

The Flash

Atlanta Austin-Healey Club

July 2019 Volume XXXVIII, Issue 7



Fresh roasted coffee beans
drop from the roaster.
Atlanta Euros Rims & Roasters

Optical illusion? Are the fins
really that big, even on a
Caddy?
Collector Car Appreciation Day



It's Not Butter!
Breakfast at the Gainesville
airport.
Cracker Fly-In and AAHC BLD

1915 National Indy car
chassis
Honest Charlie Speedshop



The variety of outings in July was amazing. Check out the stories and pics for all of them.

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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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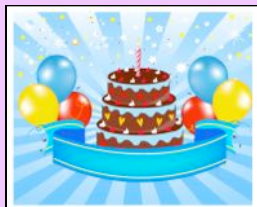
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JULY BIRTHDAYS

??



AUGUST BIRTHDAYS

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John Homonek	Mary Reitz
Cindi Marble	Bruce McDonald
Bill Nagel	Gary Rockett

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)

July 2019

- 6 [July BLD & Cracker Fly In](#) – Gilmer Airport, Gainesville, GA (p 8)
- 12 Collector Car Appreciation Day – many places (p 13)

August

- 2-4 [22nd Annual Mountain Trip](#) – Oak Park Inn, Waynesville, NC
- 24 [Annual AH Clubs Ice Cream Social](#) – small clusters at local ice cream shops in Atlanta area, and our club BLD in afternoon at John & Linda Miner's (p 4)

September

- 6-11 [AHCA Conclave 2019](#) – Deadwood, SD
- 7 [British Car Fayre](#) – Norcross, GA (p 17)

October

- 12 [Winding Roads Tour](#) – North GA somewhere (details a-comin')
- 26 Woolly Worm Tour – Elkin, NC (Triad Club, but no functional website, see note p 20)



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.southeastwheelevents.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!)**



2019 Atlanta Austin-Healey Club **Ice Cream Social & BLD 2p-6p, Aug 24**



When: Saturday August 24th, 2019 2:00-4:00 pm for local meets
Where: Join your local group at your designated Ice Cream Shoppe
Finale: Afterward, motor on for our club BLD at:
John & Linda Miner's 4:30-6:30 pm
2138 Tayside Crossing NW
Kennesaw, GA 30152

This year we are again using John Miner's brilliant organizational idea of having multiple small groups meet locally for ice cream (the 2-4pm part). And once again, John and Linda have volunteered to host an "after-ice-cream party" for even more ice cream (YAY!) that afternoon at their house (the 4:30-6:30pm part).

The first part is to occur locally. Remember those Wing Groups the club set up a couple years ago? Those groups decide where to meet, local to avoid any freeway travel. This year the local meets are flexible at 2-4pm or so, and hopefully everyone will drive their Healeys.
> Note that our club website needs updating. Correct time for the local meet is 2-4pm. After that, the Healeys can go nap in their garages and you can drive the car of your choice to the Miner's house in Kennesaw.

The Ice Cream Social is a national event, usually during August, of all Healey clubs in the country. Understand now? Good. So go!

Updates & details on the [club website](http://atlantahealeys.org/events/annual-ice-cream-social/).
<http://atlantahealeys.org/events/annual-ice-cream-social/>



Doug Duffee
Atlanta Austin-Healey Club Fearless Leader

July Flash

The July heat did not disappoint. It was as hot, hotter than expected with the heat index making it feel hotter. But the evenings were pleasant enough to be able to get out for drives around the lake and to dinner. The end of the month brought some really comfortable temperatures early in the day. Ric and I took advantage on one of those and took a drive on the back roads over to Athens, Ga. which was great fun. While we were out and about a friend of mine saw us and called me to tell me a Sprite was closing in on me and asked what I was going to do when he caught me.....My answer was that if he gets too close I will have to shift to second.....All in all we had a great day and a nice ride and some really good BBQ.....

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

- July 6th was the 50th Cracker Fly-In at Lee Gilmer Airport in Gainesville. This may have been the last Cracker Fly-In as it takes 75 volunteers to put on this event and as in so many events, clubs and organizations it is difficult to find folks willing to help or take an active servant position. Hopefully this will not be the case as it is a really nice event. We had a wide variety of cars at the event, not just Austin-Healeys. Much attention with the cars and a great pancake breakfast. The vintage planes definitely did not disappoint.

Now let's take a look through the windshield:

- August 1-3 Chuck Reeves and the 23rd Annual Austin-Healey Mountain Trip.

Ric Anderson sent out an email about it:

Remember my telling you about what a wonderful time I had at last year's Mountain Tour, hosted by the super folks at the Carolina club? And that you really, really, needed to put it on your calendar? Did you listen? (I hear crickets chirping)

Well, you are in luck. There are still a half dozen rooms available. Including 3 that are pet friendly.

(Helpful for those who have pets, or have mates who think they are married to a dog.)

- August 24th, The Annual Ice Cream Social 2:00 PM to 4:00 PM. Join your local Wing Group at a designated Ice Cream Shoppe. Your local Wing Captain will send you a notification of time and place to meet for Ice Cream. Then as last year, all are invited to John & Linda Miner's 4:30 PM to 6:30 for more Ice Cream and fellowship at their home. Look forward to seeing you there.
- 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 seven months into the year and Ric Anderson and I have decided that we are not going to wait for the yearly planning meeting in January to make a decision on the President and Vice President 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 19 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 years with us to make the transfer of

Doug Duffee (cont'd)

leadership seamless and without the learning curve that would 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 are on the fence please call me and I will be happy to answer questions or help where needed.

On another note, we have a club member with some exciting news:

Karen Meinzen McEnery received this notice from the Hilton Head Island Concours d'Elegance.

"Congratulations! We are delighted to inform you that you have been accepted to show your vehicle in this year's Hilton Head Island Concours d'Elegance to be held on Sunday, November 3rd."

So congratulations to Karen and Lucky Lady on this announcement of acceptance in to this prestigious display of vintage automobiles.

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

Usually the cover photos are from the month's BLD, but the other events were so varied, especially their non-Healey aspects, that they won out.

This month's BLD was at the annual Cracker Fly-In air show (p 8). Several cars from our club went- tho not all Healeys, they still looked great. Some nice car shots and a good story- thanks, Ric Anderson. Next time maybe a couple airplane pics?

Three other diverse events occurred this month, and we have reports and photos! Note that many of those reports were done by the same guy: our very own Ric the Rangy Red-eyed Roving Reporter. Yes, his car does go R-R-R-R-R. Oh wait, it's a Bugeye: r-r-r-r-r.

Those three other events this month are worth a read, especially the visit to Honest Charlie's in Chattanooga. We might go there in our 'BJ9' vehicle to visit the speedshop but also to see another event up there, the Renoir art exhibit thru Sept 22. (p 10)

The next actual event was the previously unknown Collector Car Day gathering, which drew Healeys and other vehicles out to several different locations. Looks like a winner for a future get-your-Healey-out tradition. (p 13)

The ATL Euros Rims and Roasters event in Canton also drew several AAHC members and seemed more about coffee roasting- which is not a bad destination for a morning tour! (p 15)

The "Spooktacular" tour (p 20) in NC on Oct 26 is related to the woolly bear caterpillars: "The banded Woolly Bear larva emerges from the egg in the fall and overwinters in its caterpillar form, when it literally freezes solid." [Wikipedia] The woolly-

wooley-woolly spelling varies by user; the tour varies by year but always hosted by Triad AHC.

Barry's Tech Corner is the last episode on his MGB restoration and enhancements. More frustration but good information too.

Grandson Zach had yet another car encounter, at his town's Night Out event: this time inside a roll



cage kart; but he's 2 yrs old! I have yet to sit in a roll cage. He's too little to make it go (it IS gas powered), but enjoyed turning the steering wheel and seeing the front wheels move.

Fillers are from Ric Anderson- Toons from old Flash issues (or a source I don't want to know).

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

Barn Find Alert-- Thanks to Bruce Madden for this discovery. A 1962 MkII BJ7 stored for 50 years. Check out the photos and especially the text, with corrections from the owner himself, of this rare example of good quality while unrestored.

[Barn Finds, Aug 8, 2019](https://barnfinds.com/garage-find-1963-austin-healey-3000/?utm_campaign=Newsletter&utm_medium=email&utm_source=Newsletter+(Daily))

[https://barnfinds.com/garage-find-1963-austin-healey-3000/?utm_campaign=Newsletter&utm_medium=email&utm_source=Newsletter+\(Daily\)](https://barnfinds.com/garage-find-1963-austin-healey-3000/?utm_campaign=Newsletter&utm_medium=email&utm_source=Newsletter+(Daily))

July BLD at the Cracker Fly-In



Your AAHC held its July BLD meet up at the 50th annual Cracker Fly-In at the Lee Gilmer Memorial Airport in Gainesville. While much of the area had some storms overnight, we enjoyed a rain-free day, plus the temperatures didn't really rise until after lunch.

As usual, the pancakes were ready early and several of us enjoyed a hearty breakfast to get fueled up for a morning of fun. Pancakes, sausage, OJ and coffee too. Complete with Log Cabin and Parkay, although Señor Wences wasn't on hand.

Our intrepid leader had our space staked out and the tent up when we arrived. Water on ice too. What a guy!

As there wasn't an official start time, folks arrived as they desired. Some stayed close to

the car park space, others toured runway, taking in all the different shapes and sizes of aircraft on hand. One or two took a very close look at one of the new planes on hand; their sales rep was happy to offer up all the details and to answer all the questions asked. Not happening, but a guy can dream.

They again had people offering rides in various craft and one of your past presidents was seen with a pretty big grin after his helicopter ride.

Did you know Ray Musslewhite can bake? If you weren't there you missed out on a very fine red velvet cake. So good you wanted seconds. At least seconds.

Joining the fun, and in no particular order, were Pat Kent, Doug Duffee, Glenn Stephens, Alan White, Charlie & Sheron Moshell, John Homonek, Joe and Justin Hall, Mark Leinmiller, Ray Musslewhite and Chuck Dyarmett. We also had a couple of friends from GTA.

Another great time with old cars, food and sweets, and lots of laughter. Hope to see those who missed out next year.

-Ric Anderson



Alan White's MGTC

- proving that not all things White's are white, and not all things white are White's -



Joe Hall's BT7



Ray Musslewhite's Bugeye

More Cracker Fly-In



Chuck Dyarmett's BJ8



Nice Mini with flag top



Charlie&Sharon Moshell's



Glenn Stephen's Corvair



John Homonek's Jensen Healey



The famous Shooting Brake



Future AAHC Destination Scouting Report Coker Museum at the Honest Charlie Speedshop

Ric Anderson

Always looking for something interesting for a day trip, I recently visited the Coker Museum at the Honest Charlie Speedshop in Chattanooga. They bill themselves as "One of the finest motor vehicle collections in the South". They certainly have an eclectic collection. Roughly 50 cars, trucks, buses, along with about 50 vintage motorcycles, a half dozen airplanes hanging from the ceiling too. Maybe a dozen old engines of interest. Even a vintage camping trailer.

The cars ranged from some lesser known names from the early 1900s to hot rods to mid-50's Detroit models. Several trucks and not one but three Yellowstone tour coaches. Quite a few vintage racecars, several from the early days of Indy. Those "foreign" cars were represented as well. An Austin, a Mini, E-type Jag, MGs - both T's & A's (I just had to use that ☺), a pair of Triumphs and a '67 BJ8. And a '57 Volkswagen too. As you can see, the conditions of the cars vary greatly. They have a beautiful and all original low mileage Packard that is show ready. And a delivery truck that is exactly as found, with all that "great patina". A '55 Chevy droptop that is more than rough. And a '68 Triumph TR250 with just 38,000 miles on it.

One of the Indy cars was a 1915 National. Boasting a 50 HP in-line six, I was surprised just how large the car was. While the car is undergoing restoration, the chassis is sitting next to an old Cushman scooter and a bench you can use as a reference. Looks like it should be sitting underneath a fair-sized truck.

They have a V-12 by Packard on display. I learned it was built for the war effort and was used in the Navy's PT boats. Each boat used three of them and burned 500 gallons of gas an hour!

By chance, I bumped into one of the machinists coming out of the shop and asked him what they made there. He started to answer, then instead invited me in to show me around. The short answer is "wheels". Most any kind you might need. They start with a metal disk, a "blank" and, using a series of bucks and presses and lathes, the metal is worked into just what you need it to be. And they do have a woodshop too, just in case you have something like a 1917 Stephens. Pretty cool.

The Honest Charlie part of the museum is more a collection of memorabilia and small items for sale. Their actual parts business has largely moved to the internet, no Summit Racing style room full of car parts.

Coker Tire, at the opposite end of the building, also has some items on display, along with a service counter where you can make purchases and order things. They have a cool assortment of tires and wheels and hub caps and things to look at.

A nice place to spend a couple of hours and a host of places to have lunch after the tour.

Stay tuned.



MG T something



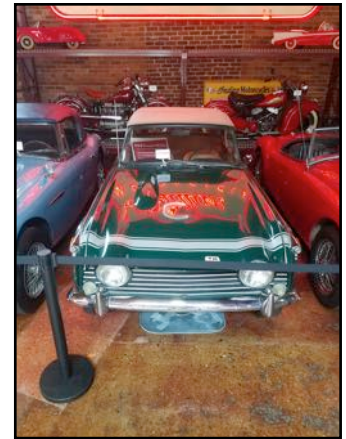
Coker wall of wheels



A wall full of motorcycles



1937 Shafer 8 Buick Indy racer



1968 Triumph



Another MG T something



Da plane, da plane



Mini Cooper S



Not a valve cover racer



MGA



I-80 truck stop sticker



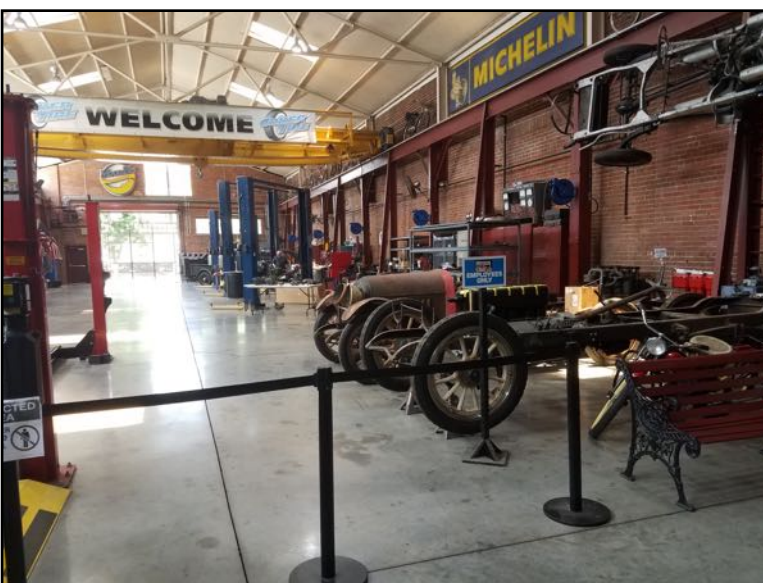
1936 Packard 120B sedan and travel trailer



Packard V12 motor for PT boat



1972 Triumph TR6



Part of the restoration shop



Smaller even than a Bugeye

JULY 12, 2019

COLLECTOR CAR APPRECIATION DAY

Checking your official AHCA wall calendar, you may have noticed that Friday the 12th was designated as Collector Car Appreciation Day. Checking the SEMA web site, we found this was initiated by Congressional resolution in 2009. (And you didn't think Congress ever did anything useful) So it was our patriotic duty to commemorate the day by getting our cars out and appreciate them. And to let others appreciate them as well. Not a marque specific event, just a good reason to get off the couch and go for a drive. We had several members take up the challenge, here are some snapshots.

-Ric Anderson



Wright Bagby and his cohorts at the Dirt Town Deli & General Store for breakfast and a nice drive in the country.



Ric Anderson and Ruby visited Ferguson's Meat Market in Coal Mountain for lunch while out for a ride.



Pat Kent and her pretty blue Bugeye, classing up things with a dinner visit to Peachtree DeKalb Airport



Abe Cheij and his personal Auto Show model were out in his MGBGT (and frequent subject of Barry Rosenberg's monthly Flash column) between rain showers, enjoying a ride through horse country.

Collector Car Appreciation Day cont.



Glenn Stephens was out taking care of a few domestic duties while enjoying his Corvair (and the practicality of a functional trunk).



John Homonek invited some of his "car guy" neighbors to come out to play and the results were a bit of a neighborhood parade there. They had five vehicles, 1959 Austin-Healey 3000, a 1959 Cadillac (on the cover page), a Triumph Stag, a Mazda Miata and a 1984 Mercedes G Wagon. After the parade they drove their cars out for a fun bar-be-que dinner.

Healey Books are Available! -David G. Matthews

At last after more than a decade!!

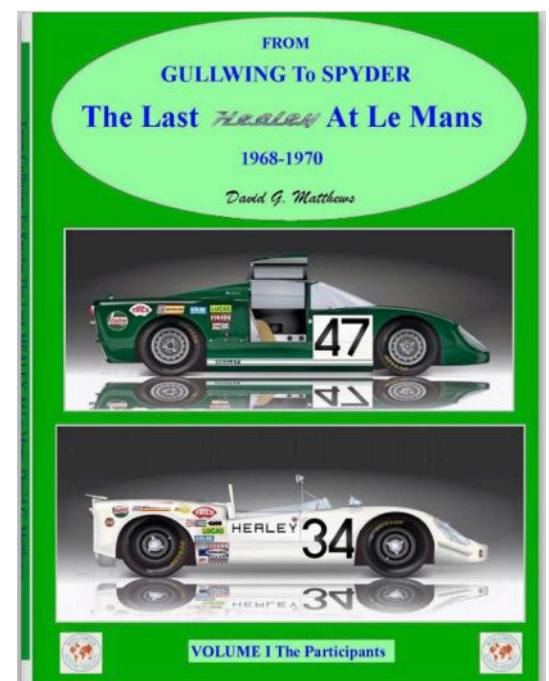
The Books are here!!

Here is a Review/Taster of the [Le Mans book](#) :-

Here is a link to the [Healey Fiesta Book](#) :-

[Note: These "bonusprint" books seem to be fully available online for viewing. I'd guess you need an account to print it off. If anyone has experience with this, let us know. They both look great with very different info on the Healey legend than we usually encounter.

- Rick Hertzberg, Editor]



Atlanta Euros "Rims & Roasters" at Alma Coffee



Several of your fellow AAHC members joined the folks at Atlanta Euros for a gathering in Canton on a beautiful Saturday morning. Rick Alley, Nader Bagheri, Abe & Susan Cheij, Glenn & Julie Stephens, Stephen Templeton and I joined approximately 25 cars, trucks and motorcycles, mostly from Europe, at Alma Coffee Roasters for a little show & shine and a tour of the roasting operations. An interesting mix of vehicles, from a pair of Mercedes convertibles to a Swiss army truck. A little bit of everything.



While this facility is not normally open to the public, as part of their hosting, Alma provided tours of the roasting operations, hosted by a 4th generation coffee farmer/roaster. We learned that Alma has been working with their neighboring coffee farmers in Honduras to cut out the middlemen and sell their more directly to the consumer. We also learned about the different roasts Alma produces. They even roasted a pound of coffee to show us how it was done.

Another great time with old cars, food and sweets, and lots of laughter. Thanks to Glenn for suggesting this event. And for showing me a great route to the venue.

-Ric Anderson



Stephen Templeton's 356 Porsche



Coffee to be roasted



Robert Casey's and Nader Bagheri's big Healeys

Atlanta Euros "Rims & Roasters" at Alma Coffee, cont.



Rick Alley's and Ric Anderson's Healeys



Glenn and Julie Stephens'
BMW 2002



Nader learns about coffee beans

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For information contact: info@atlantabritishcarfayre.com / © 2019 Atlanta British Car Fayre LLC / All rights reserved.

Tech Corner by Barry Rosenberg

Tech Article, July 2019

Just so y'all know, I no longer use the old shop number thru Magic Jack. It was 90% spam calls so I dropped it. You can reach me on my cell which is 770-689-7573. I do not have it with me at all times as it sits outside my shop to receive some signal. There is a dead spot around my barn. Leave a message and I will call back. Also, I do not answer when it is raining up here as I do not want to get wet talking to you. So much for the mountain lifestyle.

Well, it runs (*ed- the MGB*); and it runs great so far. After the installation of all the bits and pieces that came out of the car back into and on the car, in the same location, we filled it with oil, pulled the plugs and spun it over with the starter. Oil pressure came up as expected. Next, I installed the plugs, checked that all was ready to fire it up and we turned the key. You did not miss where I put coolant in the engine; I didn't, yet. The engine fired instantly and oil pressure went to over 80 lbs. Perfect.

Except for the very loud exhaust leak. It was not really a leak; we had not connected the header to the exhaust system. This was done, every thing was looked over and water, only water, was added to the radiator. Then it was time for a 20 minute run. It fired up perfectly, the idle was set at 2,200 rpm and it ran. We watched, topped up the radiator as the level went down, carefully watched the gauges, set the timing and listened to a beautiful engine sound.

No leaks. The idle was set about 1,000 after the 20 minutes of run time and the engine was allowed to cool overnight. The next morning, we pulled the valve cover and spark plugs and re-torqued the head bolts. I have my method but thought I would ask about other professionals' method of re-torquing an aluminum head on a cast iron block. Do they break the bolts loose first? All at once or one at a time? Do they over-torque it 5 lbs or so? Do they just pull the nuts to the original factory specs?

I was surprised at the variety of answers received from the experts. Even ARP bolts replied. They said loosen each bolt to 50 lb. ft. One at a time and re-torque. Only problem here is the bolts only torque to 47 lb. ft. One said he loosens his 5 lbs each and re-torques. I ended up going with what I have done for over 45 years. I tested my torque wrench on a very

accurate, calibrated electronic tester and set it at 47 lb. ft. Then I went thru the factory sequence of torquing and checked each bolt. Some did move as much as 1/4 turn before I heard the satisfying click of the wrench.

I have a problem loosening head bolts once they are torqued. It might screw up the gasket sealing and with a supercharged engine, that could be detrimental to a long engine life. Next, I adjusted the valves even though they were cold and it should be done hot. I adjusted them .001" looser this time. They will get another adjustment when the car comes back after close to 300 miles and we change oil and filter.

As the plugs were out and I have a bore scope, I figured I would look in the cylinders. When the block was bored, each piston was marked on top with some sort of magic pen with the diameter to the 4th decimal place. After the twenty minute run, it was still perfectly readable on the pistons. Great pen! Seeing no problem in the cylinders; the engine was buttoned up; the timing set once again (only 30 degrees at 3,000rpm for awhile) and a test drive was in order.

Gently, I took it out on Burnt Mountain Rd. and turned right. After starting up the road, I gave it some gas, this car flies! Lots of power, more than it probably needs. I went up the road over a few hills and turned around. Passing the road to my shop, I headed for Jasper. But, there was this terrible whine in the car. I thought the differential would explode. I shortened my drive and turned around and headed back to the shop. Giving it a tad too much gas, the car fishtailed up the road; it almost spun out from the torque the engine has.

Backing off, I slowly made my way back to the shop. My work was done. It was time for the owner to put some miles on it. As he was leaving, in the car, on a very long ride to Travis City, Mi. later that week, he drove to quickly break in the rings on his ride home. This pisses off anyone behind you. Run the car in 4th gear up to 65 mph then back off the gas and let it coast down to 35 mph still in 4th gear. Once at 35, accelerate hard back up to 65 and repeat at least 12 times. The people behind you will think you are nuts.

Tech Corner by Barry Rosenberg

He took it on a club drive with the Ga. Triumph Assoc. on Saturday before the Thursday departure date and returned the car early the next week with about 250 miles on it. This time, I checked the head bolt torque and all were tight. I adjusted the valves, hot this time, to the cam specs. Again, I looked in on the pistons and you could still read the print on top of the pistons, after 250 miles. The trans was working fine and the engine seemed perfect, no leaks or noises. It was ready for the trip. Until we started looking at a few other things. Like the front valance was on with finger loose bolts. The wheels had loose knock offs and absolutely no grease on the splines or knock off. And some of the wheels were stuck on. Now they are cleaned, greased and tight.

The last two things we wanted to do was try to get the gas gauge and the speedo working. We replaced the sending unit with a new one and it helped some (another new sending unit is on the way). Then we had the new speedo cable. The person who put this car together the last time must have had a great sense of humor. He ran the speedo cable thru the correct firewall hole and then ran the boost gauge tube thru the same hole. And he made the boost gauge tube the exact length it needed to be plus two inches. And he mounted the gauge and tube behind the top of the dash when he had it out.

The old speedo cable would not fit out the hole nor would the new fit back in. We eventually were able to remove the speedo from the dash, visually see where the cable and tube came thru and after cutting the boost gauge tube, we were able to run the new speedo cable thru the firewall and reinstall the tube. Now all we needed to do was repair the tube. Some new fittings- using an olive (ferrule to some of y'all) the tube just fits back to the manifold. Note, the boost gauge is not really needed, it just looks cool. In fact, you hardly notice it while driving and when you do look at it, it becomes a distraction.

The last thing to do was put the speedo back in the dash. Unfortunately, our hands were too big to get the top mounting bracket back in place. This requires a small child hand. But he took the car- excited to get ready for the trip. Hopefully, the rear end will hold together. We checked the fluid and it

was full. As a matter of fact, it had been rebuilt 2201 miles ago by the same person who did the rest of the car.

I have kept in touch with them through the journey to Michigan and back and so far, so good. His wife likes the rear end howl; it serves as some music that puts her to sleep while he drives. But the engine and trans are doing quite well. He is complaining some about his gas mileage but right now, with a supercharged new engine running at varied speeds, 20 mpg is not that bad. As there is supposed to be a SU carb expert at the show, he is going to see if he can lean it a touch. I hope he knows that a lean engine can burn valves and pistons. I would rather use a little extra gas and settle for "only" doubling his previous engine life expectancy.

Does this saga end here? No way. Next, we will probably tackle the noisy differential and after that, we have already started a Triumph GT6 engine, trans w/overdrive and differential into his original Herald. One that his mother bought new in 1964 and he still drives it. This requires a rebuild on the engine, trans and diff and the front suspension to put GT6 shocks and springs and suspension uprights (the engine mounts bolt to these parts and raise the engine about 1") on it. The brakes had already been updated to GT6 a year or so ago.

The engine has already been thru the machine shop process, and parts are here for it. The trans is here but not together. And the diff is still under the old GT6 sitting outside my shop. We will pull the diff and suspension uprights (required to put the GT6 engine in a Herald or Spitfire frame to clear the steering rack) soon. He will send the uprights out for blasting and maybe powder coating. Or, we might paint them the car color as that is how they should be and he wants me to paint the underside of the bonnet. So we have to get paint and supplies for that. Might as well paint the uprights.

Now, I have my shop back to myself. No more questions about how something or why something is done. I do talk to myself (a lot) but I know all that I am talking about and the answers. I don't have to take the time to explain or demonstrate anything to myself. Kind of lonely up here now. During the time he spent at the shop, I really hope he had fun and

Tech Corner by Barry Rosenberg

learned a lot. It was quite fun working with someone who truly wanted to learn. And I think he learned quite a bit. Evidently, he did not learn enough to not go thru this again or we would not be doing a Herald next.

He enjoyed the experience so much, he thinks I should start a school teaching the techniques needed to repair and restore old British cars. I think he has a name for it BBCU, Barry's British Car University. Classes could start soon. I will add an update upon his return to Atlanta after the show.

PS: Update, the car got 2nd in class and ran without problems for the trip. There may be a tank of bad

gas because he had a small problem as he returned home. Two other cars from here had fuel problems as well. I heard one was trailered home and is waiting on repairs. Maybe the car will come back to the shop this week for me to take a look or maybe a tank of good gas will solve it.

Well, see y'all somewhere soon.

Barry Rosenberg

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Wooley Worm Fall Tour
"SpooktaculaR"



Date: October 26, 2019

Time: 10:30AM -> Until...?



Start: 1598 CC Camp Rd Elkin NC 28621 [Elkin Airport]
End: 1326 Mountain Park Rd, State Rd, NC 28676

Cost: \$10.00 per person [Includes Chicken Stew]

Register: w/ Margie Steele [mo20468@yahoo.com]



Or just say **"BOO"** and show up!!!!

Non TAHC Club members must register by September 28th



pgboo@triad.rr.com
 Wooley worm fall tour 2019

WANTED, or 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.

WANTED

Hi Club Members- Am working on my 100/4 project and am in need of a flywheel for my motor. Please advise if you have to spare or where I might locate one. Thanks!

Regards, markhenderson3376@gmail.com

FOR SALE

A-H 3000, 1961

I have a beautiful 1961 3000 that I am thinking about passing on to a new owner...if anyone knows of someone who would love to have such a fabulous car or if any of you want to add to your collection please let me know!

Thanks so much!

William Monroe williamlmonroe@yahoo.com



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

WANTED, or FOR SALE

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