, about 8 miles west of Roswell. We will have a brief drivers' meeting about 8:50 am and pull out about 9:00 am to begin our day.

We will make our way north to McCaysville, GA and Burra Burra on the River, a great little restaurant with a wide variety of food items and drinks and right on the Toccoa River. Weather permitting, we will be on their patio overlooking the water. ETA about 11:30 am.

After some time to enjoy the McCaysville, GA/Copper Hill, TN “metro-plex” we will head back south to Canton and dinner at Local On North in downtown. Kathy and I have enjoyed this restaurant many times before and we think you will too. ETA about 5:00 pm.

Of course, we will plan appropriate bio-breaks both north and south to make sure your ride is comfortable. Total trip mileage is about 145 miles for the day, so there are multiple gas station opportunities for those with restrictive fuel tanks or small bladders or both.

This event will also be a support event for this year's charity, Aurora Day Camp. I'm sure our charity coordinators for this year, Barbara & Paul Flexner will have some fun things planned as well for fund-raising activities.

Take care, wash your hands and....Safety Fast!

Tom George



By
Barry Rosenberg

I doubt that we are all back to normal as you read this article. Hopefully, it will not be much longer. Was Gov. Kemp right in opening Ga. at the beginning of May? Time will tell, but I feel the government overstepped with the shutdown of the economy. How can it be fair or safer for large stores such as Walmart to remain open selling clothes, TVs, and anything else they stock?

Their stores see thousands of people every day. A small local shop on Main Street, Small Town America may see 10 customers a day. Why couldn't they remain open with safety protocols in position? I feel the large stores should have been limited in what they sell, essential items only. New, big screen TVs are not essential. Just my personal feelings.

It is the same as me being allowed to continue working at the shop. My profession was considered essential! Really? Who must have an old British car for their essential daily trips to buy big screen TVs at Walmart? My wife works in the corporate office of a lumber yard. They sell wood to furniture makers, not the construction industry, and she has been considered essential. Her work week had been reduced to two days a week from her normal three days.

So, I have been working reduced hours at the shop but still go there a couple days a week. This past week, April 27 thru May 1, has seen the GT6 Herald get rear suspension, driveshaft, and a new late Spitfire rear leaf spring. This is true; we spent 5 hours and installed 7 studs and bolts. How it could take that long is a good question.

We worked constantly but one thing after another went awry. First, the new spring required a new mount that had been ordered and delivered for us to use Friday—the day I thought we would spend an hour or two installing the spring. We tried to install

the mount first but could not compress the leafs enough to get a sleeve and bolt installed. They hold the leafs in place while the spring is easily slid over the differential and under the body panels.

We tried using four long bolts with nuts but could not get the parts compressed enough. We actually squashed the steel sleeve between the mounting plate and the leaf. Now we had to repair or replace the sleeve. Lucky, having a 30-ton press, we were able to press an old bolt thru the 3" long sleeve and get the original bolt to fit once again. Next, we used the mounting studs with nuts to compress the springs with a spacer in place to make the leafs compress more. Not enough!

Taking it all apart again, we used thicker spacers and were able to get the spacer and bolt in place and the leafs properly compressed. Home free; no way. The ends of the spring came with new bushings installed. This is normal. The original bolts were 7/16" diameter. In decimal size, this is .4375". Unfortunately, the spring or at least the bushing was made in China. They used an 11mm diameter sleeve through the bushing. 11mm equals .433".

You would not think that the .0045" makes much difference, but it stopped the bolt from fitting the sleeve. The sleeves are bonded to the rubber bushings and cannot be removed. So, it became time to get out the heavy-duty drill and a 7/16" drill bit and get to work. If a home mechanic had come across this problem what would they have done? Most people do not have big drill bits and heavy-duty drills. Most would have used a smaller diameter bolt. The problem would be the uprights the spring attaches to on the suspension. They have a 7/16" hole for the correct size bolt. Using a 3/8" bolt, the next size down, would allow some movement and a knocking noise when hitting bumps.

We took the correct way to solve the problem even though it took some time to rectify. But this was how the day went. By having to use the original mounting studs to compress and get the spring ready for installation, we had to clean the threads so nuts would go off and on easily. Just more time wasted.

So, let's discuss the driveshaft. We had taken the original driveshaft to a shop in Marietta to have it shortened. New u-joints were installed, and the unit balanced. Yes, they do balance driveshafts. If one is out of balance, you get a strange vibration at certain speeds and you go nuts trying to figure out what is

causing it. Using GT6 differential, we had to use a GT6 flange which uses bigger 3/8" bolts compared to the Herald 5/16" bolts.

We sent two GT6 flanges to be installed on the driveshaft when it was rebuilt. Once the rear flange was bolted to the differential, we went to install the front flange to the transmission overdrive output flange. Unfortunately, it had a Spitfire flange with the smaller 5/16" bolt holes. Crap; another problem supplied by a vendor who sold the overdrive to the customer. Internally, the GT6 and Spitfire overdrives are the same.

The only real difference is the out-put flange. Do we replace the flange with one from a GT6? Not a good option as we do not have one nor do I think it will fit the overdrive's shaft splines. One is fine splines and the other is very coarse. Could drain the trans and remove the flange and drill out the holes. Another option not usable. The flanges are slightly different in diameter.

Next option: remove the driveshaft and the GT6 flange and install a Spitfire part. The GT6 and Herald/Spitfire use the same u-joints (the same as MGBs and Spridgets). I have been doing u-joints for way too many years and felt it would be the easiest fix. I could take the new u-joint apart and re-install it in the Spitfire flange. No problem there.

So, where is the next problem? After installing the drive shaft again, we hear a scraping sound from the front end. Turns out when it was shortened, he welded it back together and left a slightly high spot in the joint. We could grind it down, but there goes the benefit of the balancing. As there was room to compress the driveshaft some, we thought a spacer at the differential end would move the high spot far enough forward to clear the rub.

So, I made a steel spacer about 1/4" thick and installed it. Almost cured the rub but not enough. Now, I needed a thicker spacer. I once built a national winning valve-cover racer with 6" diameter aluminum wheels that I turned out of 6" round blanks about 1" thick. I had two of the blanks laying around. Mounting the blank in my big lathe, I was able to remove all the aluminum material that did not look like the spacer I needed.

It turned out beautiful, almost too pretty to use. Back on my back, I installed the new spacer, and it worked. No more rub. Of course, installing the thicker spacer meant new longer bolts were needed, and I had to

modify longer than needed bolts to fit. Grade 8 bolts come with about 1" of threads and the rest of their length is un-threaded shank. The shank is the part of the bolt designed to take the shear load of the bolt. Threaded portions are not as strong and should not take a shear load.

A shear load is the bolt being cut in half by the force acting on it. As the engine tries to turn the driveshaft and the wheels try not to spin, there is a shear load on the bolts holding the driveshaft to the trans and differential. I needed my bolts to have a long enough shank to pass through the flange on the drive shaft, diff flange and my spacer.

But the shank cannot protrude through all the parts, It has to stop just short of passing through. Not having a set of four bolts that fit our specific needs, I modified some by adding a few threads and shortening the overall length to fit. Another problem solved. Here is a picture of my spacer. It was easier to make than it was to take a picture and get it here.



Well, it has taken me quite a while to type this, so I will end here and pick up on the next article. So, until we get to meet together, stay safe, and support as many small local businesses as you can. See y'all somewhere soon.

Barry Rosenberg

British Car Service.



POSTCARDS FROM KAREL

By Reinout Vogt

This postcard is from St. Ives, Huntingdon, a small town just North of Cambridge. Parked in front of a building with a Leyland sign and two 'petrol' pumps are a white MGBGT V8 with license plate NMW888M. Behind the MG is a Triumph Dolomite. And behind that is an ADO16, which is the group name for the Austin, Morris, Wolseley, MG, Riley, and maybe I am even forgetting one, variations of what was known as the Austin America and MG 1100/1300 here in the USA.



Karel's post card is a MGBGT V8 this month. I went through my box of greeting cards two times, but couldn't find one with a V8 on it. But here is one with a MGBGT. Apart from the little V8 badges on the grill and tail gate and the unique wheels, they were identical from the outside. This card is from Classic Motor Cars by Malcolm Bradburn. It was sent to me in 1995 by a late friend, and fellow MG model car collector, Rob, to tell me that Corgi in England announced that they were coming out with a 1: 18 scale MGB model.

Ric Cline

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