

The Flash

Atlanta Austin-Healey Club

October 2019 Volume XXXVIII, Issue 10



Truly a "Winding Roads" tour! This October BLD organized by Sheron and Charlie Moshell looks perfect. Hey, for Healeys, that speed limit is the "lower" limit, right? Thanks to Mark Leinmiller for the photos.

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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.

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BIRTHDAYS



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George Foster

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Robert Phillips

Charlie Asbill

Abe Cheij

Brian Johnstone

Pat Memler

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



2019 Events

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

October 2019

- 12 [Winding Roads Apple Run & BLD](#) – Lawrenceville to North GA (p 7)
- 19 Euro Auto Festival – Greenville, SC (p 8)
- 26 [29th British Car Festival](#) – Fairhope, AL
- 26 [Woolly Worm Tour](#) – Elkin, NC

November

- 2 [Pumpkins to Pig Tour](#) – N Georgia Mtns, GA Triumph Assn (p 12)
- 2 [2nd Annual – Cool Cars & Cops Car Show](#) – Powder Springs, GA (p 17)
- 9 Wine-ing Roads Tour & Tasting – (p 4)
- 9 Wing Captain Drive – Early Turkey Sandwich Run (details coming)

December

- 7 11th Annual Bob Kassow Memorial Kruise – N Georgia Mtns (p 16)
- 28 Polar Bear Run – GA Triumph Assn (details coming)



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!)**



November 9th BLD Wine-ing Roads Tour and Tasting



Join us for a fun day of driving in the North Georgia Mountains for the Atlanta AHC's 1st annual Wine-ing Roads Tour on Saturday November 9.

We will gather in Hickory Flat at

East Cherokee Drive *Bojangles*

3010 East Cherokee Dr., Canton, GA 30115

located in Hickory Flat Village next to Wells Fargo Bank @ **8:30 am** for coffee and biscuits before **departing at 9:00 am sharp**. Participants should have their tanks topped off with fuel before we depart.

We plan to make our way from Hickory Flat along scenic back roads that will take us past Amicalola Falls State Park and ultimately end at Chateau Meichtry Family Vineyard, 1862 Orchard Ln, Talking Rock, GA near Ellijay. Along the way we plan on making a stop at Fainting Goat Vineyard to sample their wines as well.

Chateau Meichtry is a family owned and operated vineyard that is producing a range of quality wines – both red and white. The winery is located in a beautiful valley with a view of the Appalachian Mountains. A well-appointed tasting room is available as well as an outside deck. In addition the winery provides a food truck on Saturdays as well as live entertainment (local Georgia musicians) starting at 1:30.

In addition, full tours of the vineyard and winery are available at 12:30 PM by reservation – space is limited. Tours are \$35 per person. The tour includes a tasting of 5 wines, a glass of your favorite wine at tour conclusion, and a Riedel crystal Chateau Meichtry wine glass.

We would like to provide Chateau Meichtry with an estimate of attendance so please RSVP to apcheij@gmail.com or text to 770-825-3427

In addition, if you are interested in the tour please let us know so that we can ensure there is a spot reserved for you.

After visiting Chateau Meichtry there are a number of options for additional wineries in the area should you choose to visit them – of specific note, Ott Farms and Vineyards and Cartecay Vineyards.

**Gobbler In Chief Doug****News & notes**

With Thanksgiving being at the end of the month, I thought I should lay low in case some Elmer Fudd starts shooting. So the VP of Fun Stuff is helping out with this month's Presidential Pondering.

October's highlight was your club's BLD, the Long and Winding Road Tour, hosted by Sheron and Charlie Moshell. Food, fun, twisty and scenic roads, wine, whiskey, more food and twisty roads and more beautiful scenery. We enjoyed a good turnout of cars and the weather cooperated. Thanks to the Moshells for a great event.

October also saw the Atlanta Concours, held at the Tyler Perry Studios on the Southside. The club was well represented, with Joel Strimban and George Pope fielding their cars. And with Joel's car being recognized. Congratulations Joel, great job.

Also in October, the Triad folks hosted their Woolly Worm Tour. While I was not there, the photos and reports indicate a great time was had by all.

Pat Kent and her Iris Blue Bugeye visited Dandy Donuts on the 5th, for the Donuts & Derelict show. Billed as "Atlanta's longest running free car show", it was not, from Pat's report, Atlanta's best attended free car show.

Another non-AAHC event, the annual Euro Auto Festival was held on the 19th in Greenville, SC. Our club was represented by Bill and Mary Ellen Nagel with their Sprite. And well represented we were, with the Sprite winning the class. See Bill's "trip report" in this issue of The Flash.

Looking ahead, November has another BLD drive, this time Abe and Susan Cheij are taking on a Wine-ing Roads tour on the 9th. I've been told to expect hills and wineries; food is in the mix too. And maybe music. Look for their flyer further back in the newsletter.

Doug Duffee

Atlanta Austin-Healey Club Fearless Leader

While not an official AAHC event, our friends at the Georgia Triumph Association have invited us to join them on Saturday the 2nd for their annual Pumpkins to Pig Tour. See your email or the club Facebook page for the details. The GTA crew knows how to get out and enjoy their cars, so you know it will be a fun event.

Speaking of annual events, December starts and ends with the 2019 edition of two club favorites. First up, on the 7th, is the annual Kassow Kruse drive, hosted by Bill Nagel and his award winning Sprite. And to bookend December, on the 28th is the 20th annual Polar Bear run, hosted by the Georgia Triumph Association.

January will be time for your Atlanta Austin-Healey Club's annual planning meeting. Time for you to start thinking about things you would like to see happen in 2020. It will be a year to Focus on Fun for sure.

Sat down this morning to complete my column and decided to check emails first, and what a pleasant surprise to open up this email from Ric Anderson this morning, who apparently suffers from insomnia, and find he had written a column for me, with more info on the events of the past month than I did, so with his column we go. I only have a couple of additions. Actually my belief at this point: I've decided that I need to just hire Ric Anderson as my ghost writer. A little Halloween Humor... (but really if you are up for the job Ric).

Ric touched on a topic, and I can tell he is busting at the seams to share the news with everyone by the very last sentence he wrote, "It will be a year to Focus on Fun". Now let me explain his sentence. I was contacted by Cliff Hudgins of the TRIAD club and Bill Walton of the Carolina club a few weeks ago about the possibility of the Atlanta club hosting the 2020 Southeastern Classic; the TRIAD club has run into a few problems making it difficult for them to host the Southeastern Classic as scheduled for 2020. There was a skeleton committee formed (more Halloween Humor) and we had a meeting a couple of weeks back to explore the possibility and

likelihood of us pulling this together in the shorter period of time than we normally have. It was decided that we could, and I have already been contacting different venues to be able to accommodate the event. At this point we have a contract in hand for Margaritaville on Lake Sidney Lanier for the dates of October 1st-4th, 2020. We have a meeting with the resort to go over the contract on November 6th. We already have a

preliminary event calendar in place and will be forming a committee to handle different aspects of the event. More on this as things come together and unfold. Ric the cat is out of the bag, and you can now jump up and down and openly discuss.

Cheers,

Ric and Doug

Rick's Recap

This month's BLD was another tour by that master of tours, Charlie Moshell. He and Sheron always do such an excellent job that missing one, as I had to do this year, is truly painful. Thanks to Mark Leinmiller for the pics. (cover and p 7)

Bill Nagel at Euro Fest, SC: A truly great event, thanks to Bill's photos and superb storytelling. Go learn why tape is essential (p 8)

Karen's going to Hilton Head Concours! We wish Karen Meinzen McEnery and brother Rob Meinzen all the best in this stunning array of gorgeous cars. We'll get a full report from her hopefully for next month.

Barry's Tech Corner So how "tolerant" are you? Really? Read Barry's column and prepare to change your mind (p 13)

Another tech column - a surprise from Robb Handshuh- on Sprite wedgies (just read it already) with first-hand experience from Ric Anderson. (p 10)

Grandson Zach still prefers trucks! I gotta work on that boy.

Membership name tags- The first one from AHCA is **free to members**. Send email request to: Mike Schneider, AHCA Membership Director, at membership@healeyclub.org

along with your name, member number, year joining AHCA, and address where the name tag is to be sent.

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

October BLD - Winding Roads Tour and Apple Run

It was a beautiful day for a drive, and Charlie & Sheron did not disappoint! Here are some photos to get you a sense for the day.

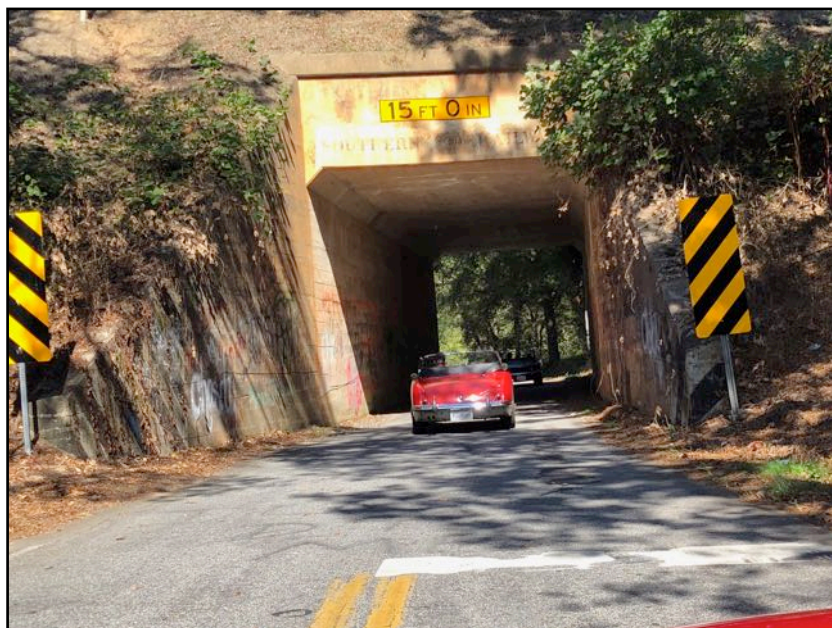
- Mark Leinmiller



Ben was very proud of his distillery, and we were a very attentive audience.



Should be a caption contest for this one. Future Healey owners?



Rick Alley's BJ7 Mark I entering the single lane overpass.

Euro Auto Festival at Greenville, SC

We attended the Euro Auto Festival in Greenville, SC, on Saturday October 19th. We drove up Friday (10/18) going back roads, weather was perfect for top down driving except encountered a little car trouble about an hour and half out of Gainesville, close to the SC line. After having lunch in some small town I don't really remember, the engine was running rough. Few miles down the road, I got to a gas station to check it out, discovered arcing was happening from the distributor cap. A fellow in a pickup truck (looked like from deep woods) asked if he could help? Told him the problem, he made a few calls to various auto parts store in the area for a new cap. An Advance Auto Parts store in Toccoa, GA mentioned it did not have any but called some of their other stores: lo & behold their store in Walhalla, SC had one in stock - what were the chances of having a distributor cap for a 1969 AH Sprite in stock (not sure how old but hey they had one)? Since we were still in GA, he (the deep woods guy) asked if I could drive there- I mentioned the engine was not running very smoothly but thought it would make it. He had a new roll of electrical tape with him (again, the chances of that?), I ended up wrapping the cap. After doing so, the car ran perfectly to Walhalla & beyond (actually all the way to

Greenville). So moral of the story is to not only carry duct tape on your journey but a roll of electrical tape as well!

280 European cars were signed up for the show on Saturday; with rain most of day maybe only 100 cars showed up. As you can see from the pictures, we had the only AH that made it. Couple of things we took away: Looks like Healey guys are fair weather folks or the Nagel's are completely nuts! Good news for us, we were awarded First place for AH category! Not that we had bragging rights but came in First & Last! Was nice to see John Miner and Mike Harding from our club wandering around the field - think they had it right driving there in a real car! After the awards were given out, we left the show around 3 in the afternoon, fortunately the drive back home was uneventful except towels were in full force for the wet weather drive (another thing to carry in your British car!).

Side note: hopefully this year our Kassow Kruise on Saturday December 7th won't be a wash out - hope to see all then - more info to follow!

Cheers, Mary Ellen & Bill Nagel



Euro Auto Festival at Greenville, SC (cont)



BMW Isetta - so the Sprite was not the smallest car present!



The red model car in front is an original British Jaguar pedal car that was fully restored. The owner mentioned it's very rare, like maybe only two in all of US - probably its value is worth as much as my Sprite - go figure!



The rescued distributor cap

Giving your Sprite a *Wedgie*

Robb Handshuh

This only applies to MK I (Bugeye) and MK II Sprites that use the ¼ elliptical rear leaf spring. As early Sprites are now 50 to 60 years old, and may have suffered years of neglect, the rear leaf spring may need to be replaced. Unfortunately, the only replacement available today is a 9-leaf spring that was based on the “Rallye” spring. This spring is stiffer than the original and the arch lifts the back of the Sprite from the original ride height when installed. Not wanting the hopped-up, boy racer look, I began the research on how to make corrections to adjust the ride height with the new springs.



As with everything else these days, a quick GOOGLE® search found some solutions. A specialty automotive spring shop could de-arch the springs but will run about \$100 per spring not including removal and installation. NAPA® lists aluminum castor wedges ranging from ½ degree up to 6 degrees that are easily modified to fit. (Part numbers 264-4100 through 264-4109 as FYI). However, when I went to my local NAPA® store, I was told that the shims were not a stock item and come in a 6-pack. A special order would be required, I would need to order 6 at a time and pay shipping. At about \$14 each plus shipping and tax, the cost would be about \$96. (I'll get back to you on that...)

On the outside chance a spring closer to the original was available in the U.K. I checked AH Spares Limited (<https://www.ahspares.co.uk>). Pulling up the diagram for the Sprite rear suspension, I found rear spring lowering wedge shims, part number XSUR124LW for £ 13.85. or about \$17.50 each at the current exchange rate plus Royal Post from the UK. I ordered the shims and a few days later the lowering wedge shims arrived at my home.



Installing the wedge shim is not very difficult, however, the shim adds about 5/16" in height under the spring clamping U-bolt, so the original tall lock nuts need to be replaced with the newer short design. Additionally, I used a Wave-Loc® lock washer which is thinner than a traditional split lock washer. Assembly note: for safety, there should be at least 2 to 3 of the bolt threads showing below the lock-nut once installed.



Giving your Sprite a *Wedgie* (cont)

With installation of the lowering wedges complete, it's off to the next big adventure, installing the Datsun 5 speed transmission with the Rivergate kit. Stay tuned...

- Robb

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Additional Notes from Ric Anderson

There is not much space in the spring box and the wedges I tried did not make much difference in the ride height.

There is also a second issue with the competition springs, in the stiffness or spring rate. They are a lot harder and I found the skittle effect when hitting a variation in the road surface in a curve to be both distracting and annoying. And in extreme cases, a little scary.

So I experimented with removing various leaves until I got a good ride height and a decent feel. It is not perfect but the skittles are gone and the rest I can live with.

- Ric





Ruby's new hat!
-Ric Anderson



GEORGIA TRIUMPH ASSOCIATION



Invites you to their annual Pumpkin to Pig Tour

When: 9:00 AM. Saturday, November 2nd
Wheels up at 9:30

Where: Meeting at Waffle House, Exit 1 on I-575 (Barrett Parkway, east side of the interchange)

What is a Pumpkin and Pig Run? Simply put, it's a celebration of all things Fall. We will be heading to Bert's Pumpkin Farm, the BJ Reese Apple House and ending in a luncheon at Poole's BBQ, all while enjoying Peter Cronin's driving route. The route is about 70 miles so it won't consume the entire day.

Show up early if you want to grab breakfast at the Waffle House

Tech Corner by Barry Rosenberg

Tech Article; October 2019,

First, to those that are not Facebook friends or have not heard the true story: I must tell you about Bolt. What a great dog. Back on August 28, about 8:30 at night, I went out on our front porch to get the cat food. Seems it attracts bears. At the same time, I let Bolt out to pee as normal. As I turned to my left and started toward the cat bowl, I noticed something eating out of it. It wasn't a cat, it was a black bear whose back was about 36" when it was on all fours. It saw me about the same time I saw it.

Fearing that Bolt would see it, he never noticed any odor from the bear, I called him to come back inside. As he turned to look at me, Bolt ran at the bear, running straight for it. They both headed down the hill into the woods barking and growling like crazy. As I was calling for Bolt to return, Patty came out to see what all the noise was about. After telling her, she to called for Bolt. All we could hear was thrashing in the woods and Bolt barking.

After a minute or so, seemed a lot longer, he came running back to the house. He was shaking so hard and his tail was tucked so tight between his legs, we could not examine him for 20 minutes. After he calmed some, we looked him over and could see the pattern of a big wet paw print on his left hind quarters. Closer examination showed a very small puncture wound from a claw. We called our vet about 9:30 to see if we needed to take him in and were told to just clean the wound and bring him in the next day. Our vet is open until 10:00 pm during the week.

A short vet visit the next day showed all was well. The wound was not deep enough to require anything and the vet did not worry about any diseases from bears. Bolt attacked a big black bear either to protect me or he was stupid. But he survived with minimal damage or injury. We feel he is a very brave dog. Bet he doesn't go after another bear any time soon.

You could say he escaped by a measurement of mere inches, just being out of reach of the claw. So how important are measurements in relation to our cars? This is a good question and something I get asked about often. How important are the tolerances

listed in the repair manuals from torque specs to bearing play to ring gaps.

Why are there so many tolerances and clearances in our cars? The quick answer is so everything can move and operate as it should with out binding. Remove the tolerances and every part of your car from the engine to the wheel bearings will seize. If you take a new ball bearing such as in a transmission with inner and outer race and ball bearings keeping everything round and smooth, wash out all the assembly oil and dry it, the inner race will almost seize and not rotate. The internal clearances are so tight that a thin film of oil is required to let the race spin freely.

There is probably less than .00005" clearance between the balls and the inner and outer race. Let's look at something we have had a problem with here at the shop, rings in an engine. They have several tolerances they must meet to work over a long period of time. First is how the rings fit in the grooves in the piston. There should be no more than .0005" to .001" clearance between the ring and groove. The end gaps when a ring is installed in the cylinders is the next important tolerance.

An old British car likes a tighter ring gap compared to later cars. Most require .008" to .017" gap with something falling in the middle to be best. Why is this so critical? As the engine runs and gets hot, the ring expands and the gap closes. If you build your engine with .003" gap, then the ends of the rings will butt together and add so much drag to the pistons, it can seize the engine at worst or score the cylinder at best. If you build your engine and use .025" gap, then the rings may not have sufficient tension.

The tension is required to seal the combustion gases in the combustion chamber and transfer piston heat to the cylinder walls and therefore the cooling system. The extra large gap also allows compression pressure to easily leak past the rings and into the crankcase thus lowering your compression and decreasing performance among other things.

Another close tolerance while discussing pistons is their clearance to the cylinder walls. Again, old British engines run fairly tight. They like .0015" to maybe .0020". Most of my engines run about .0017"

Tech Corner (cont.)

to .0018". Later on American engines used to like .004" up to .008". Again, as the engine gets hot, the pistons expand as well as the rings and can seize in the bore if too tight or rattle around with "piston slap" if too loose.

It is not something most people ever think about, but clearances involved with the spinning crank change. I once had a very expensive Carrillo rod break into 5 pieces in a race motor. I called them to ask how much their rods stretched at high RPM. Their response was none, they do not stretch or break. I offered to send them pictures of the broken one on my desk. The discussion was about why the piston hit the head at 7,000 rpm. They explained that the crank can flex .001"; there is .0015" clearance between the main bearing and the crank; .0015" between the crank and rod bearings; .0005" between the piston and wrist pin and another .0005" between the wrist pin and rod. Add in another .001" flex to the pin and you get over .006" that the top of the piston moves up at high RPM than when you are measuring the height of the piston on the engine stand.

This was not what caused my rod failure. It turned out that the pistons, made by Wiesco, were made incorrectly. And when they expanded when hot, the four corners seized in the cylinders, causing so much friction that it beat out the rod bearings allowing the piston to move high enough in the cylinder to bang on the head. They admitted it was their fault but still no warranty. The tolerances when assembled and checked were well within specs.

You can see how important tolerances can be. There are shims to adjust almost any close tolerances you encounter. Some from .001" thickness and up. Some shims have to be made in the shop for which a lathe comes in very handy. Some shims can be left out and the destruction could take thousands of miles to show up and you may never associate the problem with something so small and minor.

There is a shim on the front of our cranks that locate the timing chain gear in perfect alignment with the cam gear. Leave this thin shim off or have too much on and it could cause your timing chain to wear sooner than later. It could take 20,000 miles or more but it will eventually cause too much slop in the

chain and you get chain slap, worn out tensioner or a broken chain. One must pay close attention to the tolerances listed for your particular car, no matter how small it may seem. It is important.

To measure these tight tolerances requires some sophisticated tools such as a dial indicator kit, vernier calipers, micrometers, feeler gauges, etc. All can be purchased from Harbor Freight. For sporadic use, these will be more than sufficient for your use. Not that the average owner should try it, but building the differential is one of the most difficult aspects of restoration. There are tolerances of .0005" that make a difference.

Shims for a diff come as thin as .001" and as thick as .20" and it would be great if they were all available. What do you do when what you need is not available? You can make some of them like the carrier bearing spacers in a MGB differential. Some you can build up with multiple thinner ones until you get the size you need. Or, some times you can turn down a big spacer and use a shim that is available. Some of this does require a lathe but having a lathe is or should be part of owning a full repair shop. Or knowing someone who does.

Some front wheel bearings require shims as well. MGs require thin shims and a torque of 45 lb. ft. on the securing nut to get the proper pre-load on the wheel bearing. I once had a customer with a Midget and he was using the new style tapered bearing for them. He could not get all the free play out of the hub. His spacer, that came with the bearing kit, including thin shims, was machined a little too long. It required I take off .003" each to get the bearings tight but this would leave no further adjustment room after the bearings got some wear. So I removed about .010" from the spacer and shimmed them with the thin shims in the kit.

Triumphs, TR2-6, Spitfires, GT6 and earlier models have shims between the body and frame. Some are .25" thick. They are used to line up the body panels. After doing a frame off restoration and full body paint, you have to align the panel gaps with the shims. If the top right door gap is too tight, you need to put a shim between the floor and frame at the base of the door latch post. This will lift this area of the body and create a larger gap at the top of the

Tech Corner (cont.)

door. Look at a lot of Triumph body on frame cars and you will see bad gaps. There was not enough time spent playing with shims.

You do not need to remember any of the tolerances or clearances on our cars. Most are written in numerous books. I prefer to look them up to make sure I get them right. I suggest you do the same and not count on old memory cells to get them right.

Now, on a non-auto topic. Bolt had a seizure a few days ago, second one this year. We once had a dog with epileptic seizures but these seemed different. His actions were different. He loses muscle control and balance. He can not walk but when he tries, he falls all over the place, running into every thing and

any thing. All I can do is to catch him and try to get him to lay down as I try my best to comfort him. There is the odor of the anal glands that starts just before the seizure and lasts until it passes. Has anyone seen this in their dogs and if so, what can you do about it? It breaks my heart seeing this in him. Please email me any solutions you may have. Thanks. See y'all somewhere soon.

Barry Rosenberg
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770-689-7573



Healey Halloween?



11th Annual Bob Kassow Memorial Kruise

Saturday, December 7, 2019

Leaving promptly at 10 am (approx. 2- 1/2 hour drive)

Meet at:

Harbor Freight / Publix Shopping Center

4290 Bells Ferry Road

Kennesaw, GA 30144

(Shopping center is off I-575, Exit 4)

Drive to North Georgia Mountains with buffet lunch (pay your own) at

Amicalola Falls State Park and Lodge, Dawsonville, GA

It's hard to believe Bob passed away thirteen years ago, on December 2nd. Our 11th Annual Memorial Kruise (missed last year due to weather) will be a wonderful day of fond memories, friendships and the joy of driving the back roads of Georgia.

Please R.S.V.P. Bill Nagel by Thursday, November 28th for restaurant count.

Cell: 404-319-1104

e-mail: bhnagel@gmail.com



The poster features a festive autumn background with colorful leaves. At the top, it says "FAMILY FUN!" on the left, the Cobb County Police Department logo in the center, and "COMMUNITY FESTIVAL" on the right. Below this, the main title "COOL CARS AND COPS" is written in large, bold, red letters with a white outline. Underneath the title are three cars: a red classic convertible, a black modern police car, and a light blue classic car. The event details are listed below the cars: "SATURDAY NOVEMBER 2, 2019 | 10:00 AM – 2:00 PM" and "AT LOST MOUNTAIN BAPTIST CHURCH, DALLAS HWY, POWDER SPRINGS". A red banner across the middle contains the text "CAR SHOW • TOUCH A TRUCK EXPERIENCE" and "KIDS COSTUME CONTEST • PRIZES • FOOD TRUCK FEST". At the bottom, there are logos for Blue Thanksgiving, Inc. and Lost Mountain Baptist Church, along with contact information for Brianna Anders.

FAMILY FUN!

COBB COUNTY POLICE DEPARTMENT GEORGIA

COMMUNITY FESTIVAL

COOL CARS AND COPS

SATURDAY NOVEMBER 2, 2019 | 10:00 AM – 2:00 PM
AT LOST MOUNTAIN BAPTIST CHURCH, DALLAS HWY, POWDER SPRINGS

CAR SHOW • TOUCH A TRUCK EXPERIENCE
KIDS COSTUME CONTEST • PRIZES • FOOD TRUCK FEST

BLUE THANKSGIVING, INC
We Back The Blue!

For information on entering your car in the show,
 Please contact Brianna Anders: brianna.anders@cobbcounty.org

Lost Mountain
 baptist church

The Cobb County Police Community Affairs Unit and the West Cobb Business Association, working with Blue Thanksgiving, Inc. are hosting the 2nd Annual Cool Cars and Cops Car Show/Festival to raise money for charitable Christmas programs.

- The event will have a Large Car Show, a Trunk-or-Treat (have kids dress up in Halloween costumes), inflatables, food trucks, and more
- We are looking for club and individual car enthusiasts to display ALL types (Classics, Exotics, Tuners, Projects)
- \$10 entry fee per vehicle; **Cash Only** at the show. All fees raised support Christmas programs hosted by Community Affairs Unit. If you would like to bring candy for a "trunk-or-treat" you are welcome to do so, however please note that this is not required.

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.

Parts Needed

Working on (2) projects and am looking for the following parts:

Short term project: Building a MK1, 1962 MG (GAN2 VIN prefix). I need a:

(buildable condition) **1098 Engine.** I'd like to keep it "Year and Make" accurate if I can, but a 1275 engine would work also.

Tach and Speedo for MK1, 1962 MG

I purchased the car with no engine transmission, Tach or Speedo, but otherwise complete and with only 2 rust through spots (on bottom of each front wing in the usual place).

Longer term project: Building a Bugeye from tub up (currently on a rotisserie to replace floor pan and spring boxes). If you have any BE parts (interior or exterior) you're not using / would part with - send me a list please!

Thanks All !

Lee Etterling

Betterling01@gmail.com

678.630.5013



TIM'S AUTO UPHOLSTERY

Duluth, GA Gainesville, GA
770-418-1336 770-532-6243

Auto Tops All Interiors Custom Work
Carpets Headliners Seat Frame Rebuild
Complete Interior Needs and Restoration

Auto - Boat - RV - Plane

Come by for a FREE ESTIMATE!

WANTED, or FOR SALE

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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

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



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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

