

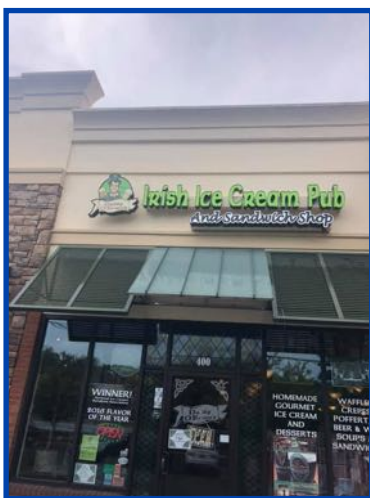
# The Flash

Atlanta Austin-Healey Club

August 2019 Volume XXXVIII, Issue 8



Me with Alan White and my grandchildren who loved the ride in the Healey to the ice cream shop. I then headed to John and Linda's for the gathering of all the Wing groups. Alan said he forgot his life jacket and was going to head back since he didn't have a top that kept most of the rain out. Great time at the Miner home, thanks guys!!!! -Doug Duffee



Thank you so much for the warm and generous hospitality hosting the Ice Cream Social.

Very well attended. The peach and banana Ice cream- divine! We all just stayed and stayed ... a testament to how much fun we were having.

22 folks! a terrific turn out.

Thank you both so much. I thoroughly enjoyed catching up with everyone in such a lovely home. Thank you again.

- Karen Meinzen McEnery

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## NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

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**The Flash** is a publication of the AAHC, a chapter of the Austin-Healey Club of America. All material presented in the publication may be used in other clubs' publications provided *The Flash* and the author are given credit. To join the club, contact our membership chair, Sam Marble (see below).

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

The columns and technical articles that appear in *The Flash* represent the opinions of the authors and do not necessarily reflect the views of the Atlanta Austin-Healey Club, or the editor.

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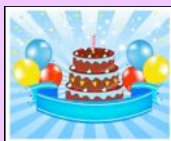
Walt Duffee

Vicki Hertzberg

Mary Reitz

Bruce McDonald

Gary Rockett



### SEPTEMBER

Sharon Moshell

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



## 2019 Events

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

### August 2019

- 2-4 [22<sup>nd</sup> 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 8)

### September

- 6-11 [AHCA Conclave 2019](#) – Deadwood, SD  
7 [British Car Fayre](#) – Norcross, GA (p 4)  
21 Third Time's the Charm Rally – Dahlonega, GA (p 14)

### October

- 12 [Winding Roads Tour](#) – North GA somewhere (details a-comin')  
26 [Woolly Worm Tour](#) – Elkin, NC (Triad Club, p 17)



### Just For Fun . . .

Every Tuesday Morning 7:30-8am for breakfast -ROMEO (retired old men eating out) - Marietta Diner on Cobb Parkway (Route 41) Marietta, GA about 120 guys show up each week driving some very beautiful cars in the back parking lot—some British cars but need more! <https://sites.google.com/site/romeoclubofmariettaga/>

Every Saturday Morning - Donuts & Derelicts at Dandy Donuts in Chamblee 8:30-11:00am Atlanta's longest running free car show: [www.panteraplace.com](http://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](http://www.caffeineandoctane.com)

Every 3rd Sunday—breakfast—Gwinnett Horsepower Breakfast: [www.southeastwheelevens.com](http://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!)**





## September BLD - at Norcross



[www.atlantabritishcarfayre.com](http://www.atlantabritishcarfayre.com)

**OVER 400 DISTINCTIVE BRITISH  
AUTOMOBILES & MOTORCYCLES!**

**SEPTEMBER 7, 2019 • 10 AM to 3 PM**

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**2019 FEATURED MARQUE: TRIUMPH**



CHARITY DONATIONS SUPPORT THE AMANDA RILEY FOUNDATION

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London Double-Decker  
Bus to hop on, hop  
off and take photos.



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



## Doug Duffee

### Atlanta Austin-Healey Club Fearless Leader

#### August Flash

My goodness 2/3<sup>rd</sup>s of 2019 over with already! I was just thinking about starting my New

Year's Resolutions, but at this point I think I will defer until next year sometime. Well, while August was hot it was not that bad the entire month with some cooler temperatures part of the month. I am sure enjoying the cooler mornings and the milder evenings. Have been able to get the Healey out for some comfortable rides to dinner and to the lake for some beautiful sunsets. Hope hope you have been able to do the same.

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

- August 1-3, Chuck Reeves and the 23<sup>rd</sup> Annual Austin-Healey Mountain Trip. I did not take part in the event. The only thing I will say is that "can anyone make a guess as to who the first person to arrive for the event and who was the last to leave the event?" I will give you 3 guesses and the first two do not count. They are the same person and I will not tell you their name but their initials are Ric Anderson. Yep Ruby's human caretaker! Saw some video from the Carolinas club (see p 12) and other reports sounded like a really great trip.
- August 24<sup>th</sup>, The Annual Ice Cream Social. The Wing Groups had locations to meet up at in the early afternoon then on to the Miners' for the main event. Weather was not the best for getting little leaking British cars out, although several did. I took my grandkids to the local event and the bottom fell out on us so we piled under a bridge and put the top up. Alan White came pulling up in his Sprite with an umbrella. He decided not to make the trek to the Miners' as he said he forgot his paddle and life vest. I went for it and drove out of the rain finally. Great time at John and Linda's with homemade ice cream and plenty of other sweet treats. I would guess somewhere around 20 or some folks pushed through the weather for the event. Thanks to the Miners for hosting and opening up your home to us for the event.

#### Now let's take a look through the windshield:

- September 7-12<sup>th</sup> 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. I know several of the Atlanta club members are in route to this event and we wish each of them safe travels and a great time while they are there. Was really looking forward to this event myself but other things became too important for me to be gone. My son was going with me and is still a little miffed that we could not make the trip. Looking forward to seeing and hearing about the 2019 Conclave.
- September 7<sup>th</sup> from 10am-3pm is the 19<sup>th</sup> annual Atlanta British Car Fayre being held in historic downtown Norcross, Ga. To me this is one of the best organized and well run events I have ever attended. I truly enjoy this event and the town is a perfect setting for this event. Lots and lots of cars, food and shopping all in walking distance and around the other cars. Hope to see you and your car at this event. You can register online or pay the day of the event.
- September 21<sup>st</sup> is the 3<sup>rd</sup> Time's a Charm Rally, 12:00am at the Dunkin Donuts Dahlonega located at 25 Morrison Pkwy, Dahlonega, Ga. The event is hosted by Glenn Stephens. This is some of the most fun I've had and an enjoyable event that is very well managed and a real treat not just for our club but it combines other clubs in the mix of cars that attend and enjoy the day. Looking forward to my second year doing this Rally. This is a do not miss event for me and if you have ever done it I am sure you feel the same.

We are now 8 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

## Doug Duffee (cont'd)

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!!!! 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 20 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 of 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 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](mailto: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 desserts at Linda and John Miner's house. Looks like a great time had by all who were there. But only 3 photos sent from local ice creameries! Hopefully more turned out. (p 8)

**No other events reported** in August, so I added my visit to the British Motoring exhibit at the California Auto Museum in Sacramento. No Healeys but the other cars and motorcycles were good to see (p 10)

**Barry's Tech Corner** is more education- this time on what you really need to know when tackling a job and what to do if you don't know. (p 15)

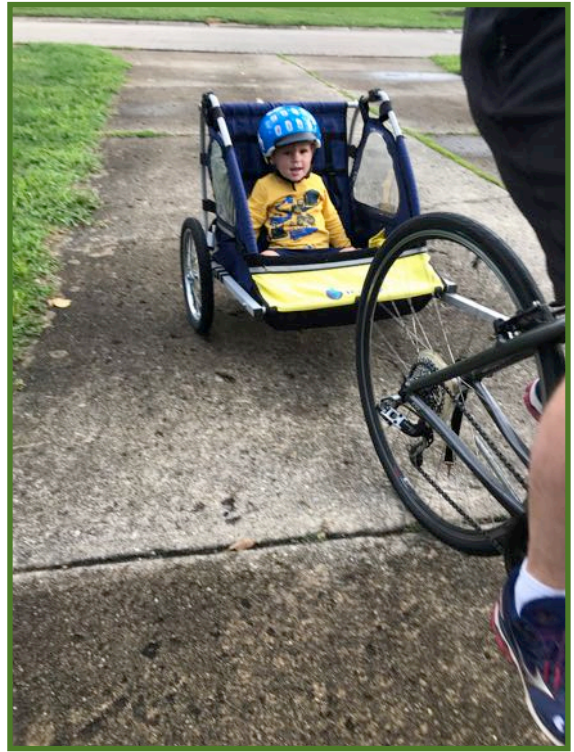
**Grandson Zach** had a different vehicle experience in August, his new 1-DP taxi! (DaddyPower)

**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:

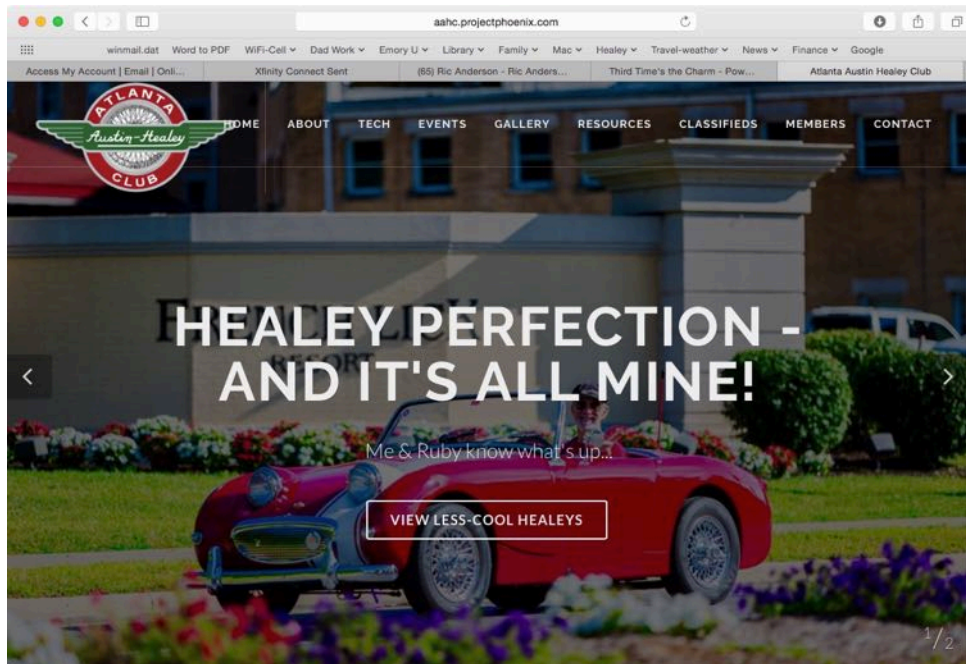
[AAHC-members@googlegroups.com](mailto:AAHC-members@googlegroups.com)

-Rick Hertzberg, Editor



## Website Renovation

Our club website is being redesigned in a major way! Here is a teaser of the opening page:



## 2019 Ice Cream Social- Local Meets



CJ Johnson and his Healey in Athens  
CJ: "So Hot (car, not the weather)"

Rick Alley:  
Where is  
everybody?

(Roswell)



Rick Hertzberg's "other" Healey at  
Leatherby's Family Creamery  
in Elk Grove, CA . He **says** the  
second ice cream was his brother's.



Finally! Glenn  
Stephens arrives.  
Hey, the "palm tree"  
has a face! Maybe it's  
an octopus-on-a-stick?





## BLD: Ice Cream at the Miners'



Attendees at the Miners' house:  
 Julie and Glenn Stephens;  
 Judy and Jim Patterson;  
 John and Lynda May;  
 Bill Nagel; Rick Alley;  
 Sam and Cyndi Marble;  
 Pam and Mark Leinmiller;  
 Bruce and Kathy McDonald;  
 A new person that John M Invited named Keith Faust, who brought his fabulous BJ7;  
 Charlie and Sheron Moshell;  
 Doug Duffee;  
 Karen Meinzen McEnerny  
 "and of course John and his lovely lady Linda."

Many thanks to Karen Meinzen McEnerny for the notes,  
 and to Bruce McDonald for the photos!



My older brother lives in Elk Grove, CA, just south of Sacramento. He used to own motorcycles and sports cars and still enjoys them, even though he and his wife have a RAV4 and Tesla-3 (more on the Tesla later). Thus not surprised when he wanted to see the Great British Motoring Exhibit. It occupies about a third of the total museum, which covers the full time period of motor cars from the first cars (replicas), the 1886 Benz Patent-Motorwagen and the 1896 Ford Quadricycle, to a 2011 Nissan Leaf. The British collection included many motorcycles and a good variety of sports cars and sedans. Major weakness was only one Healey, ONE! and a little scale model at that! The upside is the historical plaques are well done and the docents well-informed, especially about the older vehicles. Also notable are the backdrops and stage scenes that help make photos more fun, and that you can sit in several cars for even better photos.



**Rick Hertzberg**




1886 Benz and bicycles. Benz brake was a belt pulled against a drum on the axle.



1896 Ford Quadricycle. No brakes! Driver pushes a foot onto the front tire.

### Women Behind the Wheel

The role of women in American life changed dramatically after WWI. During the war women had become defacto heads of households and had taken over for many men who had gone off to fight in Europe. Another revolutionary change for women came with the increasing use of the electrical self-starter after 1912. People who previously, for physical or social reasons, could not crank start a car could now enjoy the mobility and freedom of a car.




Many women enjoyed their newly found stature and continued lives of greater independence and economic power into the 1920s. American companies responded to women's new stature with new products and advertising campaigns. Automakers targeted women by advertising new models and emphasized styling, color, and ease-of-driving. The increasing acceptance of the automobile also helped to create the flapper culture. Women could now travel as they pleased and visit businesses outside the home with other women or men. Speakeasys or other entertainment venues became popular spots for activities that were considered inappropriate by the older generations.

## Flappers & Freedom

### The Car Goes From Novelty to Daily Necessity

#### Comfort, Convenience and Color

The demand for more comfort, security, and weather protection in the 1920s led to the rising popularity of closed cars with fixed roofs. The least expensive and most expensive manufacturers all offered a variety of body styles. The new coupes and sedans provided roll-up windows, fresh air ventilation, new upholstery fabrics, and comfort options like heaters. Colors had been available before but high cost and poor durability limited the colors to expensive cars only. In 1923, Dupont Chemical brought out their Duco lacquers in a variety of colors, which were available on GM cars.



*The AIRPLANE FEEL of the Franklin opens the road to new motoring thrills*

**FRANKLIN**

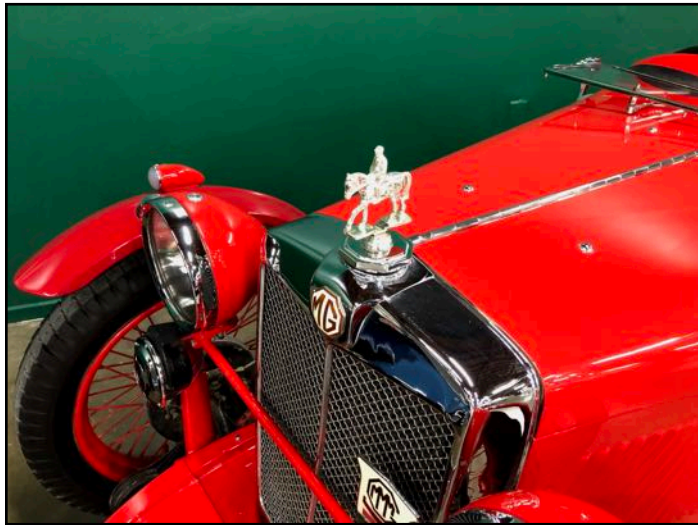
Ad for the 1929 Franklin showing off style and comfort.



## Great British Motoring Exhibit, cont.



Only Healey in the exhibit!  
about 3" long





## Great British Motoring Exhibit, cont.

**What is a British car?** In the United States, you may hear about the luxurious Rolls-Royce, the iconic post-war roadster, or even the famous Mini. Ask what makes a car British and you may hear a joke about Lucas electrics or oil leaks. However, the reality is much more exciting and complex; there is a huge range of British cars and they cannot be summed up with a joke.

Of course, what makes a car British is the same as what makes a car American – simply where they are made. There are a wide variety of British automobiles and this display of British vehicles will attempt to show just a small cross-section, as well as a few motorcycles. To try to summarize the entire British automotive industry into a handful of automobiles is an impossible task, but we hope visitors will come away with a greater appreciation for the breadth of vehicles produced in Britain.



The British motor industry did not start in a vacuum. Let us set the scene: starting in the late 1700s, Britain was a leader in industrial technologies and the center of the Industrial Revolution. First, they adopted the use of canals and horse-drawn railways for transport. In the early 1800s, the infrastructure for travel by horse-drawn coaches was significantly improved: roads were well maintained, bridges were built, and a system of turnpikes provided the best roads (for a fee). An entire industry of inns and other services for road travel developed as well.

Everything changed with the introduction of steam power. In the early 1800s, boats were the first to be outfitted with steam, and various steam-powered road vehicles were introduced throughout the century. In the 1830s, the railroads had begun to take off and by the 1840s, the extensive network of coaches, inns, and turnpikes were already dying. The dominance of the railroads, especially for longer distance travel, led to a decline in the condition of many roads. Coaches, omnibuses, and horse-drawn cabs were still used, but for local travel only.



The early steam-powered road vehicles were shut down by the 1865 Locomotive Act which prohibited travel over 4 mph and famously required a footman with a red flag to walk ahead of the vehicle. The railways maintained tight economic and political control on British travel, discouraging any potential early experimentation and investment in automobiles.

The British automotive industry really started to emerge in 1896 when speed limit laws were relaxed to 14 mph. Despite Britain's late start into the motor industry compared to France, Germany, and the U.S., it quickly made up for lost time. In fact, a majority of the long-lasting British marques had already started production by 1907, some of which you will see in this display.



**So fill your tank with petrol, hop in your saloon or estate car, and enjoy your mini-holiday through British motoring history.**

**A note on Ford:**  
While part of the American-owned company, it was a British-owned subsidiary since its founding in 1909 and produced vehicles in the UK starting in 1911. The Ford vehicles produced for the British market and manufactured in Britain are considered "British cars" for the sake of this exhibit.



Below is a list of **all British automobile marques** that were in production for a minimum of 10 years, even if the owners/manufacturers of the marque changed. A **marque** is the brand name for a car, also called the "make" of a car. For example, Chevrolet or Lexus are marques.

A **Bolded Name** means the marque was in production for over 30 years  
& a **Red Name** means the marque was in production for over 80 years!

<b>AC</b>		<b>Ford</b>		Palladium	
Allard		Frazer-Nash		Phoenix	
Alldays		Gilbern		Pick	
<b>Alvis</b>		Ginetta	<b>ECONOMY!</b>	<b>Reliant</b>	
Argyll		GN		Rhode	
Ariel		GWK		<b>Riley</b>	
<b>Armstrong-Siddeley</b>		Hampton		<b>Rolls-Royce</b>	
Arrol Johnston		HE		Rothwell	
<b>Aston Martin</b>		<b>Hillman</b>		<b>Rover</b>	
<b>Austin</b>		Horstmann		Scout	
Austin-Healey		HRG		Sheffield-Simplex	
Autocrat		<b>Humber</b>		<b>Singer</b>	
Bell		Invicta		Sizaire-Berwick	
Belsize		Jackson		<b>Standard</b>	
<b>Bentley</b>		<b>Jaguar</b>		<b>Star</b>	
Bond		<b>Jensen</b>		Straker-Squire	
<b>Bristol</b>		<b>Jowett</b>		<b>Sunbeam</b>	
Briton		<b>Lagonda</b>		Surrey	
Brooke		<b>Lanchester</b>		Swift	
<b>BSA</b>		<b>Lea-Francis</b>		<b>Talbot</b>	
Buckler		<b>Lotus</b>		<b>Triumph</b>	
Calcott		Marcos		Trojan	
Calthorpe		Marendaz		Turner	
Chambers		Maudslay		<b>TVR</b>	
Clyde		<b>MG</b>		<b>Vanden Plas</b>	
<b>Crossley</b>		<b>Mini</b>		<b>Vauxhall</b>	
Crouce		MMC		Vulcan	
<b>Daimler</b>		<b>Morgan</b>		Warren-Lambert	
Dellow		Morris		Waverley	
Dennis		Napier		Whitlock	
Enfield		NEC		Wilton	
Fairthorpe				<b>Wolseley</b>	

This data was primarily sourced from  
*The Complete Catalogue of British Cars* by David Culshaw & Peter Horrobin

### NC Mountain Trip Video

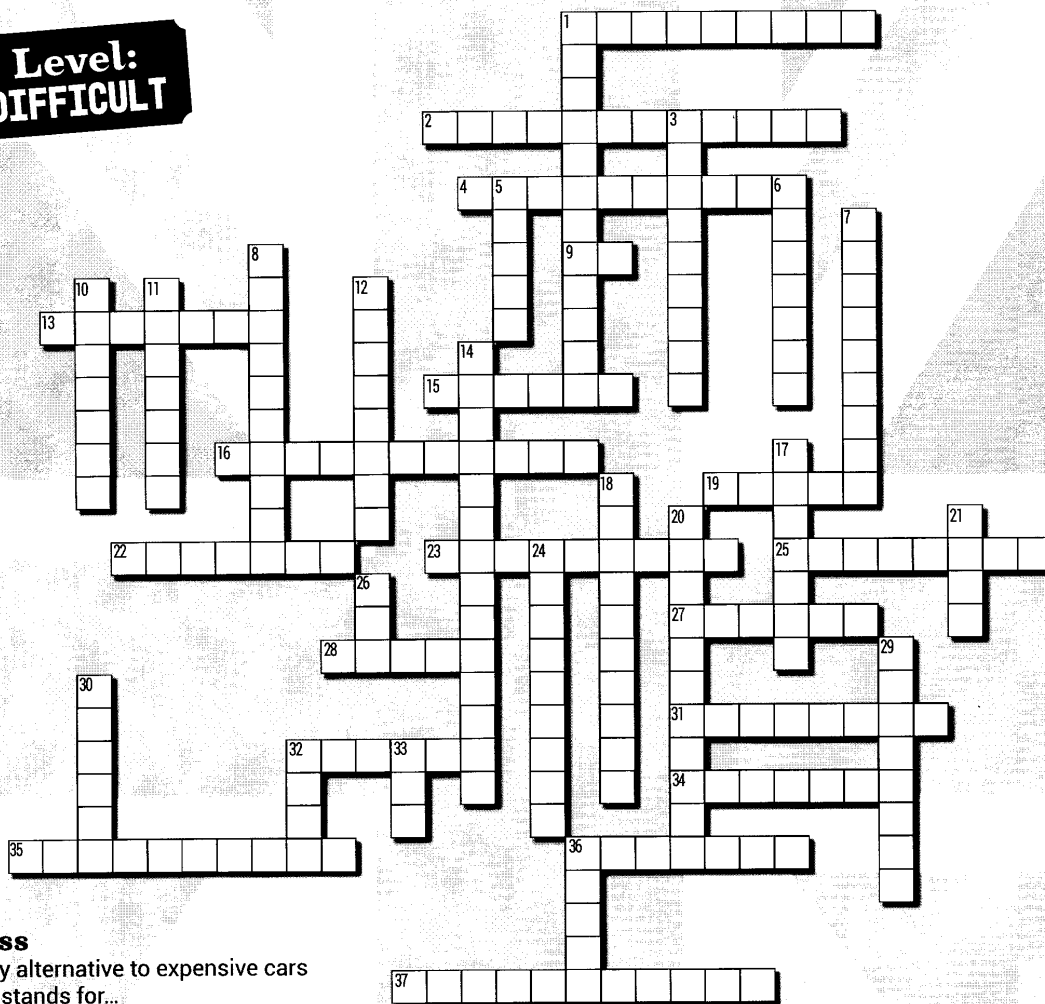
You have probably heard several mention how much fun we had joining the Carolina Gang for their annual mountain tour. Just in case you need proof, here is a short video Debbie and Bill put together from this year's great mountain trip. Click on the link below.

<https://www.youtube.com/watch?v=3nWY10k6Dco&feature=youtu.be>

Cheers,  
Ric Anderson

# Great BRITISH Motoring CROSSWORD

**Level:  
DIFFICULT**



## Across

1. Early alternative to expensive cars
2. MG stands for...
4. First four-wheeled petrol car in Britain?
9. Automobile Association badge abbr.
13. Pre-1905
15. Bentley raced here in 1930s
16. Competed with Austin Seven & Model Y
19. Number of wheels on the Morgan
22. Subculture with cafe racers
23. AJS badge-engineering partner
25. Named after WWII fighter plane
27. First British mass-produced car; city name
28. Magnette's larger name
31. Metal used for Land Rover (US spelling)
32. Still British-made & British-owned
34. Thunderbird was a motorcycle made by...
35. Ron Weasley flew this car
36. BMC's Lord
37. Who bought Hillman?

## Down

1. Father of Lotus
3. One of top 3 export countries
5. Square Four
6. Locomotive Act required walking with a...
7. Nickname of Velocette LE
8. Engineer in RR partnership
10. Lorry Company bought Rootes
11. First name of Austin
12. Morris Minor original name
14. Pedestrian crossing light from 1934
17. The Dragonfly was made in \_\_\_\_
18. Bought Bentley
20. First modified Singer cars, then built this one
21. Color of official WWII fuel
24. Coachbuilder of 1929 car
26. Birmingham Small Arms
29. General Motors bought in 1928
30. Uses XK engines
32. A.K.A. Austin Se7en
33. Red motorcycle used by the...
36. British supplier of electrical parts

## Third Time's The Charm Rally

### Saturday, September 21, 2019 at 8 AM – 4 PM

START: Dunkin Donuts, 25 Morrison Moore Parkway West, Dahlonega, GA

Please park in the Moe's portion of the lot. We will stage and start the event from there. We are heading to an undisclosed location that while only 10 miles away by normal travel, we will take many twisty miles to get you there.

This is a photo scavenger hunt. We will provide the route and the photos (and a few decoy photos to make it fun). Your goal is to follow the route, find and reproduce the photos that appear on the route with your car. Points are awarded based on how many photos you find and re-create (and sometimes some fun activities).

While cars will be released at timed intervals, we do not time the event and speed is in no way an advantage.

Everyone is invited. All vehicles welcome, though in case of the regularly occurring ties the first level of tiebreaker is settled by age of car (older car wins). Second level ties, girls win!

Driver's meeting/Orientation at 8 am. First car leaves at 8:30 am. Cars leave at 2 minute intervals. Dunkin' Donuts opens at 5 am so you will have plenty of time to eat.

Entry Fee: \$20 per team prepaid. No refunds. Click for [Registration](#):

You may want to bring a clipboard and a pen or marker to help you make notes and mark off photos as you find them. You won't need a GPS or map unless you don't follow the route we give you. ♥

We will have a picnic at the finish. We will bring some kosher hotdogs to throw on the grill. Feel free to bring whatever else you would like to bring to enjoy at the picnic.

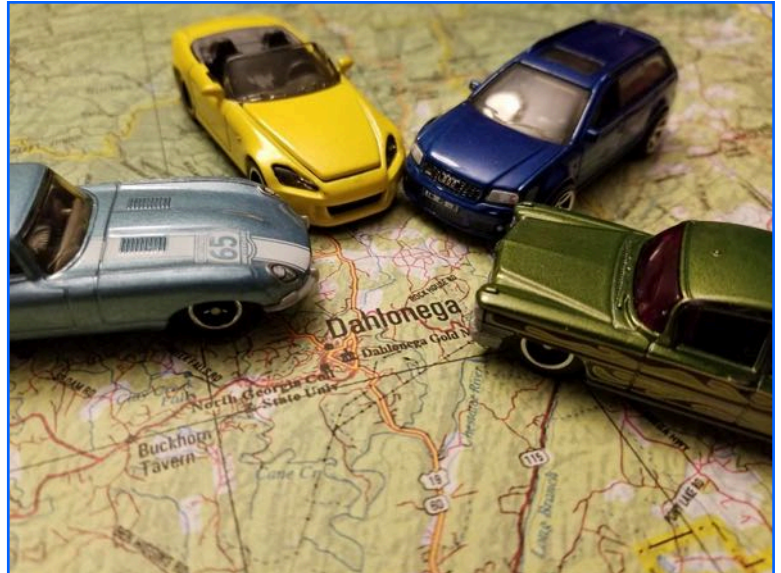
You may want to bring chairs to hang out and chat at the finish. There is scheduled to be a fun activity.

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I ran the first two of these rallies with my Corvair and had a blast. Now that it's cooling down I hope to run this one in my Healey.

Drive a great route in the morning, have a cookout at the finish, hang out with car people, drive home. Run with a navigator or solo. I'd love to see more Healeys join in.

-Glenn Stephens





## Tech Corner by Barry Rosenberg

Tech Article; August 2019,

I am writing this in the middle of July, way ahead of any deadline I might imagine I have. The reason for this is simple: a great topic came to me this morning and I want to write about it before I forget what it was.

The topic is "How Much do You Really need to Know". This article will limit itself to auto related knowledge. As a car owner, how much do you know about your car, I mean really know. Do you know the engine displacement and if you do, do you know the bore and stroke? Do you know the compression ratio or connecting rod length? I assume you know these few simple terms but the complexity of our machines can and does boggle the mind.

After many many years working on cars, I have what I thought was a fairly extensive knowledge of our cars. Man, was I wrong. Let's just stick with engines for now. I know some about camshaft design. In the past, I used a computer program that helped you design a cam profile based on your engine specs such as displacement, compression, rpm, etc. You could go into your cam profile and make small changes, such as how many degrees advance you wanted in the lobes or the lobe separation angle, any number of things.

Once you ran computer simulations of your cam profile, you could compare several profiles at one time on a graph of different rpms to see which produced the most torque and horsepower at what rpm. Then you could take your findings, look up a competent cam grinder company and see if they had a stock cam close to what you want. I have a brand new billet cam for a 3.5 liter TR8 V-8 still in the box. It was designed for a high performance engine which I never built. All new specs will have to be looked at if I want to use that cam for a bigger version of that engine, say a 4 liter out of a Rover.

But now days, they have much more accurate equipment and many more details required to pick the correct cam profile. Way beyond my ability. They look at how much air a cylinder head can flow, the volumetric efficiency of the engine, how many thousandths of an inch your valve opens per 1 degree of cam rotation and how much air the head flows at each step. And the information goes on and

on. Most of the formulas to calculate these numbers are available in books or on line. If you want to see how much more can go into something as a cam design look up EPI, Inc Specialties. They build all kind of gas engines and have a lot of technical information on their web site.

There are many other sites you can Google and this is just for the cam profile. I once built a TR4 race engine for myself. At the time, it was one of the very few that would turn over 7,000 rpm without coming apart. And I used the factory crankshaft! One of the things I studied was the rod length to stroke ratio. Who knew there was such a need for this number? Once I studied it, the stock TR4 engine did not have the optimum ratio for best performance.

The rods were too short. A quick lesson in engine terminology: the rod length is not the overall length from end to end. It is the length from the center of the crank pin hole to the wrist pin hole center. In other words, center to center of the big end bore and small end bore. How could the rod length be made any longer in an old engine. One cannot move the crank pin hole as that is fixed by the block design. But the wrist pin hole could be moved up in the piston.

A custom set of pistons with the wrist pin moved up .500" was an expensive solution. As long as I was doing custom pistons, I could choose a smaller diameter wrist pin with a shorter length. The new wrist pin design was lighter and stronger than the stock because someone designed a better metal compound to use in them. Next on order was a very expensive set of connecting rods that were exactly .500" longer. Now I had a more favorable rod to stroke ratio. This change to the engine design changed the speed of my piston as it reached top dead center (TDC) and bottom dead center (BDC) and reduced the friction load of the piston on the cylinder walls.

All this information could be found in books and now the internet. Well maybe not for our old British engines. But the theory and technology does transfer over. Every aspect of your car has the same amount of detailed knowledge and it's all out there for you to use. So, do you need to know all this or

## Tech Corner by Barry Rosenberg

should you just need to know where to look? Knowing some math helps a lot.

Once you find the relative information you are looking for, all you need to know is how to use it. So it turns out you do not need to know that much about your car; only how to read or watch videos. I remember one episode on one of my favorite shows where Leonard and Penny were in bed after supposedly having great sex and Penny tells Leonard he was great. He said, "Don't give me the credit, I Googled how to do it." Having the ability to put into action what you read is very important.

Even to this day, after 45 years, I still look up important information such as torque specs, valve clearances and other critical facts so I do not make a mistake. There is a great little book called "Car Service Facts" by J.N. Seale that I use to this day. It covers specs on 1100 cars; you should get one.

Even if you want to build your own engine, transmission or differential, it can be done without having all the knowledge required. But it will require a lot of studying and maybe some special tools. Most of these can be bought at Harbor Freight. As a matter of fact, a torque wrench sold at HF for about \$100 was rated as one of the best in a test done by Grassroots Motorsports!

After working on LBCs for so long, I know the basics of all the engines, transmissions, brakes, etc of the cars I work on. You could take MGB, TR6 and XKE engines apart, pile all the pieces on a table and I could separate them into the correct pile for each engine. Same with the transmissions or differentials. That is one reason I recently refused to look at or work on a Fiat. I would have to spend too much time looking things up that I could not charge the customer for.

If you take your car to a shop that is not familiar with it, you may get charged for their study time. And this can be a legitimate charge if you insist they do the work. I am telling you up front I will not work on a Fiat, Toyota, Nissan or any car not made in England before 1980. I have refused to work on late 80s Minis. I don't have the tools or books that cover anything but what I like.

Let me tell you why I am like this. The first is honesty. I do not feel it is fair to charge a customer for my lack of knowledge (I was going to say ignorance but thought better of it)- the time I have to study his problem in order to do a correct repair. Second is I do not know where or have contacts to source good parts. And the third is the now defunct and closed Johnson Tire Service on Roswell Rd. in Marietta.

I once went there because Patty's GT6 had a cracked bonnet hinge support. There had been a minor hit by a speeding car that was not my fault. I politely asked the old redneck (did not call him that, at the time) sitting in a metal folding chair leaning against the outside of the building if they could weld the crack as I knew they had the tools to do it. He took a look at my car and me, spat a nasty wad of chewing tobacco spit on the ground and said "we can't weld on that car, it's a different kind of metal" and went back to reclining and chewing. There was no difference in the metal- he did not like foreign cars. Since then, I have only worked on what I want to. Don't like my attitude, blame them at JTS.

My shop now has a welder and I can fix my own mounts. But if I wanted or needed to weld aluminum or stainless steel, I would not be able to do it without studying it on the internet. I don't have the knowledge. If all the knowledge of cars was still in print on paper and not a computer, it would weigh thousands of tons and take millions of sheets of paper. One will never have all the information or knowledge required to fix all cars. So stick with what you like; learn enough about it to keep it on the road (like proper firing order); and learn where to find what you don't know.

Or, if it is an old British car problem, you can call me; I help for free on the phone or computer. If I do not know what you need, maybe I can tell you where to find it.

While I have your attention, let me give you a great way to cook some veggies that even most kids will eat. I like broccoli and can eat some zucchini. But I used to not like yellow squash. This will change your minds. Take a potato or several small red ones cut into 3/4" pieces. Cut the broccoli into small florets; cut the yellow squash and zucchini into 3/4" chunks.

## Tech Corner by Barry Rosenberg

Microwave the potato about 4 minutes then add the rest of the cut up veggies and microwave another 2 to 3 minutes. In a cast iron pan, heat 2 or 3 tablespoons of EVOO (you can use butter or bacon fat unless you are Kosher) until hot. Add the veggies and potatoes; sprinkle with some salt, pepper and garlic powder to your taste and cook until they start to brown, stir frequently. Once they get a nice color add about 1/2 cup each of two of your favorite shredded cheeses. Cover the pan and turn off the heat. The pan will be hot enough to finish the dish. After a few minutes uncover and you should have melted cheese all over the veggies and a nice layer of crispy cheese on the bottom. I use a spatula to

serve so you get the gooey cheese on top, some veggies and the crispy cheese on the bottom. This should serve 4 and it is great. I saw a version of this on the internet and adapted it for my style.

Well, until next time, see y'all somewhere soon. Remember, my phone number for the old shop is not working, I stopped the Magic Jack. My number is 770-689-7573 or email me at [britcars@bellsouth.net](mailto:britcars@bellsouth.net) or [barry@britishcarservicega.com](mailto:barry@britishcarservicega.com).

Barry Rosenberg

**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 28<sup>th</sup>

**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.

**FOR SALE: 1999 Jaguar XK8**

4.0 L-DOC V8  
Shifttable 5 Speed Automatic Transmission  
Harmon Kardon Sound System  
Original Factory Mag Wheels  
New Continental Extreme Contact Tires  
EBC Performance Brakes  
New SS Cat Back Exhaust  
New Battery  
49,500 Miles  
Concours Condition

\$16,500 OBO

Any questions, please call:  
Roger Futrell, AKA Sparkie  
770-535-1510 (Home)  
678-943-9796 (Cell)



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

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### **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](mailto: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](mailto:williamlmonroe@yahoo.com)



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



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### **FREE BJ8 ORIGINAL EXHAUST**

What you see is what you get in the photo. It's a basic exhaust sytem that fits a BJ8. It a solid system. I put the chrome tips on a few years ago. If someone is building a BJ8 on a budget or needs some exhaust parts, the price is right. Call me: Doug Mills 678-814-5286  
dblairm@gmail.com

