

The Flash

Atlanta Austin-Healey Club
May 2019 Volume XXXVIII, Issue 5



Judy and Nader Bagheri with son Kayvon hosted a wonderful tech session covering four topics, starting with the badly designed stainless steel tailpipes and ending with a very tasty lunch. Around 20 people showed up for this 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).

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



2019 Events

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

May 2019

- 5 Cars n Q – Sandy Springs, GA (p 14)
- 16-19 [Spring Thing](#) – Louisville, KY (Bluegrass AHC, p 10)
- 18 [Tech Session](#) – Loganville, GA (Nader & Judy Bagheri, p 9)

June

- 6-9 SouthEastern Classic – Little Switzerland, NC (Triad AHC)
- 9 Atlanta British Motor Car Day – Peachtree Corners, GA (p 5)
- 22 [June BLD & Business Meeting](#) – Camp's Kitchen, Marietta, GA (p 4)

July

- 6 [July BLD & Cracker Fly In](#) – Gilmer Airport, Gainesville, GA

August

- 2-4 [22nd Annual Mountain Trip](#) – Oak Park Inn, Waynesville, NC



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!)**



ATLANTA A-H CLUB DINNER AND QUARTERLY BUSINESS MEETING

SATURDAY, JUNE 22, 2019

CAMP'S KITCHEN & BAR
255 Village Pkwy NE #310
Marietta, GA 30067

Just off Johnson Ferry Rd. in East Cobb. We have held several of our Christmas Parties here, when it was known as The Paper Mill Grill.

Meet in our private room upstairs at 6pm for beverages and dinner. There is plenty of parking. Bring your Healey for fellowship, conversation, and "tire kicking" beginning at 5pm.

You can order off the menu, with separate checks.

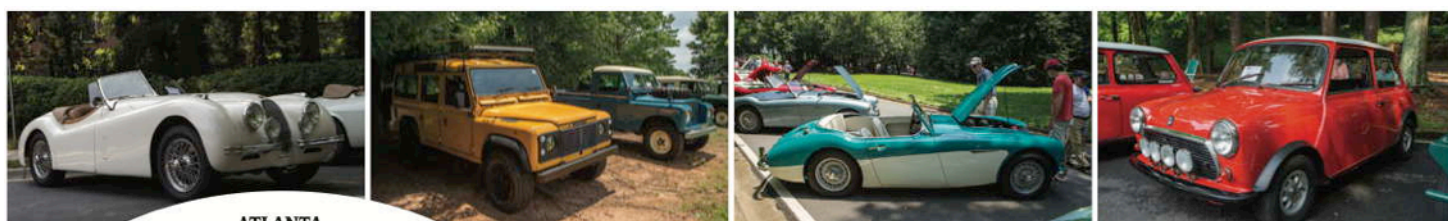
Menu: <https://www.campskitchenbar.com/menu/>

RSVP to John May by June 15, so we can give the restaurant a headcount.

jdmayy@gmail.com or 770-998-9098



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!

Registration:

<http://www.atlantabritishmotorcarday.org/registration.html>



Sponsored by:



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Morgan Owners Group South • Rolls-Royce Owners' Club • Sunbeam Rootes Group • Georgia Triumph Association



Doug Duffee

Atlanta Austin-Healey Club Fearless Leader

May Flash

Well it's defiantly summer as the heat has started to climb into the 90's on a regular

basis. But have enjoyed a few morning and evening drives just to get out in the Healey a bit. We have made it through the yellow season and I believe I am getting close to the end of uncontrollable sneezing fits!

Well let's take a look in the rearview mirror:

- May 16-19th was the Louisville club's Spring Thing. Read Ric Anderson's nice report. Note how he and his tour guide both color-coordinate their shirts and shoes!
- May 18th we had a Tech Session at Nader and Judy's place and if you have never been it is a real treat. His garage is a fabulous place for a tech session. We learned the importance of your CB antenna being tuned and the problems caused by an antenna that is not tuned. We covered the Toyota transmission swap and the benefits of making this swap. Nader covered the issues he ran into installing a stainless steel exhaust system and the modifications to make it work. We had between 20-30 folks at the tech session and as we have come to expect, an information packed session with good conversation and useful tips. Nader is a seasoned pro at the Tech Session game and it shows. Judy had lunch prepared and we all moved to the house to get our fill. Thanks so very much to both Judy and Nader for the hospitality. This being the only event we had scheduled for May, it was a really good one.

Now let's take a look through the windshield:

- June 6th - 9th SE Classic XXXIII is in Little Switzerland, NC. If you are planning on attending and have made your reservations, you're probably already there.
- June 9th we have the Atlanta British Motor Car Day in Peachtree Corners. This was a really really great event last year and one I very much look forward to again this year. Weather may be a deterrent but I for one intend to keep a watchful eye

as this event is one I really enjoyed. So many great cars, shops, food etc. at this event. See you there!

- June 22nd we have a scheduled club business meeting being held at Camps in Marietta. This is the place we have had our Christmas Party at several times, used to be called Paper Mill Grill. Gather in the lot at 5:00 for Healey conversations and then upstairs by 6:00 for eats and drinks; it will be individual tabs and we will order from the regular menu.
- July 6th is the 50th Annual Cracker Fly-In at Gainesville, at the Lee Gilmer Memorial Airport (KGVN), Runway 29. While it's almost always deadly hot on the return trip home, the planes and their stories are lots of fun, and for many years we've had a club display there with several cars. More details coming as we get them.
- August 2nd - 4th is the 22nd Annual Mountain Trip, to the Oak Park Inn, Waynesville, NC. Almost guaranteed to be a welcome cool drive once you reach the mountains.
- September 7th - 12th Conclave 2019 is being held in Deadwood, South Dakota. This trip will include, if you so choose to go, some post-event touring by several members.

We are now six months into the year and Ric Anderson and I have decided that we are not going to wait for the yearly planning meeting to make a decision on the Presidents and Vice Presidents for the next term. So we are looking for communications from you on whom you would like to nominate for those positions or that you are interested in taking the torch and carrying it forward. Ric and I have with the help of others put many processes in place to make both of these positions pretty easy as far as duties go. We have streamlined many things and simplified them and have developed an easy to follow plan to do these jobs. The pay is great and you work when you want!!!! Unless you are the VP there is no room for advancement.

All kidding aside it really is not bad at all. There were things I dreaded like writing this monthly column but even that has proven to be pretty dang easy. As you

Doug Duffee (cont'd)

can tell from the past 18 columns I have no shortage of things to talk about. A club like this thrives when you are willing to give of yourself and not take the attitude- oh somebody else will do it. It may seem scary.....it's not.....You may think you don't have time.....Say that to me and there is a better than good chance I will slip off my shoes and invite you to take a stroll in them. Bet your tune changes then. The reason we are beginning this now is that we want the new leaders to get the last couple of months in the year with us to make the transfer of leadership seamless and without the learning curve that would otherwise exist. We are also willing to work with our replacement for a month or two after the transition just to help them out if they feel they need it (which they will not). This is what I mean when I say we

have made things simpler with a map to follow to do the job. We have enjoyed serving in our positions and it has been an honor for the both of us. There are plenty of folks in this club with the available time and ability to lead. So email me at duffeed@mindspring.com with your nominations or to volunteer for one of the positions. If you think you could be interested but on the fence please call me and I will be happy to answer questions or help where needed.

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!

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Rick's Recap

This month's BLD was billed as a Tech Session, but from the wonderful appetizers (ok, sugary donuts) and lunch it was scrumptious! Nader, son Kayvon and John May did great teaching. (p 9)

The other events several attended were the Cars & 'Q show in Sandy Springs (thanks, Karen MM, p 14) and the Spring Thing in Louisville hosted by the Bluegrass AHC (thanks, Ric A, p 10)

Barry's Tech Corner is all about the frustration real pros have to endure during LBC repairs. Among the Healey pains he lists exhaust hangers. At the Tech Session, Nader told us of his woes with his stainless kit and custom hangers, among other fixes.

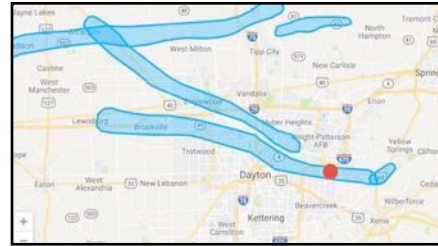
Grandson Zach is still into cars, but had to take a break (not literally), because his backyard trees took a break (literally). In the pics: red dot is his house and blue are tornado paths (east of Dayton, OH). Of course, Zach slept through it all while he and parents sheltered in the closet. No car jams here but these do sport a skip-loader! He found the flag among the trees and branches. Our record Atlanta heat wave is not so bad by comparison.

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



Show Car

The opening episode of the new series "Blood & Treasure" begins in the main area of an art gallery dominated by ... a Big Healey! I watched the entire episode waiting for a plot tie-in, but I guess the big brute was just eye candy to class up the opening scene. Worked for me! -RH

May Tech Session at the Bagheris' Spread

Every gathering at Nader and Judy's is an event to savor! Yes, "spread" in the title refers to both their property and the wonderful lunch. Thanks to both for hosting, and to Mark Leinmiller and John Miner (and me) for the photos.

Nader kicked it off with part 2 of the Tale of the Tail Pipes: his explanation of why his shiny new stainless exhaust system just did not work. Wrong angles and wrong mounts- other than that the kit was fine! The solution involved shop cutting and welding to reposition the tail pipes and a Nader-custom-made hanger bracket. If you are considering a stainless steel system for your Big Healey, contact Nader first!



Next up was an interesting discussion led by John May of the 5-speed trans conversion, with details on construction, modification and mounting so everything, including the shift lever, fits just right.

Then Nader showed us his mystery rattle, which he figured out after only 30,000 miles! (don't want to rush to any hasty conclusions) Culprit was in the bushing in the front mount of the right rear leaf springs. Simple to see, simple to decide what to do, not so simple to effect the repair.



The last topic was tuning of a CB radio antenna, led by Kayvon. Several CB-ers chimed in and helped explain the theories to the rest of us.



The lunch was the grand finale! The weather cooperated and there were enough chairs. And Judy kept encouraging us to go back for seconds! and thirds! and don't you want to take some leftovers home with you?

-Rick Hertzberg

Report from Bluegrass Austin Healey Club's



I was able to join the Bluegrass crowd for their annual Spring Thing this year and it was a great time. So I thought I would share a little "Trip Report".

Thursday was a beautiful day for a drive up through Middle Tennessee. Good roads, pretty countryside, easy traffic, and not as stressful as the Interstates.

Arriving at the host hotel mid-afternoon, I was greeted at the front door by part of the Hospitality team. And promptly offered a whiskey sour. (This was in Louisville after all.) The Hospitality Suite was also open, and had a nice assortment of snacks and softer beverages.

Registration, for both the show and the hotel, was easy and smooth.

After getting settled, there was time to socialize and catch up with friends from previous events. And to make new acquaintances too.

The club provided a hearty BBQ dinner, with all the fixin's, in the Hospitality Suite. Homemade deserts too.

After dinner it was time for the Funkhana. The first of their "events with a twist", it was team trivia in the Hospitality Suite. And there was some spirited play too. They even had to have tie-breaker rounds to get the winner.

Friday morning started with breakfast on our own, with some eating in and others checking out some of the nearby restaurants. And more socializing.

The first event of the day was the Rally. After the drivers' meeting folks headed out on the route. Another twist, people departed as they were ready and some, your AAHC crew included, went out together. The drive took us out from the hotel and into horse country. One of the prettiest routes you could hope for. Gentle, rolling and winding roads. Beautiful estates and farms, deep forest lanes with enough twists and curves to make you enjoy your LBC all the more. There were questions to answer along the way, and places to find too. Your AAHC team tried hard, and I thought sure we were in the running, but there was a 3-way tie for first, all perfect scores, so my missing one left me 4th. A great morning all the same as the drive was the real winner.

After the drive, we had lots more to do. First up, a double feature consisting of a visit to the Kentucky Artisan Distillery and the Yew Dell Gardens. We toured the distillery, where our guide was also a master distiller. He was knowledgeable and clearly passionate about his art. The tour was very informative and ended in the Tasting Room. We were treated to a tutorial on how to properly taste whiskey. (Silly me, I thought you opened the bottle, tossed that cap, and had at it.) After the lecture we had the lab "pourtion". Samples of four of their current collection were provided. And everybody seemed to like all four as I didn't see any leftovers.

While your Atlanta representatives were not able to visit the gardens, the word was that they were very nice.

Next on list, a visit to Hermitage Farm, a two century old horse farm. We learned about its history, some of the famous horses from there, and how it has adapted through the years to remain viable. We also got to see a group of the new foals as they and their moms were turned out to play.

Returning to the hotel, folks did a bit of car cleaning in preparation for Saturday's show, and some rest, and some dinner. And to cap off the evening, there was something of an impromptu show & shine in the hotel parking lot, complete with lights and music and spectators and a full moon. And "refreshments" too.

Saturday morning was another breakfast on our own, plus hanging out around the hotel at our leisure, ahead of the time to head downtown for the car show. BAHC had another twist on the event for the show. First, the venue was the "Flea Off Market", held (roughly) once a month on streets in the Market District, also known as NuLu. Vendors and artists, food trucks too. And little shops and restaurants to browse through. A space on the main street, appropriately in front of The Garage Bar, was reserved for our cars where they received plenty of attention from the crowds. I even invited a bride-to-be and her maid-of-honor to pose in a Healey. My plan was to use Ruby, she surprised me at the last minute by wanting to use the blue one next to me (blue was "her" color it seems). Imagine the owner's face when he saw the ladies posing in his car! But it all worked out and there were smiles and laughs all around.

The next twist was the "judging". This was to be a charity event, so each car had a "ballot box" out front with the car number and the charity of the owner's choice. The "Trifecta" or top three vote getters divided the pot among their charities. The club also donated their trophy budget to the pot.

A fun event, and the NuLu District with its sights and sounds and people watching opportunities really added to the day.

After the car show folks headed back to the hotel. I was lucky to tag along with a group of locals who took a back way, along the River Road, instead of the more direct route. Very pretty.

After some resting up and a visit to the Hospitality Suite, it was time to head to the Awards Banquet. Another nice drive through the country to the Claudia Sanders Dinner House. A wonderful meal. Yes there was fried chicken, but way better than KFC. We even had a special guest joining us for dinner, the Colonel himself. White suit, string tie, and even the goatee. Fun!

After dinner it was time to head back to the hotel and the Hospitality Suite to wrap up the Silent Auction. And to enjoy a little more socializing.

Sunday morning found some people stirring early, either gathering and packing, or lingering over breakfast. A lot of speculating over the weather and who might be getting wet, and when, on their ride home. Lots of "good-bye"s and "see you again soon"s too.

Ruby and I got on the road early, and stuck with the Interstates, in hopes of beating the rain. Which we luckily did. And, despite a worsening oil seep, the old girl did the 825 mile round like a pro.

In case you are interested in going the BAHC for a future Spring Thing, they will be skipping the third weekend of May in 2020 due to the Conclave moving up to May next year. Stay tuned for news on a substitute event and date.

More Spring Thing



Final exams at the distillery



How to dry a car cover



Ruby visiting the farm



Momma and her baby



Our Hermitage Tour Guide



Not A Hummer



Art in front of The Garage Bar



Joe Hall taking in the cars



Checking for correct smells maybe



The Bride in *her color* Healey



Ric and The Colonel at the banquet



What is missing here?

More Spring Thing

There was one more "event". In the photo on the previous page, the Colonel was giving me a \$25 gift certificate, to Rock Auto, as first prize in the weekend long scavenger hunt. I am attaching the list to give you a little chuckle. Only missed finding one item. Can you guess which one?

SCAVENGER HUNT LIST

1. HORSE MUFFIN
2. ALE-8 BOTTLE CAP
3. REAL ESTATE BUSINESS CARD
4. WOOD PENCIL WITH BUSINESS NAME
5. SILK PANTIES
6. CONDOM
7. COW PATTY "DRIED PLEASE"
8. DAISY (FLOWER)
9. 8-32 SCREW AND NUT
10. PICTURE CITY LIMIT SIGN
11. PICTURE WELCOME TO SIGN
12. UNUSED/UNNEEDED HOUSE KEY
13. WINTER GLOVE
14. BUFFALO NICKEL
15. KY STATE QUARTER
16. POST MARKED ENVELOPE
17. SPEEDO (REAL OR PICTURE)
18. VALVE STEM CAP (DUST COVER)
19. CONCLAVE PATCH
20. RECIEPT FOR AUSTIN HEALEY PARTS ORDERED

If you guessed #14, that was it. But tricky: not the rare old coin, it was a modern nickel, with Jefferson on the obverse and a bison on reverse, from the early 2000's. But 19 out of 20 was good enough to take the prize.

The other photo needing explanation: The Hermitage Farm owner's interest is art. The "not a Hummer" was an actual Hummer before the artist converted it into a horse-drawn carriage. While it might be pulled with a strong team, it is intended to be a static display, and is meant to be a riff off the Hoover wagons of the Depression. Joe Hall is looking on with a tad of skepticism.

Now the answer to "what is missing" in the last pic on the previous page: what was missing was the throttle return spring. Now guess the car.

-Ric Anderson

Cars & 'Q Car Show

The Cars n Q Car Show was May 5, 2019 in Sandy Springs. ATL A-H Club members who attended were: Myself with Lucky Lady (1963 BJ7), and Dave McClellan with his 1959 BN4. When he arrived, the organizers knew he had won Best in Class at the 2018 Atl Concours d'elegance so asked him to park in the front rows for the SPECIAL cars!!! I left before awards were handed out. But it was a great day and they had 145 cars registered. Of all types from the early Brass cars, to Millard Choate's own Packard ... to GTO's and 1972 Volkswagens!!

They raised \$521,000 that day for Cystic Fibrosis. Entrance fees for all were \$20 which included BBQ. No entry fees to enter a car.

It was a great day and I drove Lucky Lady the 44 miles roundtrip myself. We had fun. But my brother as always had my back and followed me in his regular car to keep me safer!!

-Karen Meinzen McEnery



Lucky Lady



Rob Meinzen and Dave McClellan with Dave's car of course



Robert Young's Healey



The Packard

Tech Corner by Barry Rosenberg

Tech Article, June, 2019

The MGB engine parts are still at the machine shop. Good work takes awhile; real good work takes a little longer. And we want real good work for this engine. It is having a lot done to it including polishing a standard crank, sizing the big end of the rods, boring the block and matching each piston to a cylinder, surfacing the head to make perfectly straight, valve job, complete balancing of every rotating part; and cleaning.

When we do get it back, it will get cleaned again and have all new freeze plugs (actually these are core plugs used to remove the sand from the casting mold) installed and all the oil gallery plugs replaced. Then it gets rebuilt, the fun will begin soon.

So, let us discuss something else this month. The local clubs all have tech sessions. Until the weather turned up wet, I was supposed to do one for the Atlanta Healey club. Hopefully, we can reschedule it later. I will be helping with one for the local MG club. This will cover tuning, oil changes, under car inspections, and almost any other question one may have.

Why do people want to look under their cars so much? It is most often dirty, oily or greasy under there. And you should wear old clothes when walking under your car on a lift; it will drip oil on any clean white shirt, guaranteed. There are lots of things to see under there. Having the chance to get under a car on a four post lift is a great opportunity to see potential problems.

All our LBCs have potential problems that can best or only be seen by being under the car. MGBs have several rubber components that deteriorate with either age or oil contamination. The front suspension cross member is supported on four 2" square by maybe 1/4" thick rubber pads. Most cars have never had these replaced and they do wear out. I have seen cars where some are completely missing.

The differential has 2 rubber straps that support the differential when you jack up the car. These are supposed to keep the shock arm from bottoming out and damaging the shocks. Most of the time, these are ripped or missing. Although an experienced ear can detect a bad driveshaft u-joint, most owners have to feel and see the play before believing they have bad u-joints.

Triumphs have very similar problems and one better. The TR4 IRS thru the last TR6 has 4 sections of frame that support the differential with rather large rubber mounts. First, the right front bracket, then the left rear bracket then the left front bracket crack. They all do this. You can see and detect this if under the car. As the exhaust pipe on the TR4 thru TR6 goes thru a small passage in the frame, you can center your system to stop some rattling.

Healeys have similar problems with u-joints and exhaust hangers. All the cars have flexible brake hoses that need to be seen every couple of years. The standard flex hoses have an inner core that is made of some special rubber, this expands and contracts every time you use your brakes. Old brake fluid attacks the rubber, swelling it to the point fluid cannot pass thru, the hose seeps at the fitting connections. We have seen hoses that look like a snake after it has eaten a small animal.

This bulge is the fluid built up between the outer protective cover and the inner core hose seeping. That needs immediate replacement. Leaky wheel cylinders, axle seals, differential seals can all be inspected from under the car. If you get a chance to get under your car and be safe, do it. Take a flash light and look around.

Ok, it has been over two weeks since I started this article and the MGB engine parts are back from the machine shop. We added a few items to the machine shop list and we now have what I thought was everything needed to build an engine. The complete list of work done was: bore block and fit pistons to each cylinder; polish crank to make perfect; resize rod big ends; replace and hone wrist pin bushings in the rods; balance every thing that rotates with the crankshaft; deck the block to clean the top surface; clean and surface head. Want to know what this costs? \$1,116.00 not counting two trips, about an hour each way (4 hours total), to the machinist; one trip to take and the other to pick up.

Tech Corner by Barry Rosenberg

Good machine work is extremely critical in building an engine. Once I got the parts back at the shop, work began. Not on assembling the engine, oh no, not yet. First there is cleaning the cleaned parts. Never, ever assume the machinist got all the debris his work created out of the engine. Flush out all oil galleries, use a small bristle brush to clean them then flush with carb cleaner and air. Wash everything with either soap and water or cheap carb cleaner and blow dry. Then I use a small dingle berry hone to clean out the lifter galleries so the lifters move freely.

All bolt holes are cleaned and then one final cleaning with the carb cleaner. First part to go in an engine is the cam bearings. Now they sell several different styles and I don't need to discuss each but I did buy what is the best. They are solid shells and not split. These have to be installed perfectly aligned in the cam bores. I have a tool for this. Three bearings should take about 30 minutes to install. And these must be installed to be absolutely correct with multiple oil holes lined up correctly.

The importance of lining up these holes is easily demonstrated in this short story (yeh, I can keep a story short). At a tech session many many years ago, one attendee complained he could not get his valves to quit tapping so loud in his newly built engine (not by me). I pulled his valve cover and found no oil. I had him crank the engine so I could see if oil was getting to his valves and it wasn't splashing any as it ran. We removed the plugs and rocker arm assembly and again he spun the engine over on the starter. Still no oil out of the oil port.

The rocker arm on the MGB engine gets oil from a hole drilled across the head, then down at 90 degrees to line up with a hole in the block. The head gasket has a hole in both ends so it does not matter if the gasket is put on upside down. The hole in the block goes down to a tiny hole in the cam bearing which gets oil from another hole in the bearing lining up with a passage from the rear main bearing. Remember I said the first thing to go into an engine rebuild are the cam bearings? They are the last thing to come out when taking an engine apart.

The builder of his engine did not line up the rear cam bearing correctly so no oil came from the crank main bearing thru the cam bearing thru the passage in the block and head to the rocker shaft. This new engine should be disassembled to be repaired correctly. If the builder spent a little more time lining up his oil passages and holes, he would not have this problem.

I mark my oil passages with a red paint dot on the block and the hole in the bearing with another dot. Line up the dots and fit in the bearings. Easy. After pressing in my three bearings and visually verifying I had all the oil holes lined up correctly, I tried fitting the cam to the block. Nope, would not go in. It fit the front and rear bearing fine but would not slip thru the center one.

Using his old cam so I did not damage his new one, I tried every thing I could to get the cam to fit including honing the bearing. You should not ever need to hone MGB cam bearings but I gave it a shot. Still would not fit. I removed the center bearing and found it did not fit the cam at all. Never have I ever had a bad cam bearing in 45 years. There is always a first time. Now I have another set of the best cam bearings and I will try again. This time I made sure it fits the cam before I install it.

While waiting for the new set to arrive, I started fitting my rings. Never assume the rings are correctly gapped from the package. Always check your gap with a feeler gauge. Carefully install the ring in the cylinder, use a piston to push it down slightly and square it to the bore. Using a series of feeler gauges, measure the gap. Each engine, each piston maker and each engine builder has their own special gap they want used.

A stock early MGB calls for .012" to .017" on the top two or three rings. Later MGB engines can go up to .022" gaps. I ordered a slightly oversized ring set so I could set my gap where I wanted it, .015". Why aren't the ends allowed to touch and completely seal the ring around the piston? As the rings get hot, and they do heat up in a running engine, they expand and if they touch when cold, then will bind a piston when hot. So much friction will build up, the cylinder walls will get scored and the rod bearing will get accelerated wear from all the extra force put on them trying to overcome the extra friction. In a very short time, the engine will become garbage.

Tech Corner by Barry Rosenberg

As we are building a mildly supercharged engine, I know it will get some what hotter when the boost is on and the rings will expand a little more than normal so I give a little more room for it. I could have gone all the way to .017" or .022"; but, I do not want a lot of blow by from too big a gap. As the fuel/air mixture explodes inside your cylinders, some of the pressure gets past the rings thru the gaps and into the oil pan. This is called blow by and is one cause of your oil getting contaminated and dirty.

Too much blow by and your engine will look like an old steam engine when you pull the oil fill cap off while the engine is running. You also lose a lot of power when you have too much blow by. This is just one critical step in building an engine, especially if it is a performance build.

I also check the piston to cylinder wall clearances. I wanted .004" clearance. Normally a stock MGB engine runs .015" to .017" clearance. Why the big (yes, this is big) difference? I am using forged pistons. These have slightly more material compressed into the same area as a normal cast piston and they will expand a little more. They can weigh more than a similar shaped piston. However, because a forged piston is so much stronger than a cast piston, it can be made smaller in a lot of areas. The skirt is shorter and has a slipper design. The wrist pin bosses are closer together and moved in toward the center allowing for a shorter wrist pin.

With a shorter pin, you can use an internally tapered pin to save more weight. The pistons we are using weigh at least 80 grams less than the stock ones that were in the engine. All my rings were fitted to a particular cylinder and went on the piston for which the cylinder was bored. Except one oil ring. Somehow, these very expensive pistons were not all made exactly the same. Three take a standard size oil control ring. One needs a special thin ring. WTF! Now I have to find a special oil control ring for one piston. Just damn, damn.

No matter how hard you try to do it right; no matter how careful you are in doing your work, you can always get screwed by bad parts. A bad piston and cam bearing all in one day. So tiring and disgusting, I just want to call it quits.

Well, time to search for the oil ring I need. So, see y'all some where soon.

Barry Rosenberg

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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.

No items this month.

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