

The Flash

Atlanta Austin-Healey Club
June 2019 Volume XXXVIII, Issue 6



Business Meat-ing!

at Camp's Kitchen & Bar

Good discussions of club business got wedged into lots of different chats about cars, kids, weather, whether to spend money on cars or kids, and of course vacation spots. Plus yummy food and ... the Tiny Door Prizes! Winners: Bill & Ellen Kalway (left) and Ray Musslewhite (right)

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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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JULY BIRTHDAYS

??



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)

June 2019

- 6-9 SouthEastern Classic – Little Switzerland, NC (Triad AHC)
- 9 Atlanta British Motor Car Day – Peachtree Corners, GA (p 8)
- 22 [June BLD & Business Meeting](#) – Camp's Kitchen, Marietta, GA (p 6)

July

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

August

- 2-4 [22nd Annual Mountain Trip](#) – Oak Park Inn, Waynesville, NC (p 18)
- 24 [Annual AH Clubs Ice Cream Social](#) – John & Linda Miner's

September

- 6-11 [AHCA Conclave 2019](#) – Deadwood, SD
- 7 British Car Fayre – Norcross, GA



**The July BLD was part of the Cracker Fly-In at the Lee Gilmer
airport in Gainesville.**

Check next month for photos and stories.

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!)**



Doug Duffee

Atlanta Austin-Healey Club Fearless Leader

June Flash

Yep another month has passed. So summer is now here and spring temps are

definitely gone. The days are longer and the evening temps after the sun starts down make it nice for getting the Healey out for a ride to dinner or for an ice cream treat. People always seem to gather around and want to talk about the Healey's when you get them out. So get your cars out for a short local evening drive and enjoy meeting new folks that want to know about the car. Great opportunity to hand out those new cards John May showed us at our business meeting.

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

- June 6-9th SE Classic XXXIII was in Little Switzerland, NC. From the reports I have gotten back everyone that attended had a great time seeing old friends and reconnecting. The weather was a real challenge especially in cars that are not water tight to begin with. The Margarita event was a hit and won by the Atlanta team of Kate and XXXX. Congrats to them on their win.
- June 9th we had the Atlanta British Car Day in Peachtree Corners. This was a good event last year with a great number of cars and a wide range of different British cars. This was yet another weather challenged event that kept many cars away.
- June 22nd we had the club business meeting held at Camps in Marietta. This was a well attended event that's in no small part thanks to Ric Anderson. We covered several topics and was a great opportunity to talk about upcoming events.

Now let's take a look through the windshield:

- July 6th is the Cracker Fly-In at Lee Gilmer Airport in Gainesville. This is the 50th anniversary of this event and is to be a real big event. Bring your cars and hang out at the airfield with us and enjoy the food, the planes and the cars.

- August 2-4th I will mention now as it is at the beginning of next month: the 22nd Annual NC Mountain Trip. A really good event that is attended by several clubs.
- 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 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 of 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 replacements 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

Doug Duffee (cont'd)

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!

Rick's Recap

June's BLD was the annual mid-year business dinner (p 6).

There were four other events several attended: the ATL British Motor Car Day at Peachtree Corners (thanks, Mark Leinmiller, p 8), the Key West British Car show (thanks, Alan White, p 10), the GA Triumph Assn Drive (thanks, Ric Anderson, p 7) and the Highlands, NC show (thanks, Rick Alley, p 9).

Alan gets the prize for best article, far outshining the competition with a 1076 word story to accompany the many photos, each with a great caption. Thanks, Alan!!

Barry's Tech Corner is more about the MGB engine rebuild and camshaft issues. Lots on street vs race engine metals and heat expansion. Always interesting!

Grandson Zach sent me a great "Father's Day for Grandpas" card, with cars of course. He knows what I like!

Remember to plan for: NC Mountain tour, Aug 2-4 (p 18) and the Ice Cream Social party at the Miners, Aug 24 (note the revised date).

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



June 22 BLD & Business Meeting



A nice venue- we got the upper room to ourselves. The surprise was the door prizes that Ric Anderson conjured up- "Tiny Door Prizes", made from tiny doors! One was for the longest distance driven in a Healey, won by Bill and Ellen Kalway. Their distance was maybe an amazing mile and a half? (Weather kept nearly all the Healeys safe at home.) The other prize was for the oldest Sprite driven, won by Ray Musslewhite with his 59 Bugeye. Thanks to Ric Anderson for the prize idea- next time he'll make it tougher to win!

Thanks Judy Bagheri and Rick Hertzberg for the photos.

Trip Notes - GTA Drive to Poole Mill Park, June 15

A few of us joined our friends at the Georgia Triumph Association for a pretty drive and a picnic to celebrate the Ides of June.

A beautiful sunny morning, we met at the Starbucks in Roswell (becoming the official LBC starting point?) at 9:00 for a little socializing and catching up. A great mix of cars; Alfas, BMW, MGs, Triumphs and a Healey too. While all were admired and appreciated, there were a couple of standouts. Susan Young's pretty Triumph TR3A was almost as cute as a Bugeye in its sunny yellow. And a white 1960 Alfa that was just beautiful.



Another highpoint was to see Abe and Susan Cheij's famous MGBGT out for its shakedown cruise after the engine and transmission rebuild. (See several of Barry's recent columns for that story) Happy to see it out and about and wishing them good luck with the Michigan adventure.



After some coffee and chatter, host Mike Hurst gathered us up for a driver's meeting. General directions, queue sheets, questions answered. About 10:30 we herded out for the drive to Poole's Mill Covered Bridge park in Forsyth County.

Another pretty route from the GTA, this one through the countryside and some of the smaller communities of North Fulton and South Forsyth, a bit more than 30 miles. (With 60 year old British odometers, any mileage is a guess, isn't it?) About two dozen cars made the drive, with only one roadside repair needed to one of the Triumphs. Thanks to Rick Alley's remarkable skills with bungee cords, Mr Southwick's TR6 was able to rejoin the drive with exhaust pipe reasonably secure.

Arriving at the park, we found 40 or so guests and enjoyed more socializing and snacking at the reserved pavilion while our hosts were busy setting out the pot luck dishes and getting the grill fired up. The burgers and brats were ready in no time and we feasted on a delicious lunch and wonderful sweets for desserts too.

Trip Notes - GTA Drive to Poole Mill Park (cont.)

Several of the folks wandered over to check out Settingdown Creek and the longest covered bridge in Forsyth County. Said to be haunted by "the Blue Girl", possibly cursed by the ill-treated Cherokee owners too, we suffered no mishaps during our visit.

After some more eating and talking (and maybe a malted beverage or two), folks began heading home. A great event, relaxed and laid back. Thanks GTA for inviting us.

-Ric Anderson



British Motor Car Day at Peachtree Corners

There were a few brave souls who ventured out into the weather for the Atlanta British Motor Car Day on Sunday, June 9. I ran into Doug Duffee; he was there with his son, Chris. Mike Harding & Anne Birnbaum were there with the red BJ8, and Connie Carros with his white Bugeye. I never saw the owner for the red 3000 Mk I.

-Mark Leinmiller



Highlands Motoring Festival, June 6-9

Here's a couple of pictures from the show in Highlands, NC. Unfortunately it started raining and never stopped so I wasn't able to get more pictures. But I did manage to also get a picture with Dennis Gage from *My Classic Car* tv show.

-Rick Alley



Key West British Car Invasion 2019

[I should have submitted this for the last edition of the Flash, or maybe the one before that, but I was still somewhat caught up in that subtropical vibe. Changes in latitudes, changes in attitudes....]

The Key West British Car Club's annual event was held April 22-26 in Key West. I was there, along with 46 other attendees from thirteen states who ventured south to the America's unique tropical island town at the end of the road.

I drove my '60 Sprite, which was one of two Austin-Healeys in a field of mostly MGs. The annual event began back 2005 and was originally a NAMGAR event for MGAs. Through the years it's evolved (devolved?) into a less structured, relaxed event open to all British cars.

This was my second year attending. After driving the Bugeye from North Georgia to Key West for the 2018 event, I decided to take a more "civilized" approach and trailer the car to south Florida, then drive the remaining stretch through the picturesque Keys. While researching a location to leave my truck and trailer, I was fortunate to make contact with John Maas, president of the Palm Beach Austin-Healey Club. John had the perfect solution— he knew of a great space to store my truck and trailer— and he was the ultimate gentleman and made the process simple and quick. He and his wife Wendy are terrific people, so when you see them in Deadwood at the Conclave please buy them a beverage on me! Ask John about the beautiful Healey he bought when he was 15 years old.

The morning of April 21 I loaded the Bugeye and left Gainesville heading toward Fernandina Beach, where I would spend the night at the vacation shack Lee Anne and I own there. She wasn't able to get away for this trip, so I recruited an old friend, Marc Williams, who agreed to go on this adventure. A native Floridian, Marc is more of a Detroit iron kind of car guy, but he was up for a trip to the Keys— plus he's a handy navigator and volunteered to take on photography duties. Our goal was to get to Key West in time for the 5pm welcome reception. I picked up Marc at his house before sunup and we blasted down I-95, arriving in West Palm Beach late morning where we unloaded the Bugeye and left the truck and trailer with John and Wendy.

From there we had another hundred miles or so to drive on the Florida Turnpike, so while we had to dance and duel with a few big trucks on that stretch we fortunately arrived safely in Florida City where the road narrows down to two lanes. As you leave the mainland, tree-lined roads and mangrove covered marshes eventually give way to a panoramic expanse of water, with shades of turquoise, green and blue sparkling in the sunlight. We stopped for lunch in Key Largo and ate watching parasailers flying above while fishing boats were arriving and leaving the dock. From there, it's around 90 miles of spectacular views. The islands are linked by 42 bridges, including the eponymous Seven Mile Bridge...cruising across that bridge you're surrounded by the sky, water on all sides, and the sound of your engine (hopefully firing on all cylinders). It is indeed a memorable drive in a vintage British car with the top down.

We did in fact arrive just in time for the opening reception around the pool at the Southwinds Motel, an old-style Florida hotel located just off Duval Street. The Southwinds has three pools, a liquor store and

Key West (cont.)

outdoor bar onsite, and it's 30 yards from the Lobster Roll stand and the burrito place. What more do you really need?

The itinerary for the week included Bocce Ball and Miniature Golf tournaments. (My golf threesome won the golf tournament--it ain't bragging if it's the truth!) We also cruised our cars to great waterside lunch spots. For many years our cars have been invited to participate in the Conch Republic Independence Celebration Parade, which runs on Duval Street from the Atlantic to Gulf of Mexico (approximately a mile). For this we decorated our vehicles appropriately and flung Mardi Gras beads at thousands of appreciative parade spectators.

Many of us volunteered for the "Bloody Sea Battle" reenactment to commemorate the obviously unsuccessful attempt by the fledgling Conch Republic to secede from the United States in 1982. In this mock naval battle we sailed as part of a fleet of privateers into the harbor to pelt an actual Coast Guard cutter with soggy Cuban bread while yelling senseless insults. At the same time, our air support (floatplanes) dropped rolls of toilet paper onto the rigging of the Coast Guard ship. (That'll show 'em!!) When they stopped laughing, the Coast Guard responded by cranking up their highly effective water cannons and blasted the insurgents. Getting hit in the face by a burst of seawater will cause most reasonable people to reconsider the secession thing. The parties called a truce just in time to watch a spectacular sunset across the harbor and celebrate the peace with beverages of various kinds. The Conch Republic leadership surrendered and immediately requested \$1 billion in foreign aid. Thus their motto: "We seceded where others failed."

The other Austin-Healey in attendance was a beautiful Big Healey owned by the Caldwells from Pennsylvania (see photo). Like me, they trailered their car to Florida before driving the final stretch down on the overseas highway.

Apart from the structured events, there's plenty of downtime at this event—it's basically one structured event per day and the rest is optional. Key West is a beautiful small town filled with history and great to explore on foot. Seemingly around every corner are historic old homes—many now inns—some dating from the early 1800s. Restaurants, bars and shopping opportunities are plentiful. Huge crowds head for Mallory Square waterfront each evening to watch the sun set across the water. If you like to be stressed or rushed, this is NOT your event.

Like the event itself, the Key West Car Club is a very "laid back" organization. They have set the dates for the 2020 event for April 20-24. If driving the Keys is on your bucket list, mark your calendar and I'll see you there. Visit the website at www.kwbcc.org for registration information or on Facebook.

- Alan White

Key West (cont.)



Welcome Banner



Reception by the pool



Healey parking only



Boondocks "golf" course on Ramrod Key



Golf winners - another year, another trophy



Parade decorations, with mounted artillery (bag of mardi gras beads)



The CIA infiltrated the parade



Parading

Key West (cont.)



A leader of the erstwhile
insurrection



Preparing for the Coast Guard attack



Floating tiki bars join the fight



British expats living in Key West



Lighted wheels...cool!



Tech Corner by Barry Rosenberg

Tech Article June 2019,

I am typing this on my screen where the type is being enlarged to 180% so I can see it much better. Even though I have new glasses, from Costco and not Harbor Freight. The good part of going there was the chance to get one of their hot dogs for the first time. And everyone was right, they are great. So good, I bought a pack to take home and I bought one to take to Bolt who was waiting back at the barn for me. He did not eat it at first; it took him about 30 minutes before he ate it from his food bowl.

They have a full optical department there. The doctor took pictures of the inside of my eyes and spent over 20 minutes explaining what she was looking at. She pointed out the glaucoma areas, the floaters and two rather large freckles on the back of the eye. Now, I am not allowed (supposed) to go outside during the day, sun or cloudy, without sun glasses. Seems the sun's rays, even thru clouds, turns these freckles into cancer and as the old eye ball sits right next to the brain, it spreads rather fast.

Now, I have the transition glasses as well as a clip-on pair of sun glasses for extra sunny days. I hate sun glasses but I would hate cancer more. The glaucoma is bad enough but I can live with that. Glaucoma slowly, or rapidly I guess, decreases your field of vision. Mine is already decreased by the limits of my lenses. Anything I look at outside the field of the lenses is already a blur. I think I have had glasses since before I was Bar Mitzvahed; so, not really a big deal.

Maybe this is why I have had so much trouble with this latest MGB engine rebuild. Would better eye sight have allowed me to see the mismatched ring grooves from last month's article? Probably not. It ain't something you normally run into. I was able to get a special ring sent to me that was correct for that one piston and after checking the gap, it went on fine. I now have the engine going together. As the owner was at the shop, again, I demonstrated what it takes to set the cam timing correctly.

On a stock engine rebuild using the original cam, one only need to line up the factory marks on the crank gear and cam gear, as long as the gears are original as well. This is referred to as "dot to dot" cam timing and it will be close enough to the factory original setting. Using a performance cam is another story entirely. Cam grinders have certain points in the engine's cycle that they want the valves to open and close. This, one can adjust and set exactly to specs.

Other design features of a cam design are not adjustable by the builder as they are ground into the cam. The number of degrees of lobe center separation, lobe lift and duration are all set in steel when you get your cam. You can pick and choose what you want as they can grind almost any specs into a new blank cam but why not trust their years of experience of what works for the engine you are building.

If you are building a stock street engine, use a stock cam. But when you are building a supercharged performance engine, do better. After a lot of research, I chose a cam profile (that is what they call the shape of the cam lobes and all the specs it contains) that will give plenty of low end grunt as well as in the higher RPM range. As this is still a car destined to be street driven, I did not want to have to spin it to 7,000 rpm for maximum performance. 5,500 rpm will be about as high as it will be revved. And believe it or not, there is a special grind just for this purpose.

The cam comes with the specs where they want it installed. The instructions say that for more low end power, set the cam 5 degrees advanced over what the spec card calls for. My spec card called for .050" lobe lift at 6 degrees BTDC (before top dead center). So 5 degrees advance would be .050" lift at 11 degrees BTDC. As a very small compromise, I set mine at 10 degrees BTDC. It can take hours to set the cam timing exactly as you want it. It is a science to do it correctly.

Having a timing degree wheel that is 20" in diameter really helps. Each degree is a 1/4" gap mark, very easy for me to see. This is probably more information on cam timing than you want to read so I will not go into all it takes to get just what one wants. I will discuss a little bit about the head and see if I bore you with this.

Tech Corner (cont.)

This engine has an aluminum head. These are nice in that they weigh a lot less than the cast iron ones, and I like that. They dissipate heat much faster so you can get away with a little higher compression and timing advance. Just don't get too greedy. However, there are drawbacks. First a quick science lesson, again.

All engines get hot while running. All metal that gets hot, expands. Not all metals expand at the same rate. Aluminum will expand more than cast iron. If you remember and have read my recent articles, I said the forged aluminum pistons expand more than cast aluminum pistons and require more clearances in the cylinder bores; and they are both made from the same material. When a cast iron block with an aluminum head expands, they try to stretch the head gasket different amounts on their respective side of the gasket. This shears the gasket over time and can cause gasket failure in a blown head gasket.

One way to stop this is with the correct gasket "sealer". Gasket sealer does more than try to stop leaks between the block and head. It lubricates the surfaces and allows a minute amount of slippage as the two expand and contract. This protects the gasket and prolongs its life. The kind people of Mr. Gasket, who makes most of our LBC head gaskets, says to use Permatex High Tack. They test all head gasket styles to destruction and it takes them more effort to destroy a head gasket sealed with High Tack than copper coat, aluminum spray paint or any other sealant. So, I use Permatex High Tack and so should you.

Another problem with aluminum heads is in their "soft" nature. By this I mean the material they are cast from is softer than cast iron. Some more science; stud and bolt torque is the easiest way to measure the amount the bolt or stud stretches. This is what holds things together. Real racing shops like NASCAR or Indy or Formula 1 use dial gauges to measure the stretch of their bolts and studs. This is not practical for the average shop so torque values have been determined for every size bolt or stud made.

ARP, who makes the best bolts, have their own figures. Most older British cars use slightly lower quality items but each manufacturer has specific torques for every bolt on the cars. They know that if you tighten a bolt to 47 ft. lbs. that you have stretched it the required amount to hold it tight. Now, back to the aluminum head problem.

The aluminum head stretches as it gets hot. The studs holding it to the block also stretch. As every thing cools off, they should retain the same amount of clamping force from being torqued over the entire temperature range. As the aluminum head expands, the ARP studs do the same, only not quite as much. Over time, this causes a slight depression around the head stud washers under the nuts. As this depression grows with repeated heat/cool cycles, the torque loosens. ARP also supplies very small diameter washers which can aggravate this problem.

Over a short period of time, your head stud torque becomes less and less allowing the head gasket to go bad. Re-torquing the head becomes a lot more important with an aluminum head, especially with ARP studs. To help eliminate this, I installed larger washers under the head nuts, grade 8 of course. This will require more effort for the depressions to occur but not completely eliminate the problem. It seems every thing good has a drawback that can be bad. Vigilance is required!

As I talked about in my last article, I was having problems with the center cam bearing. The replacement King (best cam bearing for the MGB) set came in and I fitted the bearing to the cam first. It fit a little snug but still felt ok. So, I installed it. To my surprise, the cam did not fit through the bearing once installed. The bearings are a solid circle of steel backing with a soft inner layer for the cam to ride on, with a film of oil. As the bearings are pressed into the block, they do get a tad smaller and tighter inside.

So, out comes the new bearing and I order the cheapest set. These are a split design so are somewhat harder to install. Once this set arrived, I installed the center bearing and it fit the cam as it should. What made this installation harder was that I had installed the crank, rods and pistons by the time the bearings came. So, now I was finally able to degree in the cam and start the final assembly of the engine. The rest went pretty smooth as it damn well better have.

Tech Corner (cont.)

After installing most of the engine parts, I was able to turn the engine and do a preliminary valve adjustment and check the distributor timing. It is 180 degrees out. I checked that the drive gear was in correctly and then checked the old cap and wire set. I had it right. Some one in the past had had the distributor apart and put the offset drive dog on 180 degrees out. The wires on the cap were placed so it would run and that is how I plan to leave it.

This rebuild also included replacing the existing 5 speed Ford unit with a 5 speed Datsun box. The supplier sends a replacement flywheel and back plate with his kits. The flywheel is smaller in diameter to fit inside the smaller Datsun bellhousing. So, we cleverly thought to test fit the starter while the engine was out. One minor problem was found and ignored. The starter gear stuck in the new ring gear. A quick call to the supplier said it was normal and would stop after a few starts. The gear did release as soon as the engine turned on it's own so we took him at his word.

We test fitted as much as possible while the engine was out and then painted it black. It looks beautiful painted in hardened acrylic enamel gloss black. Once all the polished aluminum and chrome bits are installed, it will be a thing of beauty. We installed the new back plate and transmission. Next was to drop it in the car. This actually went very easy. We lined up the front mounting holes and installed the new rear trans mount. Then we noticed the front left mount was stretched out of shape.

The mounts are another very short story. I had ordered two front mounts, heavy duty of course, and tried to install them on the engine. Left and right have different part numbers as they are mirror images of each other. But not ours. Although they had the right numbers on the packages, they were both left side mounts! Luckily I had another set at the barn and was able to find them. So, what caused the mount to be out of shape?

Seems the car had been hit in the past in the left front corner and the frame rail was not pulled out quite as much as it should have. So we now have to adjust something to make it right. We could not repair the frame rail; we thought about re-drilling the holes in the metal part of the mount but finally decided to pull the bracket the mounts attaches to on the engine and slot the holes. But it was painted so nicely. I was able to lift the engine enough to remove the bracket, very carefully without hurting the painted bolts, and drill new holes 3/8" off from the original. Now it fits perfectly.

Now we needed to bolt on all the extra pieces that make the engine complete. This began with the supercharger and carb. It may have helped to have the mounting instructions that came with the supercharger but we didn't. It looked pretty straightforward: install the mounting studs in the head; bolt the supercharger and manifold in place; install heat shield. Sounds a lot easier than it happened. I did not like that two of the mounting studs would only have three threads screwed into an aluminum head.

That just seemed like a future problem with them working loose and causing a leaking manifold gasket. The studs were kind of long with coarse threads on one end and fine on the other. This was not something I had on hand and was pretty sure I would not find in Jasper. I did have a stud like that from a MGB rocker pedestal but it was about 2 inches too long. A cut to shorten it and a die to thread it made a fine new stud. Work could resume. Until we tried to install the heat shield.

No matter how we tried to fit it in, it would not go. Off came the supercharger, on went the heat shield and finally, we could finish the installation of the intake and exhaust system. I then installed the new oil cooler; never re-use one from an engine that self destructed, and the lines. I take the oil cooler and check it for cleanliness before installing them by flushing them with carb cleaner. Next, I take the oil line of the rear of the MGB block and screw on a funnel that just happens to have the same thread pattern as the lines.

Tech Corner (cont.)

I found this funnel in the basement dairy of 595 Roswell St. Marietta, which was my first shop. It was used to pour butter fat into small jars back in the days when farmers brought excess milk to what had been a local Marietta dairy. They stored the butter fat until the milk supply was low, usually around winter time, and would make fresh milk with it. Whole milk was 4% butter fat and the 96% water. But I digress, again. Anyway, I pour oil into the oil line and fill the cooler before trying to build up oil pressure in the engine. When I see oil come into the filter housing, I know the cooler is full. Then a new filter is installed and the oil line reconnected to the block. Next is the ignition system, A/C system and alternator. Then the radiator and condenser.

The new driveshaft is installed with new bolts; the trans is filled with fresh fluid, and we are almost done. By my next article, it should be running smoothly and out the door. If not, then there could be another good story on why not. See y'all somewhere soon.

Barry Rosenberg

PS: I plan to disconnect my MagiJack in the next two months. If you want to contact me, please use either barry@britishcarservicega.com, contactus@britishcarservicega.com, or 770-689-7573. My cell phone sits outside at the barn to get a signal so I do not talk when it is raining; like today.





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Nothing to post in this issue

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