



<http://www.peachtreemg.com/>

March 2006

THE REGISTRY

The official monthly publication of the Peachtree MG Registry, Ltd.



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Deadline for the April newsletter is Monday, March 27th.

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Behind The Wheel

Richard Neale, President

Wow, what happen to February? Hard to believe it has gone by so fast. The Club Calendar is now posted, so pick out an event or two and put it on your to do list for 2006.

We have two club events for March: Saturday 11th is the Swap Meet with T-Club at Atlanta Imports, so now is the time to unload some of that jxxx or find some more. Saturday the 18th is Tech Session at Tom and Kathy George's. They are great hosts so plan to attend.

We are two months away from British Motor Car Day at Berry College in Rome, GA. Your V.P. will have more information on this, or check out: www.atlantabritishmotorcarday.com

Brad Alpers has received a couple of T-shirts designs. A decision will be made at a later date as to which design we will be selling at the show.

In 1995 the Peachtree MG Registry had 267 members. Nancy DeLoatch, Membership Chairperson, told me that in January 2006 we had only 45 members that renewed. Where have the other members and their MG's gone?

MARCH IS THE CUT OFF DATE TO RENEW.

The next meeting is scheduled for March 12th 5:30 pm at Harp's. Be there.

Safety Fast,
Richard Neale

P.S. Everyone beware the Screaming Yellow "B" is off its jack stands. And I've driven it about 30 miles as of 2-20-06. Nothing leaks or has fallen off yet. I might even put the doors and hood back on if this keeps up. However, her tires look a little soft.

Peachtree MG Registry Officers – 2006

- President – Richard Neale – rjneale@bellsouth.net (770 466-2649)
- Vice President & Events Coordinator – Brad Dryden – bradley.dryden@nasco.com (770-643-7142)
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- Webmistress – Patty Rosenberg – patrose@bellsouth.net (770-459-5282)
- Newsletter Editor – John Kreimer – kreima@bellsouth.net (770-517-0006)

Membership Update

By Nancy DeLoatch

Welcome New Members:

Doug Nelson

Doug Raines

Carl Grotnes

Atlanta, GA

Looking

Kelly S. Jennings

Norcross, GA

'79 MGB

Referred by: Neil Estes

Kelly's car has 1,600 original miles on it, as it was warehoused for 26 years. Can't wait to see it!

Larry & Jackie Berger

Cumming, GA

'74.5 MGB (Original owner)

If your name is not listed below, you have not renewed your membership for the 2006 calendar year. And, if you don't renew by the end of March, you will not be able to access the secure areas of our website (i.e. newsletter, membership roster, etc.). You may renew by mailing an application with a check or online with PayPal. (*Application was printed in the January and February newsletters*) **Don't miss out on the exciting events planned for the coming year and renew today!**

Aasgaard	Anderson	Andrews	Ballard	Beckett	Berger	Carlisle	Cook
Cram	DeLoatch	Dowling	Dryden	Eubanks	Flexner	Franklin	George
Gillespie	Gillson	Glass	Gore	Grotnes	Harmer	Hartlein	Hughes
Hupkes	Jackwood	Jenkins	Jennings	Johnson	Jugovic	Kostamos	Kreimer
Laslie	Laughran	Lindauer	Logan	Marble	McCartney	McKinney	Mitchell
Nagel	Neale	Nelson	Norton	O'Brien	Orbeck	Orkin	Ragan
Raines	Rosenberg	Schmitt	Sewell	Smith	Spencer	Stephens	Stucke
Summers	Taylor	Westmoreland		Wohlwend			

Whirly Ball Report

By Brad Alpers

For those who missed Whirly Ball, TOO BAD! I for one had a great time, and I have the seatbelt marks and bruises to prove it. I can bet it was hard for certain players to shake of the stiffness the next day after running straight into the wall and ramming other players head on. I will give some credit, the lack of brakes on the Whirly Bug makes stopping a little tricky. I would like to thank those who came out for making this a great event. We had a smaller group than anticipated, which allowed for more time on the court. Judging by the positive response from those who attended, this is an event that we will be doing again, hopefully in the near future.

TECH BRUNCH SCHEDULED FOR MARCH 18TH

Our next tech session, the 5th annual spring tech brunch, will be held March 18th starting at 9:30 AM at the home of Tom & Kathy George in East Cobb. Topic for the event is scheduled to be on getting your car ready for the 2006 touring season. Please let us know if you plan on attending so that we know how many to prepare for. You may respond by email at mgbtgkg@bellsouth.net, or give us a call at 770-565-8373. Please let us know before the 15th if at all possible.

DIRECTIONS: Tom & Kathy live in East Cobb County between the Rt. 120 Marietta Loop and Johnson Ferry Road.

FROM I-75 N: Take the South Rt. 120 Loop exit 263 (one exit north of Delk Road) to the east towards Roswell. After the second traffic light take the right hand exit onto Rt. 120E (Roswell). Including the traffic light at the bottom of the exit, turn to the right and go to the fifth (5) traffic light and turn left on E. Piedmont Road. Go through three (3) traffic lights (the 3rd is Allgood Rd.) and take the second right into the Chestnut Springs neighborhood. Take a right at the stop sign and then your first left and keep going until you get to the intersection of Chimney Swift Circle and Pine Warbler Way. If you miss the stop sign you'll be in their driveway at 2278 Pine Warbler Way.

Nanjing Signs Long-Term Lease for Site at Longbridge

At press time, the Associated Press was reporting that China's Nanjing Automotive Group signed a 33-year lease for the factory site of MG Rover group on Wednesday (Feb 22nd). The deal is reported to be better than unions and local lawmakers had hoped for. Nanjing's chairman Wang Hongbiao is quoted as saying, "This means that we can move forward with our business plan to build cars at Longbridge". Unions were reported to be unhappy when Nanjing won the bidding race for Rover because it appeared to offer dimmer prospects for resuming full-scale production at Longbridge than rival offers from China's state-owned SAIC and British businessman David James. The new lease covers two car assembly plants, the paint shop and administrative offices on 105 acres of the 469-acre site in Birmingham.

CHRIS & POOLIE'S MOUNTAIN TOUR 06

21st Annual

Poolie and I would like to invite everyone to join us at our house for a day of picnicking, fellowship, and driving British Cars in the North Georgia Mountains. This will be our 21st tour. Last year we had crazy weather on Saturday. It rained, cleared, turned cloudy, and started to sleet! It was the first time we had had to postpone but I'm glad we did because the next day however was beautiful.

SATURDAY APRIL 1, 2006

11:30 Picnic Lunch

Bring your best picnic lunch and lawn basket. We will start off with lunch on our front lawn at 11:30. This allows everyone to stretch and have a guaranteed bathroom on a picnic.

1:30 Tour :

After lunch, the tour will start at 1:30. This year's drive will be going over Richard B Russell Highway and parts of Suches. **You will need to have good tires and brakes.**

Rain Date - Will be the next day (Sunday).

For More Information :

Chris or Poolie Gore at (706) 864 -3527.

Dahlonega Motels:

Days Inn of Dahlonega (706) 864-2338

The Smith House Dining Inn & Country Store (706) 867-7000

DIRECTION'S :

To get to our house from the Atlanta area take Ga. 400 north until it ends. Turn left on Ga. Route 60 which takes you past the first traffic light and on to the square in Dahlonega. When you get to the square, go 1/4 around the Court House, go to the second traffic light and turn left on US highway 19. Drive approximately 3 miles. Shortly after you past The Wagon Wheel Restaurant, turn left on Oak Grove Road. Drive 2 miles then turn right on Wash Rider Road. Our house is the third on the left.

Hope to see you in the hills.

Chris

Trivia from the February Meeting

By Mike Cook

- 1) The Boston Tea Party actually happened in Maine. True... or False...
- 2) Where do locusts lay their eggs?
a) in sand b) in water c) in air d) in rotten wood
- 3) Ascorbic Acid is vitamin
a) A b) B c) C d) D
- 4) William Henry Pratt was better known as?
a) William Holden b) Boris Karloff c) Charlie Chaplin d) Oliver Hardy
- 5) Which President ordered the dropping of the atomic bomb.
a) Woodrow Wilson b) Harry Truman c) FDR d) Herbert Hoover
- 6) What is the smallest Central American country?
a) El Salvador b) Belize c) Panama d) Columbia
- 7) Who said, " I never hated a man enough to give back the diamonds " ?
a) Mae West b) Marilyn Monroe c) Zsa Zsa Gabor d) Liz Taylor
- 8) The planet Pluto was discovered by an
a) Italian b) American c) Greek d) Englishman
- 9) The Latin term "Tempus fugit" means
T * * E * L * * S
- 10) The color of Coca Cola was originally,
a) Brown b) Clear c) Green d) Red

(Answers on page 4)

The Spare Tyre

By Brad Dryden

Big Fun so far in 2006. Only two months into the year and already it has been a great MG year. Our club was invited to a Tech Session with the T Club on Saturday 1/21 at Atlanta Imported Auto Parts, which was a lot of fun. Not only did we get to see and hear about engines on the dyno and some tidbits on oils to use from Bob Wagner, but we also got to see the biggest MG and British Car grave yard which I have ever seen. It was interesting to walk around the yard and try to discern what each car hulk used to be. Made me feel warm inside that my cars were in such relatively great condition. But also made me sick to see all the once beautiful British Cars in such a mess.

I personally had Big Fun with our B and trying to figure out why it wouldn't start. We all know that it takes gas, spark, and compression to make an engine go. But, what do you do when you test for each and it seems you have all three and it still won't start. Well, you start by calling an impromptu Tech Session with other Club members. Bill Gillson came over twice, and Mike Cook stopped by once to figure out the puzzle. Seems it was as usual, the last thing we checked. (Why would you check anymore?) Plugs were giving spark, but had fouled and were not giving enough. New plugs fixed the starting problem. Go figure that all four went bad at the same time. Lesson Learned, once they are fouled, they need to be replaced.

I had more Big Fun last month in Michigan with my fellow Michigan Rowdies MGA Club. Flew up there for a weekend just to put a MGA body back onto the chassis. Well, at least that was the excuse I used to go up and see everyone. Gordy Bird, president of the Rowdies, has been doing a ground up on his MGA for the last couple of years. He also has a MGBGT which he plays with. We had about 10 Rowdies show up for about a 10 minute MGA body to frame job. So there was plenty of time for pizza, beer, and MG talk. It was great to see some old Michigan friends. Weather wasn't bad either, at least, for Michigan in January. By the way, if you have an MGA, you should buy the Rowdies A Antic Tech Tips. It is a great book on hundreds of Tech Tips for working on you're A. Visit the following website on information on how to get yours. (<http://www.mgcars.org.uk/michiganrowdies/>)

On 2/18, Brad Alpers, (aka Brad #1, he say's he deserves the #1 title because he was in the club before me), sponsored a **WhirlyBall** contest. What Big Fun that was. Whirlyball is a game played in bumper cars in two teams of five cars, where you make points by catching and throwing a plastic ball into a basketball type goal. "Whiplash Cook" aka Mike Cook, was the winner in the "hit the wall at full blast" category. Good thing he had a seatbelt on or we would still be scraping him off the wall. After our two hours of games, we all went to dinner at the Pub for their usual excellent cuisine. Everyone thought this was Big Fun, and you can bet we will be doing it again. So don't miss out next time.

Upcoming Big Fun Events? **March 18th at 9:30 is our next Tech Session and Brunch**, to be held at Tom and Kathy George's house. I have heard our Tech Director, Mike Cook, is planning on a "Spring Tune-up" session. Hopefully, he has an article in here on that. Then on April 1st, is Chris and Poolie Gore's 21st Annual Spring Tour. Kathleen and I have never been to one, but if it has been going on for 21 years, it has to be a GREAT EVENT. Info on both is of course on the website, courtesy of our Web Mistress Patty Rosenberg.

Finally, just a quick word about ~~Chateau E'lan~~, I mean the 23rd Annual **British Motorcar Day**, being held at Berry College for the first time ever. Bill Gillson and I attended a planning meeting for this, and it is going to be an AWESOME show (and we didn't hear that on the grapevine either. ☺) Planning of it is done by representatives of 10 different Georgia British Car Clubs. All representatives feel that this might be Bigger and Better then previous shows. Cars will be displayed in the bowl shaped lawn in front of the college, with numerous vendors, and on absolutely beautiful grounds. Our Club is partnering up with the T Club again for another great buffet lunch. So start thinking about the dish you are to bring. And get set for the best show of the Spring. Here is the website. <http://www.atlantabritishmotorcarday.com/>

So, get your cars ready, and get set, for a Great 2006. Check the calendar often to remind you of upcoming events. We will be adding more information as we go. And let your Club partners know if you need any MG car help or advice. After all, this too is part of our Big Fun, and we hope to share impromptu Tech and BS session with everyone. Regards.

Trivia Answers (from page 3)

1) false 2)a 3)c 4)b 5)b 6)a 7)c 8)b 9)Time Flies 10)c

Rebuilding the Generator

By Barry Rosenberg

Well, I need to get back to discussing something LBC related. Maybe I will get back on my soapbox about the sad state of new replacement parts. I just put a new light switch in an MGA. It was to replace the one I fixed in the parking lot while on the fall tour last year. It was working fine, the owner just felt safer with a new one. So, a new one was ordered from Moss and installed. At the same time I was doing the switch, the owner asked if I could check his generator brushes. Actually, he asked weeks before when he made the appointment.

He was headed from North Carolina to Key West in the MGA, the fools. In over 32 years of working on LBCs, I have never been asked to get generator brushes. So, I did. And they were bad!!! The wire connecting the brushes to the back plate were both loose in the actual brush and both wires had burned insulation. You do remember that a poor electrical connection generates a lot of extra heat? This happens in household current also so the next time you feel a warm plug, etc. you should check the tightness of the connections when you push the plug in. If your wall light switch feels hot, check for a loose wire on it but watch out for the 120 volts. It bites more than 12 volts.

That is just a little reminder of what loose connections can do. *Back to the generator.* The armature also had a real bad spot on it that would not clean up. So, I took a good used one and cleaned it up and installed it along with the new brushes, also from Moss but correct, in the generator. Want to know how to do this? Well, I will tell you. After you remove the generator from the car, place it on a bench or in a vice. There are two long screws that go all the way thru the body from back plate to front plate.

They are usually very tight. Unscrew and remove them. Then, using the handle of your screwdriver, gently tap the back plate off. The two brushes will pop inward but should not fall out if the wires are still attached. STUDY the way the springs and brushes are installed first thing. The springs could fall off and you will spend a long time trying to get them back correctly. It is so simple that it can elude you or at least it eludes me.

The brushes are held in with a screw on each wire, it needs to be removed and the brushes replaced if they are less than 1/4" long. While you have the back plate off, look at the bronze bushing in the hole where the armature shaft goes. Is it still full size with no appreciable wear? Test fit it without the brushes on the armature. If it still feels good, put a drop or two of oil inside it. There is a little felt pad held in place with a spring metal clip. This is what you put oil onto when you put oil in the hole on the back plate marked "oil". You do, do this, don't you?

If the bushing is worn, it will need replacing. Take a little chisel and small hammer, or you could use a big hammer if you can swing it very gently, and split the bushing down one side. Unless of course you have a bushing puller. Then you can get it out. Clean the hole out and tap in a new bushing. They can be gotten from Moss, etc. or a local generator shop. Now look at the armature.

The copper section is called the commutator. This is where the brushes ride. It should be very smooth and clean. It need not be shiny copper colored. If it is rough, you can sort of clean it without the aid of a commutator lathe, unless you have one of those. I do. Lock the front plate in your vice, please tell me you have one of these. Have a friend spin the pulley as quick and smooth as he can. You take a strip of 320 or finer emery cloth and place it against the commutator portion. As he, or she, spins the pulley you should see the copper color get brighter. The finer the emery cloth the better it will be but the longer it will take.

Do not get carried away here, just make it look clean and smooth. Now blow it off with brake cleaner as it leaves no residue behind. If the front bearing is good, you are ready to reassemble the unit. If you need a front bearing, you may be screwed as some have a riveted retainer plate. You may need to have someone pull the pulley nut off, as it is most always tight. Then, put it back on until it is flush with the top of the threads and use a gentle tap down while supporting the front plate. The pulley and front plate will start to move. You will have to stop, remove the nut, then the pulley and fan to remove the little key before going any further. To remove the key, take your screwdriver and tap it against the key as if you were going to push it back toward the bearing. It will start to lift up and can be removed with pliers.

Now, put the nut back on flush and continue tapping the shaft out. The nut will have to come back off before the shaft will go thru the bearing. Watch out for the spacer between the fan and bearing on the shaft. The rivets can be drilled out or the retaining clip can be pulled and the bearing tapped out with a socket as a big punch. Install a new one the opposite that you pulled the old one. If you do not have rivets long enough, go to the local hardware store and get some 10-32 or 6-32 screws, nuts, and washers. Put these in the plate instead of rivets. Put them in from the inside out with the washer and nut under the fan. If they are too long, cut them shorter. This will also act as a locking device to stop them from unscrewing all by themselves. Now tap the armature back into the bearing.

Do not put the spacer, fan or pulley on right now. Lay the front plate across your open vice and slide the housing down over it. Did you forget to mark where the case lined up? No worry; there is a pin on the plate and a notch in the case. The same for the other end. Just line them up. Now put the new brushes in their correct place and with the springs on the back plate. Make sure the brush screws are tight.

The springs push the brushes too far in you will notice. Take the long screws and insert them thru the back plate vent holes so that you can catch each spring with a screw. Squeeze the screws together and reach in and push the brushes back. Now place the back plate with the brushes pulled back with the screws over the armature and case until the brushes are against the commutator. Remove the screws and gently rock the back plate all the way down, lining up the pin and notch.

(continued on page 10)

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New Tire Technology

By Larry Berger

Michelin, the company that invented the radial tire, has rolled out a radical new concept called the Tweel. As this prototype demonstrates, the traditional rubber tire and solid wheel duo is replaced by a tread bonded to a strong loop of composite material. The vehicle's weight hangs from a series of polymer plastic spokes that connect this loop to the hub. The flexible Tweel can bear the load of a pneumatic tire four times its size, it can cushion bumps five times better than a pneumatic tire, and the contact area can be nearly doubled for improved handling. Noise, mass, and rolling resistance have to be improved before this promising new technology is ready for high-speed, high-load passenger-car applications.

Thought you might like to see the next generation of tires. They had a pair at the Philadelphia Car show. Attached are pictures of the new Michelin tires. These tires are airless and are scheduled to be out on the market very soon. The bad news for law enforcement is that spike strips will not work on these tires.

This is what great R&D will do and just think of the impact on existing technology:

- a.. no more air valves.
- b.. no more air compressors at gas stations.
- c.. no more repair kits.

For the complete story, go to:

<http://www.michelinman.com/difference/releases/pressrelease01102005a.html>

Editor's note – This is NOT an April fool's joke. April is next month!
Thank also to Larry for alerting us to the Associated Press article mentioned on page 2



Grounded

By Mark W. Jackwood

Ninety percent of all electrical problems are bad grounds. We have all heard the jokes about Lucas electrical components:

- Lucas is the “prince of darkness”
- Lucas’ motto, “get home before dark”
- 3 position Lucas switch = dim, flicker, and off.
- Lucas electrical products = the original anti-theft devices
- Lucas, inventor of the first intermittent wiper.

Well you get the idea. Actually the electrical systems in our cars are quite simple and easy to fix. It is diagnosing the problem that is sometimes difficult, but if you remember that 90% of all electrical problems are bad grounds, the task gets much easier.

Simply stated, electricity flows through wires from the positive side of the battery to the electrical component like a light bulb then it flows through the body of the car back to the negative side of the battery (unless you have a positive ground car, in which case the flow is reversed). Getting the electricity back to the battery is accomplished by ground wires (usually colored black) attached to the body of the car or in some cases through the mounting bolts on the electrical component like a turn signal housing. This is where the problem usually lies because rust between the ground wire or turn signal housing and the body of the car stops the flow of electricity back to the battery.

A test meter and short piece of wire are all that is usually needed to diagnose most electrical problems. If you don't have an electrical test meter, get one and read the instructions.

They are inexpensive,

easy to use, and can be priceless when attempting to locate an electrical problem. I found that a short piece of wire with alligator clips on one of both ends also comes in handy for diagnosing bad grounds. Attach one end of the wire to bare metal on the car body (or engine) and the other end to the back of a light housing (the mounting bolts are usually best) or other electrical



(continued on page 8)

Grounded *(continued from page 7)*

component to create a temporary ground. The electrical problem should be resolved if a bad ground is the problem.

How do you fix bad grounds? Easy, make sure the wire or electrical component is making contact with bare metal on the car body by cleaning up the metal with sand paper, a wire brush, or a file. Also clean the wire, mounting bolt, or screw (or better use a new stainless steel bolt or screw), and then apply some dielectric grease to the area before reconnecting. Dielectric grease can be found at most automotive supply stores and it will insure good contact between the components and the body, and it will keep the area from rusting or corroding again. Dielectric grease can also be used on the electrical connections in the wire harness. It is best to clean up the connectors with a small round file or wire brush, and sand paper, then apply a dab of dielectric grease and reconnect.

There are ground wires fixed to the body of the car in several places. Their placement will vary with the model (MGA or MGB) and year of your car but they are easy to spot. Look for a **black** wire(s) attached to



the car body with a bolt or screw. Here are a few examples from my '73 MGB. The main ground wire goes from the negative post on the battery to the body of the car. Here I have converted to a single 12V battery and ran the ground to the original mounting point on the battery box. There is also a main ground wire from the engine to the body of the car at the left motor mount or from the transmission to the body of the car depending on model and year. This is usually a braided wire as shown in the picture on the next page.



filler were preventing the posts on the turn signal housing from coming into contact with bare

metal on the car body. One fix is to grind off the paint and filler around the mounting whole with a Dremmel. Frankly I couldn't bring my self to do that on my freshly painted car. So another fix and bit of added insurance is to add a ground wire to the turn signal housing. Take a short piece of black wire and attach a forked or round connector to one end and a male bullet connector to the other end.



The forked or round connector goes over the bolt on the turn signal housing and is secured by the mounting nut (see octagon in picture) and the bullet connector goes to any black wire behind the grill. Make sure the connector at the housing is making contact with the nut, because some turn signal housings will have a rubber or plastic

washer behind the nut. The black wire from the mounting bolt in the picture goes to a black ground wire on the wire harness behind the grill (see picture). If you don't have a free connector on the black wire behind the grill, get a 2 or 3 wire connector off a parts car and exchange it for a 1 or 2 wire connector respectively. This will give you an extra connection for the newly added ground wire.

I also added a ground wire to the fuel-sending unit on my gas tank. Normally the sending unit is grounded by way of the securing ring on the gas tank through the tank to



the body of the car where the tank is mounted. When I had my car



When I had my car painted I put color matched truck bed liner on the underside of the body. I also painted the gas tank with POR-15 to prevent any rust on the outside of the tank. This prevented the gas tank

(continued on page 10)

Grounded *(continued from page 9)*

from making good metal-to-metal contact (through the mounting bolts) to the body of the car, so I added a ground wire to the sending unit. My unit had a connector for a ground wire already on it so I ran a black wire from the unit to one of the mounting bolts securing the gas tank to the body (see wire circled in picture on previous page).

When you have a bad ground, strange things can happen like brake lights coming on when you flip the turn signals on, or windshield wipers coming on when you turn on the headlights (well maybe not that extreme). But if strange electrical things are happening, they are generally due to “sneak currents”. A sneak current occurs when the electricity can’t find its way back to the battery through the appropriate ground. So it travels through another electrical circuit like a nearby light bulb on its way back to ground. This turns on the light bulb (or what ever the electricity is flowing through) so it appears that the “prince of darkness” has possessed your car.

Remember 90% of all electrical problems are bad grounds!

Rebuilding the Generator *(Continued from page 5)*

By Barry Rosenberg

Now slide the screws thru the entire unit and screw them back into the front plate. That is about it. Make sure the armature spins smoothly. Ready for testing. One nice thing about 12 volt generators is the fact that if they generate electricity, they will run like a motor and vice versa. To test, connect the two connections on the outside with a short jumper wire. Now, if your car is positive ground, connect the positive lead from a battery using jumper cables to the front plate for a ground. Connect the negative lead to either connector in the back plate. Then unit should spin. Reverse this if negative ground.

Congratulations, you have just built your first generator. You can also test a generator like this after removing it from the car. Now, put the spacer and fan back on the unit, tap the key in place and then the pulley and tighten the nut. The fan will spin after you put the key in its slot. It is not wrong.

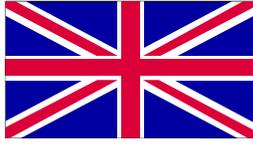
Put the unit back on your engine and crank it up. With a voltmeter, check the voltage at any hot terminal and see if you have 14.2 to 14.5. If you do, good. If not, the voltage regulator may be bad. That will be next month maybe. If I remember I am supposed to detail that. ***But I digress from the light switch saga I started with.***

The new switch fits fine and looks good other than the fact none of the terminals are marked. But that is easy to figure out. It gets installed and tested. Working like a new switch. Now, on an MGA, the fog lights also go thru the headlight switch on the parking light terminal. The MGA leaves about 5:00 and heads toward Perimeter Mall area where they are staying. The next day, they head out for the Keys.

It is getting a little dark in rush hour traffic on 285 and to be seen a little better, they turn on the headlights and fog lights, because he thinks it looks cool. Ten minutes later, the car fills with smoke. Three lanes from the right emergency lane and he kills the engine not knowing what has happened. Good thing Mike isn't there. They make it all the way over and find that the car still runs and produces no more smoke. A look under the hood and dash shows the switch and wires at it are burned. The new switch did not carry the load of all the lights, which are just standard and not halogen. That is just pure junk parts!

Friday, he is back and I take his old switch and make my temporary repairs permanent with JB weld, solder, and zip ties. What a work of beauty it was. This gets installed and away they go. Except the shorting of the switch has caused the generator to spike in charging causing it to overheat and sling solder internally.

To make a long story short, or is too late for that, he makes it to Macon where he has a new generator overnighed to him and calls me about seven times for instructions on how to swap them. After several hours on and off the phone, the car roars to life and is charging fine again. Now, they are off once again. Until the carbs start flooding one after the other. Are they having fun yet? I do not know but I may know a pretty BRG MGA with MGB engine and overdrive trans that might be for sale soon. See y'all on the road soon. Barry



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I have no details at this time, but check the website often!! I will post the new sale and the new pricing ASAP after I receive the new databases from Moss Motors.

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“FROM BOOT TO BONNET, WE’LL GET RIGHT ON IT!!!”

LAST LAUGHS

*Two Irishmen met in a pub and discussed the illness of a third.
"Poor Micheal Hogan! Faith, I'm afraid he's goin' to die."
"Shure, an' why would he be dyin'?" asked the other.
"Ah, he's gotten so thin. You're thin enough, and I'm thin -- but by my
soul, Micheal Hogan is thinner than both of us put together."*



Don't forget the monthly meeting!! (What if you missed something very interesting?)

Next meeting will be
Sunday, March 12
5:30 p.m.

Harp Irish Pub
1425 Market Blvd
Roswell

Harp is located in the shopping center near the corner of Holcomb Bridge Rd and Old Alabama in Roswell near GA-400. Call 770-645-0118 for directions, or go to their website www.harp-pub.com for directions, menu, etc.

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