

The Flash

Atlanta Austin-Healey Club

February 2019 Volume XXXVIII, Issue 2



Lovin' Dinner!

Valentines Dinner Party at Marlow's in Dunwoody, organized by Rick and Sandy Alley (left). Doug Duffee (right) made a surprise "gift" for Ric Anderson (see p 7). Great food and good friends, and no rain for a perfect club event.



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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).

Contributions to *The Flash* are greatly appreciated, preferably e-mailed in any standard format and labeled with the name of the article and author. You can also mail a paper copy. Pictures and photos can be any common graphic format (jpeg, tiff, pic, png, gif, pdf); please provide captions, especially people's names.

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



2019 Events

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

February 2019

- 9 Visit to Atlanta Motorcar Club & Storage – Cumming, GA (p 8)
- 16 BLD and “Love is in the Air” party – Dunwoody, GA (p 7)

March

- 9 [Toast to St. Pat](#) – Wing-Captain inspired drive (details coming)
- 16 First Drive of Spring – Norcross to Athens, GA (Georgia Triumph Assn, p 17))
- 16 Monroe Classic Car Show – Monroe, GA (p 18)
- 23 [Cento Miglia](#) – Acworth, GA Shoneys (Ric Anderson, p 4))

April

- 13 [Spring Tune-Up with Barry Rosenberg](#) – Jasper, GA (details coming, p 12)
- 27 [Garage Crawl](#) – Sandy Springs, GA (Karen Meinzen McEnerny, p 17)

May

- 16-19 [Spring Fling](#) – Kentucky (Bluegrass AHC, more to follow)
- 18 [Tech Session](#) – Loganville, GA (Nader & Judy Bagheri, p 17)



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!)**

Cento Miglia Quattro

March 23rd

You are invited to the 4th Annual Cento Miglia Car Rally

Cento Miglia is a 100 mile rally/scavenger hunt for classic and sports cars. You and a navigator will follow a scenic route through North Georgia while finding landmarks and taking pretty pictures. The finish will be at the awesome [Motorcar Club](#) facility where you can get some lunch, have a cold beverage, see some amazing cars, and swap stories with the other rallyists.



The event is open to all cars but some advantage will be given to older cars. You can win with a 2019 Miata, but it will be harder (unless we get a test drive!).



The Mille Miglia (Italian for Thousand Miles) was an open-road endurance race which took place in

Italy 24 times from 1927 to 1957. This event is inspired by the great European rallies but it is not a race. Scoring will be based on the results of the scavenger hunt and your vehicle age.



INSTRUCTIONS:

Entry is \$10 cash per car at the start. Please email to reserve a starting spot. The start will be in Roswell. Entrants will receive the address by email.

send an email to Ric Anderson at: smilingric@gmail.com

with the following information:

Driver and Navigator Names (if known)

Cellphone number(s)

How many lunches you plan to purchase at the finish

A Team Stephens/Anderson Production



Doug Duffee Atlanta Austin-Healey Club Fearless Leader

February 2019

Pretty sure that February made some kind of deal with April.....Supposed to be April Showers Bring May Flowers not February Rain Brings March Mud! It has rained so much I noticed one of my neighbors has started an Ark. I went by Ric and Ruby's house and I thought Ric was installing a roll bar on Ruby but as it turned out it was a ski tower off of a competition ski boat so they could pull skiers..... I guess you can tell I am kind of over the constant rain.

Let's take a look in the rearview mirror:

- February 9th was a visit to Atlanta Motorcar Club & Storage

Atlanta Motorcar Club & Storage is a new facility in south Cumming, and they are inaugurating a monthly gathering. Blessed with a dry, if cool, morning, several members visited to take a look. There was a very diverse collection of cars, from Ferraris and Porsches, to Corvettes and Shelby's, Studebaker to Land Rover. Even a Suzuki Cappuccino (look it up). Rick Alley and John Homonek arrived in their 3000s, Abe & Susan Cheij were sporting in their Triumph Herald convertible, Alan White and Doug Duffee both were in BJ-9s. And of course, there was Ruby the Bugeye, to class up the field.

The general manager, Steve Maguire, after welcoming us, gave an introduction and overview. The facility has a large open storage space dedicated to storing/displaying cars, two separate lounges, a bar, and a work space at the rear of the storage space. Well appointed, bright and inviting. Large scale "auto art" graces the walls too. They offer an array of services, from basic storage to car prep and post-drive cleanup. They will even "exercise" your car on a scheduled basis for you.

(See the details at <https://atlantamotorcar.com/about/>)

- February 16th we had our 2nd annual Valentines Party

The event was once again held at Marlow's Tavern in Dunwoody. We have a turnout of between 30-40 people for the event. The food was great just like it was the prior year and we had the private porch area that is like being outdoors with plenty of light. Sandy and Rick Alley were in charge of putting this event together and did a wonderful job with coordination and decorations. We are greatly appreciative of them for heading this up. No real club business was handled, just a little fun had by all and plenty of laughs to go around. We (I) had a little fun with a valentines gift bag I made "from" Ric Anderson to his beloved Ruby filled with a Teddy Bear, Bubble Bath (Car Wash), a scented candle, Rose Petals for her seat and a couples massage gift card. And a Valentines card from Ruby to Ric that simply said "Happy Valentines to the man that Drives Me Crazy." We all had a great chuckle at the practical joking!

Looking through the Windshield:

- March 9th will be our 1st Wing Event of the year. Remember a Wing Event is any of several small events close in geography to your home. A short event that you can attend with others in your immediate area. An event that you can attend that does not tie up much time and gets us connected. Your local Wing Captain will be sending an email to you in the next few days notifying you of location and time. Please make an effort to participate and support the small group communities that are an excellent way to build relationships that is more a social club event than anything.

Doug Duffee (cont'd)

- March 16th in Monroe, Georgia is the 14th annual Monroe Classic Car Show. I for one am going to attend this show as I have heard it a really good show and there are so many little shops in the downtown area of Monroe to visit.
 - March 16th The GTA is hosting a drive. "Okay, okay... it is technically still winter, but we are calling it the First Drive of spring. Since the Reformation Brewing Drive had such a great turnout, we decided that BEER may be a key ingredient to a successful drive." (from their website, see p 17)
 - March 23rd we need to all plan on and sign up for the Cento Miglia Rally. Glenn Stephens and Ric Anderson once again have a fun filled day planned and I for one do not want to miss the fun. The pictures and stories from last years event left me with great anticipation to be a part of this 2019 Rally. They have been working on the route and clues for the Rally. Details will be forthcoming as they become are finalized, so be looking for notification.
- That's my communication for this Flash edition. Happy Healeying and we look very forward to seeing you at the different events!

• Cherrio!

Rick's Recap

This month's BLD was the 2nd annual Valentines Dinner, another winner brought to us by Sandy Alley (helped a little by Rick). What a great turnout- even 5 Healeys showed up (p. 7).

The other event several attended was the visit to Atlanta Motorcar Club & Storage (p. 8). I guess Ric and Glenn really liked it because some pics look familiar: yup, this is the destination of their Cento Miglia! (p 4)

Barry's Tech Column- good grief what a story! If you thought you knew about things going wrong, guess again. Read and learn.

Grandson Zach is still into cars, like *inside* them, at the Dayton auto show (see pics). Even with his cast, he ran around pointing at everything. (I want that one! And that one! And ...)

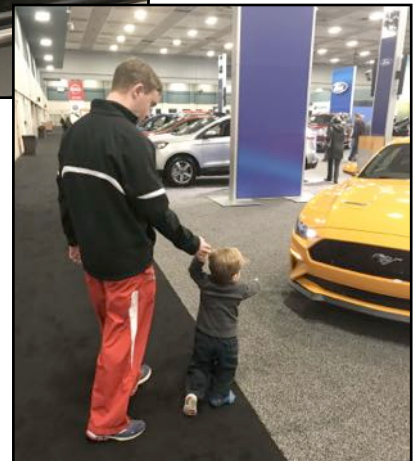
No BLD next month so drive in the Cento Miglia !



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



-Rick Hertzberg,
Editor



BLD: AHCA Valentines Party at Marlow's Tavern of Dunwoody



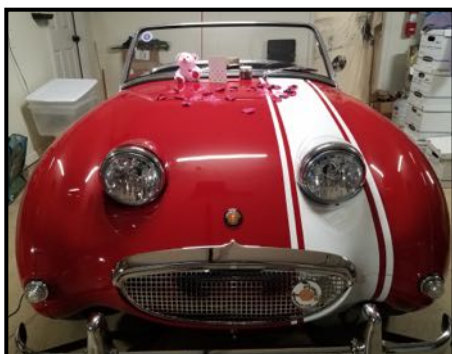
Ric Anderson's "gifts" from his Bugeye, Ruby (see president's column for all the details)
And Ruby (below) loved it all!



Sandy Alley and Kate O'Leary sharing seconds of crème brûlée, ya never can have too much! Don't ask how they bribed the wait staff ...



Julie Stephens with her Valentines extras: a recycled card, flowers from the table, and a 3D printed heart-pin. Actually more romantic than it reads!



Impromptu Visit to Atlanta Motorcar Club & Storage



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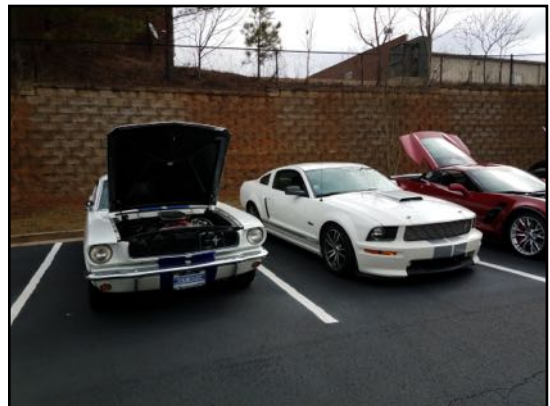


A lot of fun; thanks to those who were able to join in. And sorry for those who missed it.

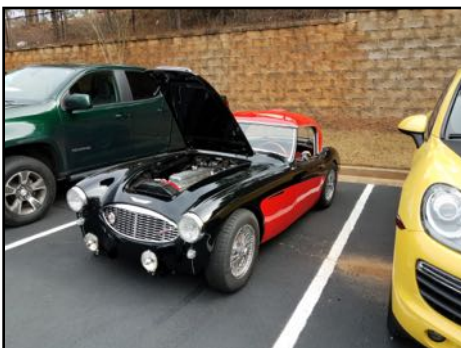
- Ric Anderson



Several of us ran into people we know from other clubs and events. And got to enjoy looking at cars we don't usually park next to.



Nothing builds an appetite like visiting and talking and looking at cars, so capped off the day with a late lunch (early dinner?) of Italian food at Giorgio's.



Tech Corner by Barry Rosenberg

Tech Article: February 2019

It is time once again for me to sit and type. I have a short story about another customer's car this month. It is a drop dead beautiful MGB GT that has all the bells and whistles. This car has one of the nicest bright red paint jobs I have ever seen. By the way, this makes a car very difficult to work on. Old driver quality cars are the best to work on as a small scratch under the hood on an inner fender does not show as much as on this car.

I once saw a gallant gentleman trying to impress a very cute young lady with his great ability to tighten wheel knock offs. A mighty swing with his hammer put a small dent in her right rear fender when he missed the knock-off by a country mile. As the car was already pretty beat up, the new dent was not noticeable. Oh yeah, she knew it, she was standing behind him watching. If I do that to this car, it would stand out big time.

Rough cars equal easier to work on. But back to the bells and whistles of this car. The interior was done as well as the exterior with some very nice custom touches to the upholstery and some gorgeous wood working done over the spare tire. Under the car was no slouch. Coil over front suspension and a lot of special touches to the rear suspension had been done.

The engine compartment was one of the nicest, if fullest, I have ever seen. This car has a supercharger, polished of course. Air conditioning was included as well. An aluminum radiator and electric fan, stainless oil lines and a 5 speed transmission rounded out the package. It took the owner years to have this car built and it is absolutely worth the effort. There is one BIG problem.

After years in being built, the best of every thing used, it does not run! Well, it did for about 2,500 miles. What went wrong? In 45 years of working on these cars, I cannot remember one engine with so many problems. He stopped it just short of a rod becoming detached from the crank. This would have been catastrophic for the engine as a hole in the side of the block is not good, lets too much oil leak out.

Being extremely careful, and letting the owner "assist," the engine was removed. Next we will pull the transmission and replace it with a Datsun 5 speed in place of the Ford 5 speed. Yes, I pull the engines without pulling the transmission. I find this easier. So far, we have not added one new blemish to the car. And yes we are proud of that. But back to the motor.

I have some of the build sheets on this motor and it looks like every thing was done right. So, why did it fail? First, let me give a quick run down on some of the work done to this motor. The block was bored .040" oversize and the crank was turned .010" undersized. The head was replaced with an aluminum one and a high performance set of valves, springs, and roller rockers were installed.

The block was lined bored and all press in oil gallery plugs replaced with screw in ones. The rods were honed out to fit full floating wrist pins and pistons and they were balanced end for end as were the pistons. You can see the evidence of the work. The crank was balanced as was the front crank pulley but I see no evidence the flywheel or pressure plate got the balancing act done to them.

A new high performance oil pump was installed with a hardened camshaft and new high performance lifters and pushrods as well. A beautiful cam gear was used and everything was bolted together with either ARP bolt and nuts or polished stainless steel fasteners. As I said, this car has the best of everything.

So, the problems we found upon disassembly. First was a head gasket about to blow. There was one small black spot between the numbers 1 and 2 cylinders. This was caused by combustion pressure starting to seep past the steel sealing ring made into the head gasket, a Payen, the best. If the car had continued to run another couple hundred miles, this would have become what we call a blown head gasket. Compression from one cylinder would leak past into the other.

Combustion gas is very hot and being blown back and forth between the two cylinders would have been like a blow torch burning away at the head. Aluminum does not take this as well as a cast iron

Tech Corner (cont.)

head. Next we removed the new lifters and found one severely pitted and a few others having not been rotating. Lifters are designed to rotate as the cam lobe lifts them.

If you run your engine with the valve cover off, you should see your pushrods rotating. If not, your cam and lifters are wearing out. Some say the cam lobe is ground with a very slight angle and others say the bottom of the lifter is ground with a very slight curvature. The lifters sit slightly off center with the cam lobe. As the lobe rotates around and pushes up on the lifter, slight friction forces the lifter to rotate. Some cam manufacturers, Iskenderian being one, say if you use synthetic oil on their new cams, you void the warranty. It is so slick and does not allow enough friction for the lobe to rotate the lifter.

One can see this on the bottom of a lifter. There should be a concentric circular pattern to the bottom. If you see a shiny path straight across the lifter, it is not rotating and will wear itself out rapidly. I found a few like this but one, only one, was completely wiped out and pitted. The cam lobe was the same, worn away on the tip. This type of wear is usually associated with age, bad oil, and lack of adjustments. I have no idea what would cause this in such a short time other than a bad lifter.

Now we could turn the engine over; after draining the oil and dropping off the pan. The number 4 rod felt very loose on the crank. We pulled it first and the bearing had beaten itself silly. As the clearance between the bearing and crank increases because of bearing wear, it starts to "hammer" itself around the rod. If you take a hammer and beat a piece of metal long enough, you have probably seen it deform itself. The bearings do this but are restricted in where the deformation can go. It actually thins itself out and starts to form around the rod and makes a razor thin lip around the bearing.

All the other rod bearings were worn out but none as bad as number 4. The main bearings were not as bad but all were severely worn. We found the wrist pin, the one the previous builder had the rods modified for, had come loose and scored the cylinder wall. The piston was ruined where the pin

retaining circlip should have been. The rings were seized in their grooves.

The new high performance oil pump had circulated enough garbage to wear out the rotors, made of steel. But the aluminum housing still has the original hone marks inside. When we finally pulled the cam, it was obviously a properly ground high performance cam where you can see the lobes were hardened; it was unusable again.

How could so many things go wrong in one engine after so few miles. It was broken in on Castrol 20/50 oil, as I used to do. Then it was changed to a synthetic as a lot of owners use. The car was only driven a few thousand miles. So what caused this.

My best guess is poor assembly; even though the builder had done many MGB engines before. This has to be put on the shoulders of the builder. He is the one responsible for the machine work parts and assembly. He gets the blame for this engine's problems. I do not think the engine was properly cleaned when returned from the machine shop being the first.

Next, it may have been ground .020" undersize on the main bearing on the crank. I check the diameter of every journal to make sure they are correct before I assemble a motor. He should have as well. This, with only a .010" set of bearing gives too much clearance to the bearings and allows oil to blow out past the bearings. This reduces the amount of oil to the rod bearings and causes them to get hot and ruin themselves. The number 4 had spun welded itself together from heat and had to be pried apart.

I thought maybe the bearings were a bad set but they were some of the best, Vandervell, original brand from England. I have seen a set of .010 bearings have one .020" bearing in the pack. This is bad but better than having one .010" in a set of .020" bearings. The bigger oversize bearing will lock up the crank when installed and you should know something is wrong before you complete the rebuild. Check each bearing for correct size!

I say there may have been some problems with the machine shop as the block was bored .040" over and not the .030" as listed on the piston order. The pistons were .040", the correct ones for the bore

Tech Corner (cont.)

size. However, they were installed backwards on the rods. Each piston has the front of the engine marked on it in plain English. This arrow and the word front should point to the front of the engine. Pretty hard to screw this up. However, the rods were in backwards and this puts the oil squirt hole meant to lubricate the cylinder walls on the wrong side of the crank rotation.

As I always thought this style MGB connecting rod was straight and not offset the least, I do not see this as a cause for the problems. However, the rods were modified for full floating wrist pins and the pistons were designed for them with small circlips that hold the wrist pin in place. I do not think one circlip was properly installed. You should hear an audible click when they pop into the correct position and I think one was not fully inserted. This allowed the normal action of the pin to knock it out and grind it away between the cylinder wall and the piston pin. The block already being bored .040" oversize, does not have enough meat left to repair without using a cylinder liner. Used blocks are cheaper.

Head gasket, cam and lifters, rod and main bearings, oil pump, pistons and block, almost a complete engine gone in only 2,500 miles. I plan to get a good used block and crank. I will have it cleaned and tested first. Then I will check to see if line boring is necessary. Then it will be bored .040" over. The crank will be cleaned and machined no more than .020" undersize. New triple layer bearings will be used. New oil pump rotors will be fitted to the pump. A new cam and lifter set will be installed. I really like the stock generic lifters and not any fancy ones made for racing.

The head will be tested to see if a new valve job is needed and then cleaned. I will have the existing rods resized again and all rotating parts balanced. This means every thing that rotates with the crank from the front pulley nut and lock tab to the replacement flywheel, pressure plate and bolts. A very careful rebuild, hopefully as the owner wants to watch, will put the motor in shape for many miles of driving. A paint job to match the rest of the cars quality will be applied with a hardened acrylic enamel, color not decided. A new oil cooler; as they can never be thoroughly cleaned, will be used.

Then the transmission will be swapped and the motor installed and then the supercharger, a/c unit and everything will be as it should. I know it will run very well. This will complete many many years of trying to get this one owner's MGB GT back on the road and running like a new car.

Maybe, I should invite some to watch the assembly and learn something. I am explaining and demonstrating lots of stuff as we go. Maybe I can charge for this, make it like a classroom teaching the next generation of owners something about what makes their car tick, or hum as an engine should. Ticking is not good, no ticking. It has taken long enough to type this so I will end here. Next month, I will give an update on this car's progress.

Hope to see y'all somewhere soon.

Barry Rosenberg

barry@britishcarservicega.com

85 Oak Morris Ridge

Jasper, Ga. 30143

— — — — —

Spring Tune-Up Apr 13, 2019 10a-4p

**Barry Rosenberg's
85 Oak Morris Ridge, Jasper, Ga**

This tech session is designed to give you a chance to look the car over prior to the prime driving season, and before folks head to Louisville or Little Switzerland or wherever.

Folks can check out the nearby wineries and shopping in historic and scenic Ellijay, either after or during the car time.

More details to follow.

Ruby Gets a New Radiator

-Ric Anderson-

(Editor's mea culpa: this article was penned last July, and then got lost, and then found.

But rubies are timeless and Ric's is no exception: this is still a good read)

Like all Healeys, even the perfected ones can run on the warm side. Especially when it's a hot "red-head" like Ruby. With Conclave coming up, I was concerned about 475 miles in the July heat, so an upgrade seemed in order. I have seen several cars, both Healeys and some lesser marques, with the aluminum radiator from Wizard Cooling (www.WizardCooling.com). I checked with folks and on line and was impressed with their reputation for quality and fit. In dealing with them, before and after the sale, their service is also great. In addition to the radiator, I purchased their coolant recovery/overflow tank. Both items arrived as promised and looked great.

I also looked into switching over to Evans Waterless Coolant, a propylene glycol based coolant that replaces the usual antifreeze-water mix. I learned this is also the coolant recommended by the Wizard Cooling folks.

After receiving the parts from Wizard and the coolant from Summit Racing (free shipping on orders over \$100!), it was time to start the fun.

First, I drained and removed the radiator, then removed the hoses and the thermostat housing. I also removed the heater valve plug at the rear of the head and the block drain behind and below the exhaust header.

Switching to the propylene glycol coolant requires all the water be purged from the system. Evans makes a prep product to assist with this, as well as to help flush any odd bits out of the system. After opening everything up and draining all old water/antifreeze possible, they recommend blowing out the motor with a "high volume, low pressure source". I attached a shop vac hose to my leaf blower and taped it to the thermostat housing (thermostat removed) and let it blow until I stopped seeing water drops. Then let it run a little longer.

The next step was to run the Prep Fluid through the motor. As I was replacing the radiator, I did not

need to treat it. But I needed to run the motor up to operating temperature. I used a length of 1" heater hose to connect the goose neck to the water pump, being careful to secure it away from the fan blades. I then used the heater valve port at the rear of the head to add the Prep Fluid. Then I cranked her up and let her idle for a bit. A drawback to the temperature sending unit being in the radiator is that I had no definitive way to confirm the desired "operating temperature" had been reached. So, using a combination of watching that heater hose for signs of pressure and testing for warmth using my finely skinned sense of touch (yep, that manifold is hot!), I guessed. As the manual suggested this step taking about 10 minutes, and I wasn't using a radiator, at 6 minutes I called it soup and shut her off.

After letting the engine cool enough that I could safely open the drains, I removed the hose and opened the block up to get all the prep out. This is sort of a "time sensitive" task as you want to limit the chances of moisture collecting in the motor as much as possible and the cooling of the motor can, in theory, create condensation and contaminate the system. As the target is no more than 3% water, there is not a lot of room to play with in this step.

The rest of the project was easier. The fit of the new radiator was spot on. The only way it could have been easier would be if Ruby's radiator support was a little more true. Once the radiator was roughed in, I attached the hoses, as the bottom hose can be difficult to coax into place. Hoses on, I tightened things up.

The installation of the coolant recovery tank was pretty simple. Two small mounting brackets are supplied for attaching in a convenient spot. I chose the radiator core support, nearest the overflow outlet. Then I attached the hose from the radiator to the bottom of the tank. There are two nipples on the tank, one to the radiator and the other is an overflow in case you still manage to let things get too hot. Or if you accidentally overfill the system.

While I had things apart, I got to wondering about the accuracy of my 58 year old mechanical temperature gauge. So I did a bit of testing, using a

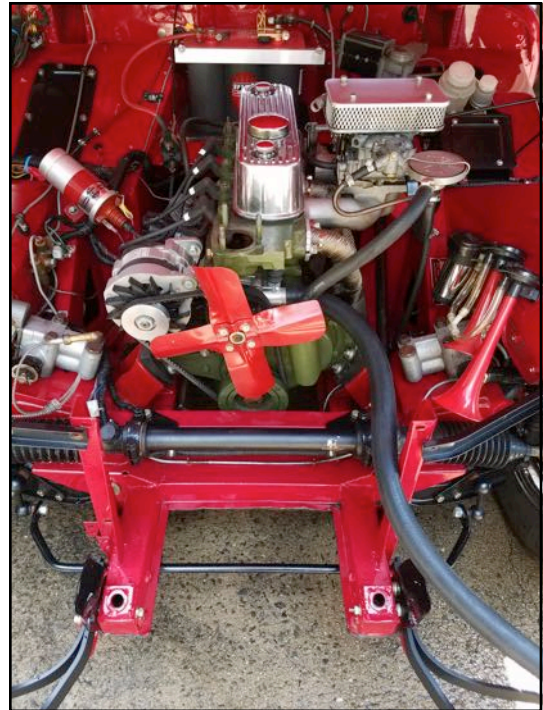
Ruby Gets a New Radiator

meat thermometer and a measuring cup of water, heated or cooled to suit the test. As I guessed, it is off. But I was hoping it was erring on the hot side and found it actually reads cooler than it should. And it gets worse as it goes up. Oh boy. But I now know and can add the gauge's "handicap" on the fly. One last part on the water temperature. The tech at Evans asked where Ruby's sensor was located. He explained that the coolant temperature will vary a good amount as it passes through the system. Much hotter leaving the engine than when it exits the radiator. Hotter when passing the cylinders than returning from the heater core. Stuff like that. He also offered that the coolant being warmer entering the radiator could indicate the coolant was more effectively removing heat from the block. So much science.

The pictures were taken as I went, hopefully they help tell the tale.

And, as for the results, I plan to get as much driving time in before leaving for Conclave as I can to be sure all is well. Hope to see you on the road (and in French Lick too).

EPILOGUE- Feb 2019: The upgrade was a huge success. Ruby runs much cooler, even in the heat of the summer. So much so that I am considering



Parts removed

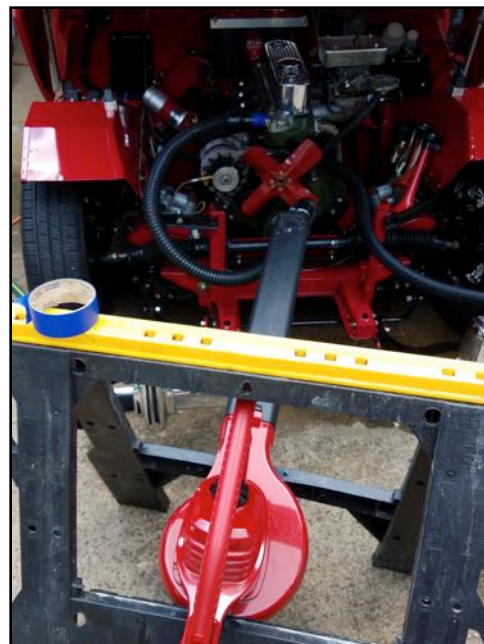
changing to a slightly higher temperature thermostat.

And the stainless steel catch can, making the system recirculating, was a really great addition.

-Ric Anderson



Preparing to run the Prep Fluid



Blowing out the system

Ruby Gets a New Radiator



Finished front view



Finished right side view

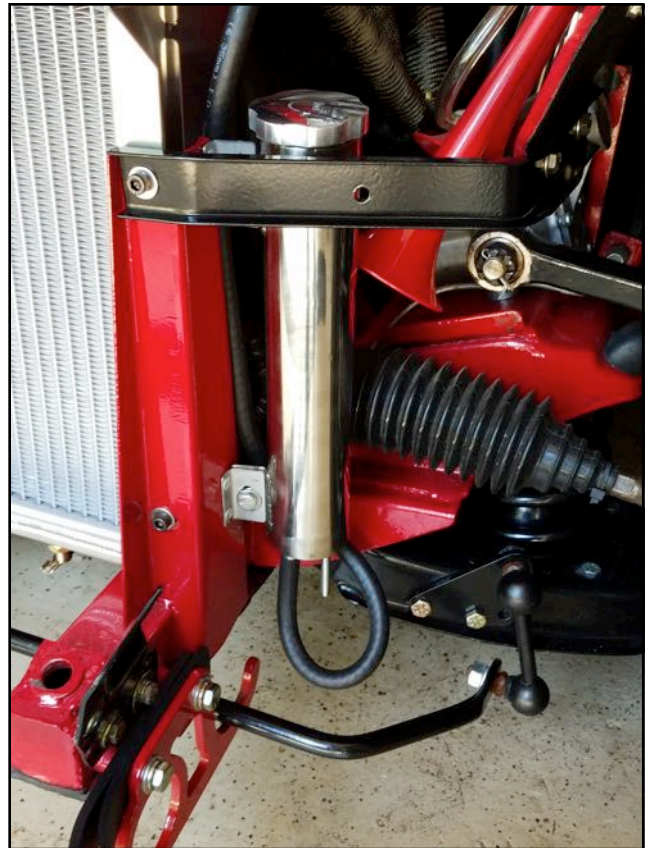


Scientific testing process (temperature gauge-thermometer calibration)

Ruby Gets a New Radiator



Finished coolant recovery tank



Recovery tank detail



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- Replace broken spokes
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- Balance drive shaft
- Balance brake drums
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First Drive of Spring- GA Triumph Association

The GTA is hosting a drive on March 16th. Okay, okay... it is technically still Winter, but we are calling it the First Drive of Spring. Since the Reformation Brewing Drive had such a great turnout, we decided that BEER may be a key ingredient to a successful drive.

I know that Creature Comforts, and particularly Tropicalia, is very popular with the beer connoisseurs in the GTA, so we are Athens bound for this drive. Detail below with more to come.

Please spread the word to our sister clubs!

We will be meeting up in Historic Downtown Norcross for a drive to Beautiful Athens GA. If you would like to meet for breakfast at 45 South Cafe, in Historic Downtown Norcross (Across from the parking lot at The Crossing). Wheels up will be approximately 10:00AM. Our destination is the Creature Comforts Tasting Room, 271 W Hancock Ave, Athens, GA 30601. More details to follow. Mark your calendars NOW!

If anyone needs to reach me, please feel free to call my cell. 678.612.1608

Mark Post

Upcoming Tech Sessions/Garage Crawls

April 27 @ 2:00 pm - 7:00 pm Karen Meinzen McEnerny & Rob Meinzen

Venue: "Karen's Garages"

Details coming, but last time was great fun and wonderful food

May 18 Nader & Judy Bagheri's House

Stainless Steel exhaust tips, part 2 and others

Details coming



14th Annual Memories in Monroe Classic

Car Show 19

Saturday, March 16, 2019
(Rain Date March 23rd)

Awards for Top 20

Top 3- Later Model (90-'19)

Top 3- Resto-Mod

Top 3 Trucks

Best Chevy

Best Ford

Best Mopar

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Best Rat Rod

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BEST of SHOW Foreign

**BEST of SHOW American
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Registration Fee \$15

(Before March 1st)

Day of Show \$20



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**Music By:
DJ Tommy Landrum**



Saturday March 16, 2019
Registration 9:00 am-1:00 pm
Awards 4:00 pm-4:30 pm

ALL cars MUST Register
****Cars not parked by 1pm will NOT
be judged**

Food Court available for Breakfast & Lunch

www.monroedowntown.com

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. < < <

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