

The Flash

Atlanta Austin-Healey Club

December 2018 Volume XXXVII, Issue 12



Panoz Avezano GT, all gift wrapped for Christmas!

Little Bit of Everything Tour to Panoz and Lunch

Kellan Getzler, who actually fits! (His nickname should be Bud)



Some of their cars in the museum section

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

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The Flash is a publication of the AAHC, a chapter of the Austin-Healey Club of America. All material presented in the publication may be used in other clubs' publications provided *The Flash* and the author are given credit. To join the club, contact our membership chair, Sam Marble (see below).

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Don't see your name here & it should be? Send a note to the editor: atlhealeyflash@gmail.com



2018 Events

(See AAHC [Website](#) for details and for previous events)

December 2018

29 [GA Triumph Assn Polar Bear Run](#) – start: ATL Motorsports Park, Dawsonville (p. 14)

2019

January 12 Annual BLD/planning meeting – John & Dana Homonek's house (details coming)

February 17 Tentative BLD and "Love is in the Air" party (host/hostess volunteer needed)



Just For Fun . . .

Every Tuesday Morning 7:30-8am for breakfast -ROMEO (retired old men eating out) - Marietta Diner on Cobb Parkway (Route 41) Marietta, GA about 120 guys show up each week driving some very beautiful cars in the back parking lot—some British cars but need more! <https://sites.google.com/site/romeoclubofmariettaga/>

Every Saturday Morning - Donuts & Derelicts at Dandy Donuts in Chamblee 8:30-11:00am Atlanta's longest running free car show: www.panteraplace.com

First Sunday of the Month, Caffeine & Octane, 8-11am at Perimeter Mall, NE corner of lot. Some cars arrive at 7 to get primo spots. In nice weather, 2500 cars, 10,000 folks at 8:00am! www.caffeineandoctane.com

Every 3rd Sunday—breakfast—Gwinnett Horsepower Breakfast: www.southeastwheelevens.com

NE Georgia Swap Meet, Atlanta Dragway, Commerce, GA Vendor set-up 7am, public 8:00-1:30, 1st Saturday of each month except 2nd Sat. for May, Aug. \$20 vendors, \$6 spectators, kids free, More info: <http://negeorgiaswapmeet.com/>

**Monthly BLD meetings are usually held on the first Saturday of each month
(except December and January)
led by a club member, at Breakfast, Lunch, or Dinner (thus BLD!)**



Icebergs at Tate Modern Museum, London, UK. Part of global climate change awareness campaign, Olafur Eliasson and Minik Rosing Ice Watch: "Put your hands on the ice, listen to it, smell it, look at it-- and witness the ecological changes our world is undergoing."



Next BLD

There is no December BLD scheduled, **so go on the Polar Bear Run instead!**

The next club meeting is the planning BLD January 12 at the Homoneks' house.

2018 Georgia Triumph Association Polar Bear Run

Saturday, Dec 29, 2018

Start: Atlanta Motorsports Park, 20 Duck Thurmond Rd, Dawsonville, GA 30534

To: Barnsley Resort, 597 Barnsley Gardens Rd NW, Adairsville, GA

We are excited that the 2018 Georgia Polar Bear run will once again start at Atlanta Motorsports Park. Thanks to AMP for opening their doors to our group and to allow a little warming up before we take to the roads. Our 80 mile route and destination will, of course, be different and we will end up at Barnsley Gardens. Note your calendar now because you won't want to miss it! As in the past couple of years, we will once again be raising money for the ALS Foundation.

AMS has a large room for us to meet in prior to the drive, and facilities available for a pre departure pit stop. We will be wheels up at about 9:30 and the drive will take just under two hours, putting us in right at lunch time.

Barnsley offers multiple dining options. The Beer Garden is a casual, outdoor restaurant with a fire pit, and large trees strung with twinkling lights, the Beer Garden offers a menu of salads, paninis and bratwurst as well as more than 30 craft beer selections. The Woodlands Grill is open seven days a week and has menu options from about \$12-30. No reservations are required there. The Rice House is open on Fridays and Saturdays for dinner hours only (5:30-10PM) and is a bit more upscale dining focusing on seasonal Farm to Table menu options.

For those looking to extend their stay, Barnsley offers accommodations from a King room at the Inn for \$239/night, two Queen beds \$259 and options in the cottages include a King Suite for \$369 up to entire cottages for \$629 per night.

Below are a few links with information about Atlanta Motorsports Park, Barnsley Resort and the third link is a bit of history about Barnsley for those interested in it.

<https://atlantamotorsportspark.com/>

<https://www.barnsleyresort.com/>

https://en.wikipedia.org/wiki/Godfrey_Barnsley



Ric Anderson Veep's Peep

News & Notes

With December upon us, Doug is taking a break to be with family, and probably looking for bargains on Healey parts too. So I am filling in for this month's Fearless Leader column.

November has gone even faster than the previous 10 months, and the little fat guy will be here before you know it. (I am referring to Santa, just to be clear. ☺) I hope you and yours had a wonderful Thanksgiving holiday, that you didn't eat too many extra helpings, and that your football team won their big games.

We had a nice slate of events in November, both official AAHC and others. We started the month with an invitation from the Georgia Triumph Association to join their annual Mountain Tour and Apple Run. Then on the 10th some of us gathered up at the ASW distillery in the Armour neighborhood for a little parking lot show and tour (and maybe a little tasting). Both of these were written up in last month's edition.

Our official November event was the "Little Bit of Everything" drive and BLD on the 17th. Coffee, driving, a tour, driving, long lunch, and shopping. Plus a strong turnout. A good time was had by all. Look for Rick H's report on page 7 for all the details.

While December was expected to start and end with opportunities to blow the cobwebs out of your exhaust pipes, Mother Nature had other plans. The opening event, the 12th annual Kassow Kruise Memorial drive, hosted by Bill Nagel and his award winning, calendar gracing, Sprite, has been postponed indefinitely, due to not one but two rainouts. The good news is that the closer, on December 29th, is the the 19th annual Polar Bear Run, hosted by the Georgia Triumph Association; it is expected to go as planned. I have joined both these drives in the past and they are a lot of fun.

Another important item this month: it is time to renew your membership. Please, if you have not already done so, fill out a membership form, found in this issue of The Flash (to be sure your correct

information is in the directory) and mail your check to Sam & Cyndi Marble; their address is on the form.

Speaking of December events, just a reminder that as discussed earlier this year, the annual Christmas party has morphed into a Valentine's dinner party, to be held next February, tentatively on the 17th. December can be a bit frenetic and it's hard to find a free evening for the party. Stay tuned for the details.

If you are just itching to get out for a little ride, or maybe just an impromptu lunch, consider reaching out to your Wing Captain and that group. As Doug often says, a burger always tastes better with Healey folks around.

January brings the annual planning meeting and BLD. And a chance to take a tour of John and Dana Homonek's new garage (and their new home, too). Mark your calendars for Saturday the 12th. The party starts at 9:30am with socializing until the planning meeting starts at 10:00. Then lunch and more socializing beginning at 11:30. Please give some thought to any items you want discussed and any events you would like to see your club host in 2019. Even better, think about hosting or co-hosting an event. A drive, a Tech Session to get something looked at or to show something you have figured out, or a visit to someplace interesting. It doesn't have to be elaborate- more it's a chance to get together with friends.

Speaking of "something different", our friends in Charlotte are planning to take a road trip to Roanoke and the Taubman Museum of Art, to visit their exhibit "DRIVE! Iconic American Cars and Motorcycles" over the weekend of January 11th. Might be just the thing to put a bow on your holiday season. And, if you do go, consider writing up a little something for a future Flash issue.

I spoke with John Blanks and he told me that Kathryn continues to make progress. She was able to join the family in their Thanksgiving celebrations. And they hope to be able to attend the January meeting. Please keep them in your prayers.

Last, let me wish you and yours a very Merry Christmas and a safe and happy New Year.

Cheers,

Ric

Rick's Recap

Last month's BLD was Ric Anderson's tour to the Panoz facilities on Nov 17. Check out the pics and story of "Dr Panoz" and the incredibly successful cars (p. 7)

The other event we hoped to cover this issue was the Kassow Kruiise. But turbulence in the skies led to turbulence in our calendars with first a postponement and then cancellation. So instead, I wrote up some notes about our trip to the UK, particularly on Dec 10 to Yoxall (look it up) to visit with the Denis Welch Motorsports people (p. 10). Check out their [website](#) for more details on their history, race stories and who they are. I included Vicki's and my "adventure" learning to drive over there. We also went to Cambridge (Vicki had conference there) and then London. See the filler pic p3 from the Tate Modern Museum.



The Flash is about you. We all like Healey stories. Send in something about what you are working on or where you met your Healey (or vice-versa). Send your history text and pics to Judy Bagheri, and all other stories to me.

Google Groups- Instructions: To send to the entire club, send your email to:

AAHC-members@googlegroups.com

We will be with our grandson Zach for Christmas. He has his Santa kit and is more than ready! Happy Holidays everyone!

-Rick Hertzberg, Editor



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HEALEY LONDON

No doubt there is a story here that does not involve Austin-Healeys, These little brass signs are in the London sidewalks.

Little Bit of Everything BLD: Tour to Panoz Facilities and Braselton



This drive started at Burger King in Lawrenceville, then was a nice little drive in the country to visit the Panoz race car facilities in Hoschton. After the tour we took a short drive in the country to Braselton for lunch at Jack's Local Station in Braselton. Then was time for exploring and shopping on your own.

The Panoz story is an interesting one. Check out their [website](#) but for fun also check this: [Cars that time forgot - Panoz AIV Roadster](#), which at the bottom has a vid showing the raw power and all muscle exhaust notes. Thanks to Ric Anderson for organizing this tour- our club had the entire facility, and personal tour by Panoz employee, Sydney Miner, their showroom and factory coordinator. Photos and notes by Rick Hertzberg.

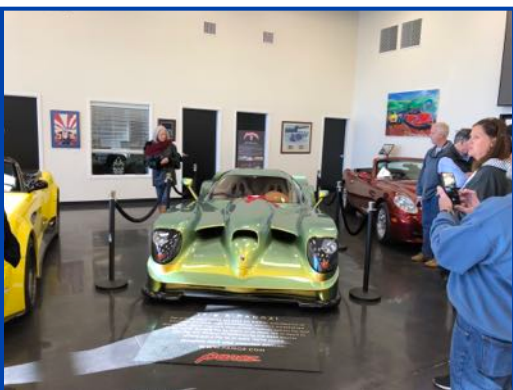


Left: Vicki was ill so Pat Kent agreed to sub as navigator. We got lost anyway trying to avoid roadwork near 316, but Dave Strimban with a working GPS roared past and led us to Burger King in time.

Right: Good turnout of Healeys, including mine which is hiding in back.



Left: original roadster, ca 1992
It was modified later to be 70% aluminum and dubbed AIV: Aluminum Intensive Vehicle



Left: Great crowd turnout. One of the iridescent color schemes.

Right: Sydney Miner begins her attempt to educate us. She had answers to nearly all our questions.



Little Bit of Everything – cont'd



Yup- if you can afford one of these babies, you get a customized plaque. This car was for the owner so it says:

“This
Panoz Esperante Spyder
was hand assembled for
Don Panoz
Car #001



The set of colors available. Many are the Feynlab Self-Heal Plus paint-protection coating- yes, minor scratches will be gone in a half hour.



Left: another iridescent color. Right: Many Panoz cars were automotive firsts. This one, EV, is the first hybrid that raced. Many hood scoops! Panoz did a lot of testing re placement of indents and scoops so these were probably needed.



Left: a delta concept car that actually raced. Story was that Nissan later raced a delta car, Panoz sued for design theft and won.

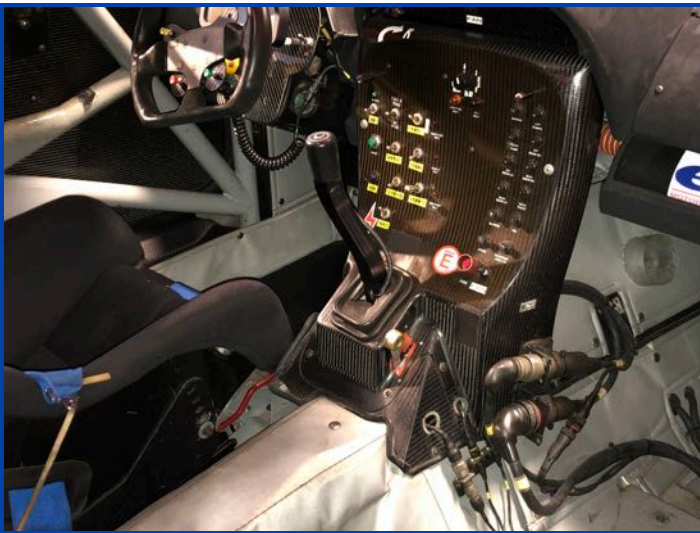
Right: Keepsake from the Le Mans 2003 race. The Panoz car came in 5th.



Little Bit of Everything – cont'd



My favorite- an older look. And it has plastic side curtains, with scoop vents! Might try to make some for my Healey.



The cockpits are filled with controls and instrumentation. The one on right looks experimental with those I-beams on the windscreen.



More from the museum room. Many of their engines were from Ford, including one put into a Panoz car before it showed up in a Cobra.



Thanks to our tour guide Sydney Miner. Hey, had to get *one* pic of the Union Jack!

Atlanta Austin-Healey Club

(a Chapter of the Austin-Healey Club of America, Inc. since 1981)

Membership Application

Complete the information below. Return with your check for \$60.00 (\$50.00 AHCA, \$10.00 Atlanta Chapter) made payable to: Atlanta Austin-Healey Club.

Send to:

Sam & Cyndi Marble
Atlanta AHCA Membership
2421 Manor Way
Loganville, GA 30052

Membership Benefits: Monthly National Magazine, Monthly Atlanta Newsletter, Meetings, Tech Sessions, Huge Wealth of Healey Knowledge, Drives, Socials, Weekend Trips, Car Shows, Cookouts, Fun & Much More!

Healey Information (Healey Ownership Not Required)

Model _____ VIN _____ Original Owner? (y/n) _____

Model _____ VIN _____ Original Owner? (y/n) _____

Personal Information

Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Cell _____ Fax _____

E-Mail _____

Signature _____ Date _____

Questions? Contact us at 404.538.9611 or email at samncyna@att.net

Visit to Denis Welch Motorsports

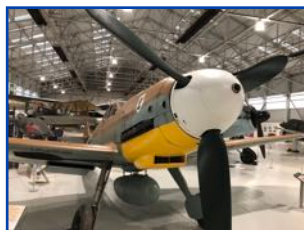
Rick Hertzberg

We landed at Heathrow Saturday Dec 8 and picked up the rental car, a Ford Focus 6-speed stick shift. Oh, and you sit on the right side of the car and drive on the left side of the road. And roundabouts go clockwise. That can't be too hard to figure out, right? So I drove while Vicki navigated (Too close to the curb! Pull right!). All was pretty good until we entered the tiniest village street, 2-way supposedly. And only two miles from the B&B we had reserved. That's when the colonist's curse struck- the curb reached out and bashed the tire, breaking the seal and making a POP sound- instant flat. No cell service of course. But a couple walking their dog saved us- called the Avis help line and got the mechanic on his way. Less than an hour later we had the wonderful donut spare mounted ("stay



Sunday we visited the Royal Air Force museum in Cosford, about 40 min drive. Great collection of planes from past 100 years, including from

below 50 cuz they WILL ticket you") and were on our way to Abbots Bromley and the charming B&B with sculpted English gardens and superb breakfasts. After unloading luggage and checking online to find Denis Welch Motorsports open till 5pm, we bravely headed out. In the rain. To another village (Yoxall, more than 50 miles from anywhere) with more friendly people. "Denis Welch- yeah, 2 blocks that way on the other side." Still cold, gloomy weather, and no one there.



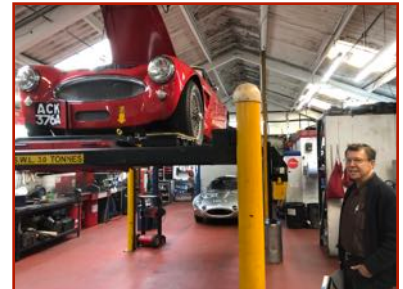
WW II: several German craft (pic: Messerschmitt) and a few Japanese planes (pic: Ohka suicide rocket plane).



Monday we were smarter, calling DWM from the B&B (still no cell coverage) and getting a formal invite. Gavin Connolly in sales showed me around and did a nice job explaining how the various sections worked. It is much larger than I thought from the street view.

Layout

The facility includes many buildings, which are mostly connected, though the street view looks fairly small and simple. Most are on ground level, with design on the second floor. The first room we entered was a shop area. It was fun to see the cars featured on their website- the famous race entrants and winners, both Jags and Healeys. The Jag behind me is the E type 5303 VB owned by Julian Thomas that races often and won the Jaguar Classic Challenge in 2016. The nearest car in the next photo had been in a fire so was almost written off. I tried to convince Gavin to ship me the chassis but no sale.



History

The shop began when the father of Denis Welch needed some engine repairs and thought the parts to be poorly constructed. So he decided to make them himself. A gas station & shop was purchased

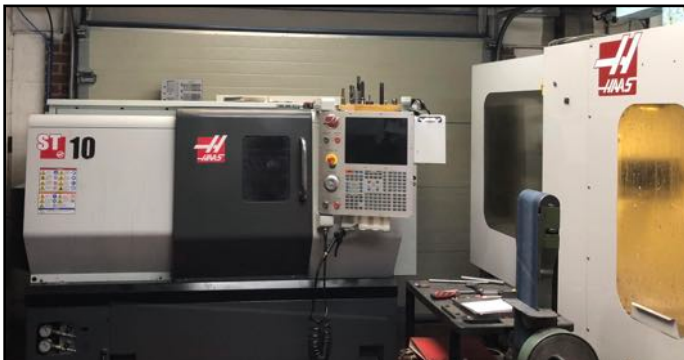
DWM visit – cont'd

and the new life was begun, initially focusing on marine engines and boat parts. Denis Welch took over initially but son Jeremy began taking more control of the management end several years ago. Denis Welch was killed in 2014 while racing a Lotus 18 at the Silverstone Classic. The ladies of the B&B where we stayed were not car nuts at all but knew about the event: "tragic", "he was so young", "of course we knew him; he was a local boy."



Operations
DW Motorsports prides itself in better than original parts, accomplished by its use of CNC

(Computer Numerical Control) machining. Tools that can be controlled in this manner mainly include lathes, mills, routers and grinders. The little cousin machine in this category is their 3D printer (MakerBot Replicator 2), which is just like Glenn's! Well, OK, maybe a tad more elaborate. But their current use that I saw is mainly with plastic (just like



Glenn).

The main CNC machines are quite complex and heavy duty, in large walled off areas looking like big steel boxes. One of the milling & grinding operations (that may not be CNC) is I guess more messy or noisy so is in a separate location, a detached container out back. I said it looked like where you would send someone if they had been bad.

Very high tech machines require accurate information, so they have a staff of designers who create the specs. Many parts have no written specs, or the available examples are worn or were originally manufactured with unacceptable tolerances by today's standards. So the DWM designers create the specs via very fancy

computer aided design (CAD) programs. Then they use the 3D printer to make lifesize plastic versions and then

check fit. The two I spoke with, Cheryl Robson and David Richards, have extensive CAD experience: Cheryl

said she has learned on the job over 19 years. It was fun to watch them, as David manipulated the views and

colored the parts at will, such as a green crankshaft or a blue cylinder block. The 3D printed parts can also be color coded for easier evaluation. DWM make the parts mostly for race versions of their cars, and have many trophies to show for it. But several parts are being remanufactured for the rest of us, including chassis pieces.

Two other striking characteristics about the DWM operation: clean and organized. It was a Monday when I visited, so they did confess the shop looked its best. The parts collection is immense, with shelves labeled like a library does. Many bins are for



shelves labeled like a library does. Many bins are for

DWM visit – cont'd

new standard hardware (bolts, washers) and similar small items. I bought my much needed “cup washers” for my valve cover so the rubber seals



would work and keep the oil inside where it belongs, and no shipping charges! With the exchange rate improving daily for us Americans, I should have placed a large order. The catalog we see only shows a part of the total collection of stuff they keep on site, as much is




for their modification and repair business, not for sales. Thanks to Gavin and the rest of their

impressive group at DWM for a very enlightening tour, a highly qualified team and friendly too.



After leaving DWM (tire repaired earlier), we followed the Ford Focus' excellent GPS/SatNav onto a tiny muddy one lane road that said “road closed”. We tried a nearby road, and exiting it found large earth moving machines repairing that road. Fortunately we could squeak by (Vicki got much better judging where the left side was) and soon hit the freeways for Cambridge. It was a mix of thrilling (I really want a 6-speed all synchro tranny), fascinating, liberating vs needing a cab, and downright terrifying. At night I had to focus all my logic to convince myself that staying in my lane would NOT result in a head on collision with those headlights bearing down on me from the wrong direction. Mr. Spock would have been proud.

-Rick Hertzberg



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Tech Corner by Barry Rosenberg

Tech Article: December 2018,

Not sure if the title date is correct but most of you will not read this until December. I will vary from topic this month to discuss Christmas presents for the old British car addict. If you or your spouse loves old British iron, make sure they read this. One of the best gifts one can give to help our type of addiction is tools. And the best tool for working on our cars is a lift.

Now, don't start saying that you do not have space or ceiling height or enough money. These are all easily overcome. Start with room. Any garage will do. It does not have to be a huge four car set up, just any two car garage will work. New lifts are much more compact and cheaper than ever before. You can get a 7 foot tall lift that can fit in any standard garage. And prices are dropping!

A four post lift can be used to double your car storage capacity. One on top and the other underneath (they come with drip trays to keep oil off the bottom car). With a four post lift, you can get clear access to the underside of the car. They do make it a little more difficult to do work on brakes and suspension and on interior work. The ramps are always in the way. Most four posts come with a wheel attachment that allows you to move it around your space but not with a car on it. Also, they do not have to be bolted to the floor for use.

There are new 7' tall two post lifts that allow full access under the car plus the wheels are hanging free and brake and suspension work is much easier. Interior work is much more difficult as the four lift arms are always in the way. You can park a car under a two post lift although there are no drip pans made for them. You have to fabricate your own or cover the bottom car. Two post lifts require a solid concrete floor to be safely mounted on. There is a specified strength for the concrete, 6,000 psi is best. These lifts must be bolted to the floor.

Now, there is a new style lift that are getting popular. These are the scissors lifts. They come in many shapes and sizes. The one I have lifts a car 54" off the floor, about the highest in the industry for this style lift. More than enough to simplify brake and suspension work, under the hood repairs and

interior work. There are no ramps or arms in the way of leaning into the interior so you can work under your dash or replace carpet or do brakes, or do body work, etc. The drawback is that you can not get under the car.

The three types all have benefits. As I do a lot of interior work; not just replacing carpets but pulling transmissions out of Triumphs and Healeys and installing tops, the scissor lift I have suits me fine. I can set the height at what is comfortable for me to lean into the interior or to work under the hood without leaning way over hurting my back. It came from Harbor Freight of course and on sale was about \$1,250. Watch for their internet sales as they have a 25% off every so often and this is how the price was less than the \$1,660 list price.

Unlike the two other style lifts, there is no installation, saves more money, as it is mobile and can be moved around your space. It is not as easy as it sounds but is possible to be moved by one person. Two post and four post require someone who knows what they are doing to set them up as they have cables, hydraulic cylinders, and electricity. The installations cost more money.

A Triumph rolls right on top of my lift without having to use the supplied arms. And even if the car you are working on needs the arms, they are under the car and not in your way. It can be set up with a plug or hard wired in. Mine has an oven or dryer type plug and does run off of 220 volts. Some lower cars, Healeys, may need a board along side the lift to raise the car enough to roll over it.

Why did I pick this tool as the first to discuss? It is one of the most expensive tools the hobbyist can buy. But they are one of the most useful. They will be used for just about every project you do to your car. If you want to see the Harbor Freight lift, give a call and stop by to see one in action. All these lifts will raise any normal car as they all have at least a 6,000 pound rating. This rating is the recommended maximum but it has a built in safety rating of at least 1 1/2 times this.

The next best tool is a good air compressor. I mean a goodly sized one that can run an air tool without running constantly. Air nailers can run on very small

Tech Corner (cont.)

compressors but air guns, air grinders, drills, etc. require more capacity. I have a two stage compressor with a 300 gallon tank. It must be over 50 years old by now. I have replaced the motor one time but the tank and compressor are original. So, a good unit will last a very long time. Especially if it has the capacity to run the tools you plan to use. These are sold by all the big box retailers and Harbor Freight. You can find them online at specialty businesses like Summit Racing. If buying a new one, I would look at Harbor Freight because you can buy a lot of air tools to use with it for the same price as you would pay for the compressor at a lot of places.

If you plan to use yours for painting, get a separate dryer and oil separator. I do not like the oil less compressors. They do not last as long as one you have to put oil in like mine. Remember, 50 years and counting on my original compressor unit. And as long as you keep yours filled with oil, the longer it will last.

Now, to go with the compressor, you need some good air tools. Again, Harbor Freight. You can buy at least two of any air tool from HF at the same price as from most other sources. Snap-On-Tools sells great things. But a similar air tool is 4 or 5 times the cost of one from HF. You will never need that kind of quality working at home. Even I buy HF tools. They work just as well; come with a better warranty than the more expensive ones, and last as long. But, if one from HF breaks or quits, throw it out and buy another. Still cheaper than Snap-On.

Some say HF air tools use a little more air but I have never noticed a problem. Some of our air tools are being replaced with battery operated tools. Those work great for a lot of the stuff you will do but not all of it. I still prefer air. And I am not sure if anyone sells a good quality battery powered spray painter for doing cars yet.

Another great tool to have is a parts cleaner. However, I do not recommend you get one. Safety-Kleen is the last with a sink using a petroleum based cleaning solution. Those that use a water based suck (my opinion). Water based solvents do not remove heavy built up nastiness that we find on our

cars. Unless you have a good pressure washer, the local car wash is the best for cleaning the nasty off your larger parts. You do not want a petroleum solvent based cleaner in your basement or garage because of odors and fire safety.

Do not buy your British car working spouse an engine hoist. They are used once or twice at the most and then just take up space. There are many out there that you can borrow. I have mine from years ago that I use all the time. I also borrowed one to help with my move. I could load heavy stuff at the Marietta shop and unload at the barn without moving the hoist back and forth. The problem: I have to keep the borrowed one until I find someone else wanting to borrow it. Need a hoist?

The owner only wants to know where it is residing in case he ever needs it again. Anyone need to borrow an engine hoist? Since these are a seldom used tool, but very necessary when you need one, we will not discuss them any more. Lets look at the next best tool for working on your own car, a floor jack. Yes, most of our cars came with a jack but they were antique style screw jacks, scissors jacks or what ever you call the MGB jack.

Get them an aluminum jack, from HF of course. These are much lighter than the old steel ones and work just as well. For our old cars, you need one that has a very low front saddle so it can fit under the cars. Oscar's Healey 3000 always had to be jacked up slightly to raise the frame high enough to get the jack underneath. Sometimes I could jack it up under the bumper supports just enough to raise the suspension. And if I lowered it real slow, it did not settle as low as when I started.

An aluminum jack can easily be carried in the car for long trips. Only one is needed for group trips like the MGB clubs fall tours. We once had to jack a MGB up on the edge of a drop-off on a steep hill when a wire wheel blew out the tube. Very scary as we were using the factory jack that fits in a hole under the car below the rocker panel. It was very unstable and when those jacks fall, they put a nice vertical dent in the door skin. It did not fall as all the other wheels on the ground were properly chocked with big rocks found on the roadside.

Tech Corner (cont.)

If you choose a jack as a present, do not forget a set of jack stands. One should never roll under a car raised with a hydraulic jack without using stands. Be safe. I have had two cars fall on me in the past. Neither hurt very much but I was lucky and a lot younger and faster about rolling out from under the car. One time, I was trying to get a large frozen bolt out of a Triumph GT6 differential mount and used the jack stand I had used for safety as a place to push with my foot for leverage. Big mistake. I pushed the jack stand from under the corner of the car. Gravity took over very quickly.

Well, Bolt is passing gas and I am about to pass out. Time to quit and let him out. He went out about 4:30

this morning but must have not done all his business. Gotta go, can't breathe in the office. Y'all all have a great Thanksgiving and a very Merry Christmas and Happy Chanukah and a safe and happy New Year. See y'all somewhere soon.

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FOR SALE

Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

Up for adoption- 1959 Austin-Healey Mk I 3000

This is a complete early 1959 Austin-Healey MK I 3000. Car # HBT7L-335. The following items have been completed on the car; radiator recored with Heatex HP core, all new brakes(lines, rotors, drums, shoes, pads, master, wheel cylinders), 4 new hubs, front/rear bearings, rebuilt shocks, all front end rods and links, all rubber bushing replaced with polyurethane, steering gear box rebuild, new drive shaft universal joints, new clutch master/slave and lines, spin-on oil filter, Mallory duel point distributor with Pertronix ignition, Bosch Coil, alternator/neg. ground, carbs rebuilt by Apple Hydraulics, Denis Welch alum. Oil pan, custom aluminum gas tank, fuel tank sender, speedometer rebuilt by Nossinger, 2 Fasco fuel pumps, gear reduction starter, new seat foams, Moss knock-off wheels, Pirelli P7 tires, 5 balanced wire wheels, vintage steering wheel, vintage fog lights, rebuilt dynamo/starter, reupholstered, vintage Maserati air horn, custom racing windshield, SS bullet mirrors, Trans is tight, doesn't pop out of gear, OD works as it should. Engine does not burn oil and starts right up and sounds fabulous. Abacus Racing went over the engine and adjusted everything to specs. It has 2 Fasco electric fuel pumps because ethanol in gas ate up 3 AC pumps. It is plumbed so a switch on the dash can go to a new pump if one fails. New battery, trunk floor, Texan cooler fan, and timing chain cover gasket replaced. No evidence this car was ever hit or wrecked. The only things missing were the black heater control panel was broken, the plastic housing to the heater blower is broken, and the dynamo bracket was mended. NEEDS; floors, inner outer rockers, fender repair panels, frame stunts at doors. EXTRA PARTS; 2 very good doors, good trunk skin, hood, body trim, carb, door hinges.

All for \$29,750

Contact Bruce McMurray at 706.863.0915 or
rbmcmurray@bellsouth.net, Augusta, Ga



> > > Please contact the Editor when your Sale or Wanted item is done. < < <

FOR SALE

Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

Sprite For Sale

34K miles! Only modification is an electric fuel pump. I have convertible top, side curtains and tonneau. \$15,000.

Robert Linman 843-338-2561

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