

The Flash



Atlanta Austin-Healey Club

March 2019 Volume XXXVIII, Issue 3



Cento Miglia Victory!

Neal Turner and Brian Wilson, first place

Victoria Harper and Allen Harper, second place



Neal Turner's winning TR GT6 Mark III
Fully decorated!

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

EDITOR AND PUBLISHER: Rick Hertzberg

E-MAIL: rchertzy@comcast.net

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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OFFICERS AND CONTACTS

Fearless Leader- Doug Duffee

770-318-5948 duffeed@mindspring.com

Vice President/Event Coordinator- Ric Anderson

678-614-3217 smilingric@gmail.com

Treasurer- Sharon Moshell

770-831-8669 smoshell@aol.com

Membership- Sam Marble

770-554-3087 samncyna@att.net

National Delegate- John May

jdmayy@gmail.com

SE Classic Delegates- John Homonek & John May

JH: bn7@mindspring.com

Tech Session Coordinators- Nader Bagheri & John May

NB: nbagheri38@gmail.com

Facebook content- Ric Anderson

Facebook Admin- John May

Web Site content- John Miner Jrminer47@gmail.com

Web Site Admin- Dave May

siteadmin@davephotographics.com

Flash Editor- Rick Hertzberg rchertzy@comcast.net

Regalia- Sharon Moshell

Historian- Judy Bagheri judybagheri@mindspring.com

Director- John Miner

Director- Bob Memler rmemler@gmail.com

Director- John Blanks jbscuba@mindspring.com

Member at Large- Cyndi Marble

cynansam@att.net

MARCH BIRTHDAYS

Ric Anderson
CJ Johnson
Doug Mills
George Pope

April Birthdays

Wright Bagby



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)

March 2019

- 9 [Toast to St. Pat](#) – Wing-Captain inspired drive (details coming)
- 16 First Drive of Spring – Norcross to Athens, GA (Georgia Triumph Assn, p 12))
- 16 Monroe Classic Car Show – Monroe, GA
- 23 [Cento Miglia Quattro](#) – North somewhere (Ric Anderson/Glenn Stephens, p 8)

April

- 6 34th annual Chris Gore Mountain Tour – Ga Triumph Assn (p 11)
- 13 [Spring Tune-Up with Barry Rosenberg](#) – Jasper, GA (details coming, p 4)
- 27 [Garage Party](#) – Sandy Springs, GA (Karen Meinzen McEnery, p 5)

May

- 16-19 [Spring Fling](#) – Kentucky (Bluegrass AHC, more to follow)
- 18 [Tech Session](#) – Loganville, GA (Nader & Judy Bagheri, p 11)

June

- 1 Dads; Grads; and Brides – a local Wing-Captain event (details coming)
- 6-9 SouthEastern Classic – Little Switzerland, NC
- 22 [June BLD & Business Meeting](#) – Camp's Kitchen, Marietta, GA



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.southeastwheelevts.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!)**



Just in time for Spring driving season!

Spring is in the air, time to just your favorite ride ready for driving. Join your club in a Spring Tune Up tech session at Barry Rosenberg's. Plan to check your car over, maybe take care of some maintenance too. Barry will have some extra help on hand to assist you with small jobs you want to get completed before heading up to the Southeastern in Little Switzerland or the Spring Fling in Louisville. Or just for enjoying your car.

Plan to meet at the Starbucks at 10800 Alpharetta Hwy at 8:30 on Saturday, April 13th. We will drive up to Barry's shop outside of Jasper. Barry will have coffee and snacks on hand. Please bring any parts or supplies (like plugs & points or oil & filter) for you project.

After playing with our cars for a bit, we will migrate to Ellijay for lunch and a little strolling & shopping.

In order to ensure you have a spot on the lift and a cup of coffee in the office, please R.S.V.P. to Ric Anderson (SmilingRic@gmail.com) by Friday, April 5th. Please also let us know what job you hope to accomplish.





Don't Forget to Calendar April 27th AAHC April BLD ... southern BBQ

- Co -Hosted by: Rob Meizen and Karen Meizen McEnerny
- Address: 4604 Meadow Valley Drive (2 miles inside the Perimeter near Roswell Road)
Sandy Springs, GA 30342-2515
404-358-0068 Cell
- Time: 3:00 - 5:00p Appetizers spread among the two garages on Premises
5:00p Early dinner of BBQ and fixings on patio and deck
- Featuring: Friends and fellowship, laughing and cutting up too.
A chance to check in on what's new in the McEnerny garages.
And maybe one or two surprises as well.
- What to bring: Your Austin-Healey!! I live on a quiet street so safe street-side parking.
Please also bring a side, appetizer or dessert of your choice
- If you are a beer or wine drinker feel free to BYOB; I will have ice tubs



Doug Duffee

Atlanta Austin-Healey Club Fearless Leader

March 2019

Seems like the rain has decided to give us a break and just in time for everything to have the lovely yellowish green tint. Love spring but the pollen and of course the sneezing, watery eyes, sinus issues begin. The time of year your cars need washing almost every day and folks that sell allergy meds make their money for the preventatives they sell. Spring also brings us opportunities to get our cars out and go drive them. Tops down and wind in your hair. I hope that you have taken advantage of the winter months to take care of the little projects on your car to make it out to events this year. I have been working on several and still have a couple more to go on mechanical items to make my time driving worth the efforts, leading to a pay off with a great deal of fun and fellowship.

Let's take a look in the rearview mirror:

- March 9th was to have been our first Wing Event of the year but weather played a major role in deflating that event. It rained all week and into the weekend. But we have more opportunities in the future for the Wing Groups to gather.
- March 16th was the GTA drive that the Austin-Healey Club was invited to participate in. We had several members join in with the GTA ride that began in Norcross and headed out through several cities to wind up in Athens for lunch. They found a local brewery to patronize and then spent time around Athens. I tried desperately to get the Healey ready for this ride but fell short of completion to be road worthy. Ric without a K Anderson has a nice write up about the day in this publication.
- March 23rd was the 4th annual Cento Miglia. Once again put together by Glenn Stephens and Ric Anderson. Let me tell you what a great event, so well planned and executed. It was obvious they had put the necessary time and effort into this event to

make it run so smoothly. I was able to get the BJ8 done in time to participate in this event and took the opportunity to invite a non-member to be my navigator, and we had the best time running the route and working strategies to find the locations on the route and get our pictures made to turn in at the final destination: The Motorcar Club in Cumming. I am so glad that I made it to this event this year and cannot wait to do it again next year. Oh now my friend is interested in doing a car to get involved. Well done fellas!!!

- March 30th had a couple of events that I was aware of, the Georgia Tech Car Show which I know Glenn attended and hope he got something into the Flash about it. I attended an event that the Corvette Club and Hudson Club were having that was held at Milton Robson's Barn, which is only a 2 mile drive for me. Milton is an old friend and a great car enthusiast. Everyone was there to look at his car collection and mingle. Then onto the Talmo Grill for some lunch and talk to other clubs about their club and its operations. Then as an added treat another car buddy of mine opened his place for the day only about a mile from the Talmo Grill to the Talmo Ranch owned by Wayne Miller to look through his car collection. My grandchildren were in town and my wife and I took the 55 Ford Woody Wagon, put them in the back and off we went. They had a great time and saw some things they had never seen before. My grandson who is 6 years old when asked this morning by my dad Walter what he found the most interesting, his reply was "the rollie things for the windows" we all got a chuckle out of his answer.

Looking through the Windshield:

- I have resigned my position as President effective tomorrow. Being that is April 1st I guess you know that I'm pulling your leg by now.
- April 6th The 34th Annual Chris Gore Mountain Tour being put on by the GTA

Doug Duffee (cont'd)

- April 13th Austin-Healey club tech session at Barry's

- April 27th Garage Party at Karen's

Hope to see you out and about at the events this month!

I have been told that Kathryn Blanks continues to make progress in her recovery. Please keep her in your thoughts and prayers. I am certain they are needed and appreciated.

On another related note, my father Walter Duffee suffered a stroke this past week and is in the hospital at NE Ga Medical Center in Gainesville, Ga. He is doing well as of now. He has no paralysis at this point and his fine motor skills seem unaffected. While he cannot walk currently that is due to the portion of the brain that was damaged by the stroke that

controls strength and personality traits. I can assure you the personality has not changed. He will be going to a rehab to work on the strength issues and mobility issues he currently has. Keep him in your thought and prayers. If you would like to call him feel free as he would enjoy hearing from you and it helps fill his day and give him encouragement. If you would like his cell number send me an email or call me.

We have a couple of things coming down the pipeline that we will be excited to share with you in the upcoming months.

Well this concludes my communication for this issue of the Flash. Hope to see you out at events and on the road, Happy Healeying.

Cherrio!

Rick's Recap

This month's BLD surrogate was the 4th annual Cento Miglia, another winner brought to us by Ric Anderson and Glenn Stephens. What a great turnout- and a bugeye didn't take first! (p. 8).

The other event several attended was the tour to Athens by the Ga Triumph Assn (p 12)

Barry's Tech Column- Read and learn about even more that can go wrong when best practice isn't.

Special: Cobras and DMH, an interesting connection, by John Homonek (p 17)

Grandson Zach still likes getting into cars, and that they really don't go anywhere is probably good (see pic). Gonna visit him for his 2nd birthday mid-April, but no, not taking the Healey.

The BLD in April is a tour and spring tune-up at Barry's barn- yes, THAT Barry who writes those great tutorials for us DIY-ers. Also, go visit the Karen's Garage tech session at the end of April!

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



2019 Cento Miglia:

On Saturday the 23rd, your AAHC club hosted the 4th annual Cento Miglia. And it was terrific! The 45 or so entrants met up at the Starbuck's in Roswell to enjoy a little coffee and conversation. In addition to a few cars from your club, we had cars from the Alfa, BMW, Miata, MG, and Triumph clubs, along with a couple of cars from other associations. We had folks draw for their starting position as they checked in and then about 8:45 Glenn Stephens held the Drivers' meeting, to go over the rules (not too many) and the logistics and scoring. A bit after 9:00 the first car, Marty Grier's TR4A, headed out. The contestants continued out at 2:00 minute intervals, with the last car, Carl & Kate's BMW 2002, getting out about 9:45.

The route took the teams on a winding tour of a little more than 90 miles, passing through Milton, Canton, Ball Ground, Nelson, Jasper, Dawsonville, Silver City, and Coal Mountain before arriving at the finish line in Cumming (see photo above, with Glenn Stephens' car).

Along the route, the competitors were to find the locations of a set of photos provided them at the start, and replicate the scene with their car for display the finish. Just to make things more challenging, there were a few fakes in the photo package.

Arriving at the finish, folks checked in and their pictures were confirmed. And then they were free to socialize and enjoy the venue.

Atlanta Motorcar Club & Storage graciously hosted our "after party". A beautiful facility, a nice collection of customer cars on display (like a Ford GT40 and a "1 of 7" '67 Corvette big block!). Valerie at the bar had a fine selection of food and drink available. And a ready smile the whole time too.

After everyone had checked in and had time to get lunch and visit, the scoring was completed and the winners were announced, Glenn Stephens handling the MC duties. Points were given for each correct photo, and ties were decided by the older car. Our first place team, Neal Turner and his navigator Brian Wilson, driving a '71 Triumph GT6, won a \$50 cash prize, along with beautiful, bespoke, handmade, trophies. (Glenn Stephens designed and 3D printed them!) The team of Allen Harper, with navigations duties handled by his daughter Victoria, took second place in a BMW 2002. I understand Victoria was keeping the \$25 cash prize awarded 😊 Our own Ray Musselwhite, ably assisted by Wynay Hand in Ray's '59 Bugeye, captured third, garnering a \$10 prize.

Thank you to all our competitors and to Atlanta Motorcar Club. Hope you can make it next year.

Cento Miglia Quattro (cont.)



Mira keeping her dad, Carl Eichel, nice and warm during the driver instructions time

Glenn Stephens explaining how to interpret the instructions



Very diverse set of cars ready to head out



Ric Anderson to Sandy Alley at the start:
You are the navigator, so make sure your minion follows your directions!



Example of a “find this place and take a pic of your car in the same location”, in this case on the loading dock in front of the Batman sign. (The pickup was a no cost extra.)

Cento Miglia Quattro (cont.)



Ray Musselwhite's 1959 Bugeye,
the 3rd place finisher



At the finish- a gorgeous day

Finish Position	Driver	Navigator	Car year / make / model
1	Neal Turner	Brian Wilson	71 GT6
2	Allen Harper	Victoria Harper	76 BMW 2002
3	Ray Musslewhite	Wynay Hand	59 Bugeye
4	Alan White	Leigh Anne	60 Bugeye
5	Doug Duffee	Barbara Duffee	67 Austin Healey
6	Mike Hopkins	Alison Hopkins	70 Volvo
7	Tina Spring	Megan Carnes	76 Alfa Spider
8	Todd Barney	Valerie Barney	91 Miata
9	Rick Alley	Sandy Alley	64 Austin Healey
10	Del Champion		76 BMW 2002
11	John Tansy	Gail Tansy	78 MGB GT
12	Rick Hertzberg	Vicki Hertzberg	62 Austin Healey Tri-carb
13	Mike Harding	Anne Birnbaum	67 Austin Healey
14	Mark Post	Mitch Frank	77 Spitfire
15	Frank Polack	Trish Lee	78 Spitfire
16	Kate O'Leary		15 Kia
17	Carl Eichel	Kate Eichel	75 BMW 2002
18	Marty Grier	Karee Grier	65 Triumph TR4A
19	John Homonek		74 Jensen Healey
DNF	Bo Bland	Keith	76 Pontiac Grandville

Upcoming Tech Sessions & Tours

April 6 @ 8:30 am - onward 34th Annual Chris Gore Mountain Tour

While we do not have an official host leading the Healeys, I know some members of our club will be going. In case you would like to travel with a group, you can join up with our friends with the [Georgia Triumph Association](#). Here are their details on the meet up:

"Description: The Chris Gore Memorial Mountain tour is the unofficial kickoff British car drive of the year and honors one of the best friends to the Little British Car community. This year, as in recent years, we will officially start the drive at Bart Miller's house in Cleveland.

1167 Mill Creek Trail, Cleveland, GA 30528

From there we take a break from the drive up, have a cup of coffee and perhaps consume a picnic lunch prior to heading off to some twisty bits in the N. Georgia mountains.

*** We will meet at the Starbucks in 10800 Alpharetta Hwy Suite 312, Roswell, GA 30076 at 8:00 a.m., and LEAVE at 8:30."

If you do make the run, please take some photos to share with our editor (Rick Hertzberg, rchertzy@comcast.net) to get into the April edition of *The Flash*.

-Ric Anderson

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May 18 Nader & Judy Bagheri's House

Stainless Steel exhaust tips, part 2 and others

Details coming

GTA's First Drive of Spring 2019

Athens and Creature Comforts Brewery



On Saint Patrick's day eve, about a baker's dozen cars met up behind 45 South Café to join the Georgia Triumph Association's Saint Patrick's Day Drive. A mix of cars from Triumph, MG, Austin-Healey, BMW, Alfa, a Mustang and a Volvo were on hand. After some parking lot socializing, we left Norcross on a route through Snellville, Loganville, Between, Monroe and Ashland and then into Athens. With a couple of loops around the streets of downtown and one small detour, we found parking near several restaurants. GTA had provided a nice mix of cuisines to pick from and folks broke up to eat. Several joined up at Dawg Gone Good BBQ, me included. The food lived up to the name, tasty stuff.

About the time we were finishing up we received word from a GTA scout that the Creature Comforts Brewery was open so we regrouped there. After a good bit of testing, the group agreed CCB has the hang of making beer.

Walking around Athens we were happy to see some other folks out with their favorite rides. Including Brian Kee and Tom Mulkey. (Nice MGA and Porsche 356) And others including a pretty black 3000 with red interior.

While some had headed for home at various times during the afternoon, a few of us who had lingered were asked to allow photos be made of their cars. Cathy from Marszalik Photography, a friend of the Cheijs, took several pictures, both "portraits" and group shots. And Ruby was very pleased with her "Glamour Shots" portrait (above).

A pretty day, a nice drive, good food and drink, and great people. Wonderful day. Y'all should have been there.

And Thank You to Ashford Little and Mark Post and the rest of the fine folks at GTA for inviting your Austin-Healey club to join the fun.

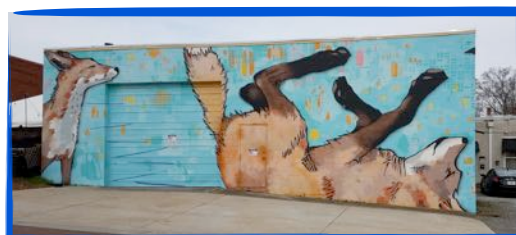
GTA's First Drive of Spring 2019 (cont.)



Pat Kent with her Bugeye and safety flag



Getting a better look at these pretty cars



Tech Corner by Barry Rosenberg

Tech Article: March 2019

I have been working on a Triumph Spitfire the past couple of weeks. It will be a very nice car one day. It spent over two years in a body shop before I ever saw the car. I had the engine and transmission for most of that time. I rebuilt them both and had them sitting around waiting on their home to return. It came back in a very pretty Java Green; yes, it looks great. All I was supposed to do was install the engine and trans and make it run.

However, the body shop did not complete all their work. Under the bonnet was painted fairly nice but everything they did not remove, they taped over. When unwrapped, nothing was painted or detailed. Evidently, the firewall had a lot of rust and all they did was sandblast it and paint. They left all the pitting from the rust. They left the old firewall grommets in place and covered them with tape. The wiring harness was a mess not only over sprayed but also containing burned and cut wires.

The engine could have been installed and made to run without the completion of the compartment. How often would he need brakes or a clutch system working? We discussed several options for the car. I could put all the old parts that they sent with the car back in position as they were. I could do a quick clean and rattle can paint job on parts and then install them. Or, we could do it right, as the rest of the car deserved, by properly detailing everything and replacing what could not safely be reused.

He chose the latter. Here is the difference: putting all the original parts back without any detailing cost thousands less than doing it correctly. Lots of thousands. All new hydraulic items, new brake lines, new electrical fittings that could not be detailed properly, remove, paint and rebuild the steering rack so it works smoothly, replace the wiring harness- are all included in my work. One problem I have is the body shop, in taping things that passed thru the firewall, they did a crappy job.

On a Spitfire, the fuse panel is made a part of the wiring harness, it cannot be separated. A major section of the harness goes thru the fuse panel and the wires are soldered to the fuse terminals. When I removed the old harness and fuse panel, it pulled an

old silicone sealant glob someone used to seal around the panel. This removed a small section of the new paint. Ouch. Now what? This was repeated on several old grommets except they had rust under them.

If you ever go thru this much effort to have your car painted, remove all this before they paint, not after. Some I can hide with bigger grommets. Some I cannot hide. I will have to get some paint matched to his color and try to touch up the spots as best possible to make it look good. The rust pitting on the firewall is there to stay, it cannot be fixed within his budget.

The steering rack and many other brackets and items have been sandblasted, primed as needed and painted with a gloss black in hardened acrylic enamel and reinstalled. The engine and trans go in next and then I will have to deal with the fuel system and the wiring harness. The part of the harness under the bonnet will be run as close to original as it can. However, there are no pictures of exactly where it ran and what little clip holds it in place.

Removing the old harness required removing the dash which he plans to replace on his own. While access to the wiper motor wheel boxes, I removed the guide tube and restored the wiper motor. My plan is to connect the gauges and switches needed to run the car and let the owner complete the interior as planned.

Upon completion, this will be a very pretty car that runs well. I like these little cars and this color looks great on it. The owner will have a great time driving this one.

As I mentioned, I built the engine over two years ago. I have no fear that it will not crank up with good oil pressure or have anything rusted inside. It is all coated with petroleum jelly. The oil pump is packed and the engine has not been turned over since built. Some good fuel and some electricity and it will run.

Whenever you are building something for your car and you honestly know it will be a time between the rebuild of the part and the actual installation and use date, make sure you protect it well. WD40 is not a good protector for a long time. It does dry out. Thin motor oils will eventually run off most surfaces. That

Tech Corner (cont.)

is why I coat every thing with the petroleum jelly. It stays in place until you crank the engine and then completely dissipates in the oil. Do not use it on hydraulic seals. Being a petroleum product, it can hurt the seals. Use a proper hydraulic grease for this. Gears in the trans and differential can be coated with a heavy GL4 140 weight oil. It will provide enough lubrication until the part is put in use.

It has been about 2 weeks since I started this article. In that time, I sent some pictures to the owner of the under hood work I have done; it looks great. A returned comment was that the suspension still looked dirty, could I clean it some. Off it came; sandblasted and painted with new bushings and made ready to re-install. Except the body shop left a lot of unpainted area behind the suspension parts. They sandblasted it to bare metal but left it unpainted.

Luckily, they did send a small amount of the paint they used. I found out what brand and got the correct parts to mix with it. Then I sprayed green in the bare spots. Then I installed all the newly painted and bushed suspension. All it needs is an alignment.

I now have the engine and transmission joined with a new clutch unit between them. Next, I will remove the hood/bonnet and install the engine/trans as a unit. Not long now before it runs and drives.

When I get tired of working on the Spitfire, I go back to something else going in the shop. This time it was the MGB GT engine. I wanted a set of forged pistons to withstand future years of supercharged abuse. Not as easy as I thought. First a little lesson on pistons. MG changed the compression ratio of the 1800cc engine a couple of times. The easiest way is to put a dish in the pistons. There are three types of MGB pistons, flat top, 8cc dish and 13cc dish (these are the most common theories on dish sizes).

The final compression ratio will depend on the piston shape as well as piston diameter; the size of the combustion chamber in the head and the stroke of the crank. The compression ratio is the bore radius squared times Pi (3.1416) times the stroke at bottom dead center plus the volume of the

combustion chamber in the head vs the volume when the piston is at top dead center (TDC). There are some small variations in this as there is some volume around the top of the piston rings but we need not get that critical now.

Putting a dish in the piston gives a little more volume when the piston is at TDC there by lowering the compression. So why do I explain this now? Because the only forged pistons I could find were flat tops and that gives too much static compression for a supercharged engine to run on pump gas. But first, a word about forged pistons vs cast ones.

A mold in the basic shape of a piston is made and molten aluminum is poured into it. Once it cools, the piston slug is removed and machined into the final shape. These work very well in most engines. A forged piston has a mold but the molten aluminum is forced into it under great pressure. This makes the slug more dense than the cast piston. The more dense, the stronger the piston becomes. There is also some physics facts about molecular structural alignment inside a forged piston increasing strength.

Once a forged slug is machined, it looks almost the same as a cast piston; except it is heavier. More aluminum in the same space of the piston. Being stronger allows the piston to be made a little smaller in design which reduces the weight back to that of a cast piston. They also use a smaller wrist pin to hold the piston on the connecting rod, further reducing the weight. The first set of forged pistons I obtained being flat tops, required some machining to install a dish.

I have a lathe, no problem. Chuck them in the lathe and cut the dish I want and measure it to make sure each is the same size. I have a very accurate burette (long measuring tube with a petcock in one end and markings in ccs along the tube) just for this. The first went great. A lot of cutting and measuring until I got the volume of dish I wanted. Then each piston would simply duplicate the first. Or so one would think. Somehow, the second one I did got gouged by the cutting bit; the lathe did not stop turning until it cracked the skirt. Oops, damn, now what. Do the rest of them and see if I will need to replace one or more of the pistons. Only one broke.

Tech Corner (cont.)

This started another search for forged pistons as there was not another of the set from which I broke one.

I found another set of forged pistons, again flat tops, but have no fear, I still have a lathe. These I spent half a day making a jig to hold the piston without doing any harm to them. I was able to cut the dish and polish all 4 of the new pistons. In weighing the three different pistons I now have, I found the original cast piston with 4 rings to be the heaviest. The second set, the set of three now, were lighter but not as light as the third set I got. The difference was the shorter wrist pin tapered internally for less weight, a slipper skirt design and a shorter skirt. The total difference was about 60 grams per piston.

Not much until you think about that much less weight rotating at over 6,000 rpm inside the engine. Less weight, better balance, more power. It is a win, win, win situation. However (there is always a however) there is one drawback to forged pistons and this is why all engines are not built using them. As there is more dense aluminum in the piston, there is more metal to expand when it gets hot. A normal cast piston should have between .0015" to .0025" clearance between it and the cylinder wall.

Forged pistons need between .004" and .006" clearance. Until an engine with forged pistons gets warm, there could be, but not always, some slight "piston slap" from within. This is normal and goes away as soon as the engine gets to temperature. If you do not give forged pistons enough clearance, they can score the cylinder wall or seize completely and destroy the engine from within (I would say like the socialists want to do to this country but I will not add any political comments in my articles). Auto manufacturers could not sell engines that had a slight knock in them so most engines have cast pistons.

I am going to try to send a picture of a very expensive mistake but as I am better at the lathe than a computer, I do not know if you will get to see it. Well, time to get back to work. I write this during the day when I am supposed to be working so don't anyone tell Patty.

I know that on April 13th I am teaching a tech session for the Austin-Healey club at my barn. It will be on tuning and torque wrench testing. And the next week, April 20th I will be helping with the Peachtree MG Club tech session. So, until then, hope to see y'all somewhere soon.

Barry Rosenberg

barry@britishcarservicega.com

85 Oak Morris Ridge

Jasper, Ga. 30143



Cobras and Austin-Healeys ... what do they have in common?

-John Homonek-

Carroll Shelby!

While in Las Vegas recently, I ventured over to the Shelby Factory and Museum. Taking the tour there, the very first Shelby Cobra was on display. It had sold at auction in 2016 for \$13.75M.

Here are a couple more pics from that visit and a bit of Carroll Shelby and Donald Healey history.

August 1954: Donald Healey of Austin-Healey in England invites Shelby to help set 70 new Class D records at Bonneville Salt Flats in Utah. Shelby returns to live in the US.

November 1954: Shelby enters the Carrera Pan Americana Mexico race in an Austin-Healey. Shelby T-bones a rock north of Oaxaca, about 110 miles into the race. Shelby's Austin-Healey flips four times, breaking bones, causing cuts and shattering his elbows. Native Americans find him and offer him alcoholic beverages to ease the pain while awaiting help.

I recommend going to this factory if you find yourself in Las Vegas. This article disproves the expression, "what happens in Vegas, stays in Vegas."

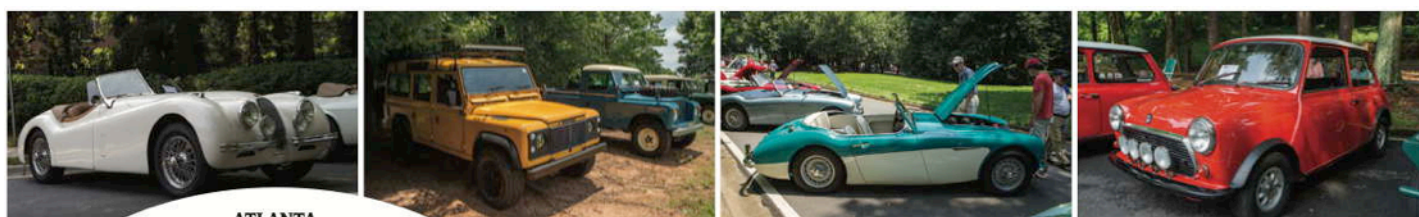




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SPECTATORS**

Sunday, June 9th, 2019 • Peachtree Corners Festival



Sunday, June 9th, 2019

Car show: 10am to 2pm

Festival: 12pm to 5pm

If you have a prized British automobile, this is your chance to show off and socialize with other British car enthusiasts! If you just love beautiful cars, this is a great opportunity to get an eyeful of some of the best autos in the metro area and beyond!

Atlanta British Motorcar Day is an annual charity event sponsored by fourteen Atlanta area British car clubs. We are now a part of the Peachtree Corners Festival. All makes, models, and years of British cars are invited to attend. There is a registration fee, and all proceeds go to local charities. Registration opens April 15th.

The car show and the festival are **FREE** for spectators. Come out and enjoy a day filled with cars, food, music, and festival fun!



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To register your car visit www.AtlantaBritishMotorcarDay.org

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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 rhmcmurray@bellsouth.net, Augusta, Ga



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



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