



24th Annual Carolinas Mountain Tour

What a great weekend to get away! And what great folks to spend it with! The goal was to have the BT7 ready for this trip, but we still have some things to work out before it is roadworthy, so we took the Z4. AAHC members from L-R: Alan White (Lee Anne not in the pic), Wright & Pat Bagby, Sheron & Charlie Moshell, Pam & Mark Leinmiller, Ric Anderson. Photo taken at highest point of Saturday's tour.

-Mark Leinmiller

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

EDITOR : Rick Hertzberg

E-MAIL: rchertzy@comcast.net

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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OFFICERS AND CONTACTS

Fearless Leader- Doug Duffee

770-318-5948 duffeed@mindspring.com

Vice President/Event Coordinator- Ric Anderson

678-614-3217 smilingric@gmail.com

Treasurer- Sharon Moshell

770-831-8669 smoshell@aol.com

Membership- Sam Marble

770-554-3087 samncyna@att.net

National Delegate- John May

jdmayy@gmail.com

SE Classic Delegates- John Homonek & John May

JH: bn7@mindspring.com

Tech Session Coordinators- Nader Bagheri & John May

NB: nbagheri38@gmail.com

Facebook content- Ric Anderson

Facebook Admin- John May

Web Site content- John Miner Jrminer47@gmail.com

Web Site Admin- Dave May

siteadmin@davephotographics.com

Flash Editor- Rick Hertzberg rchertzy@comcast.net

Regalia- Sharon Moshell

Historian- Judy Bagheri judybagheri@mindspring.com

Director- John Miner

Director- Bob Memler rmemler@gmail.com

Director- John Blanks jbscuba@mindspring.com

Member at Large- Cyndi Marble

cynansam@att.net

AUGUST

Guy Beaty
Barbara Finn
John Homonek
Cindi Marble
Bill Nagel

BIRTHDAYS

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



2020 Events

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

No calendar as many events in the near term have been postponed or canceled because of the pandemic. Check our website for the latest on what we do know about the events further down the road.

If any local events get planned, even online, we will send out emails to everyone.

Multi-club plans that are posted for August and later:

Carolinas Mountain Tour Aug 6-9

September Round Up, Plainfield, IN Sep 17-20

Euro Fest, Ridgeland, MS Oct 10

30th Annual - British Car Festival, Fairhope, AL Oct 24



Still no club meetings planned for awhile because of the pandemic.

Instead, call another club member, host a Zoom tech session,
do an impromptu tour on your own!

REMINDER: Car Photo(s) Wanted

At the January Planning meeting we unveiled the new Club Website. We announced there is a profile for each member which allows storage of a photo of your 'Healey'. In addition to other club members being able to access your contact information, they can also see the Healey you drive (or work on). The plan is to use a different members car photo on the website home page each month as a way to keep it re fresh and interesting.

So, send me a .jpg file of the Healey (or two) that you want associated with your profile and/or used on the website home page. Send to: jrminer47@gmail.com

Best regards,

John Miner



Southeastern Classic XXXIV

October 1-4, 2020

Name:	Spouse/Guest:
Address:	Phone:
	Club Affiliation:
EMAIL:	Arrival Date:

All Cars Must Be Registered To Participate !

(Registration includes one car, 2 adults, children under 12 plus event participation)

1st Healey (postmarked BEFORE July 1st, 2020)	@ \$80.00	
1st Healey (postmarked AFTER July 1st, 2020)	@ \$95.00	
Number of Additional Healeys	@ \$10.00	
Number of Additional Adults (over 18)	@ \$25.00	
Friday Night Margaritaville Boat Tour (limited to 1)	@ \$40.00	
Awards Banquet Steak or Chicken	@ \$55.00	
Short Sleeve T-shirt S M L XL Ladies	@ \$15.00	
Short Sleeve T-shirt S M L XL Men's	@ \$15.00	
Long Sleeve T-Shirt S M L XL Men's	@ \$20.00	
Long Sleeve T-Shirt S M L XL Men's	@ \$20.00	
	Total	\$

Please enter the number of cars participating in each category in the Regular Show

Please enter the number participating

M, S	
00-6 BN4, B	
000 Mk1 BT7 BN7	
000 Mk1 BT7 BN7 (Tri-carb)	
000 Mk1 BJ7	
3000 BJ8 - Single Light	
3000 BJ8 - Double Light	
Sprite Mk 1,2,3,4	
Jensen Healey	
Nash or Other Healey	
Modified or Nasty Boy	
Diamond in the Rough	

Funkhona	
Fun Rallye	
Valve Cover Race	
Corn-Hole Throw	

ROOM RATE GUARANTEED until 8/1/2020 BOOK ONLINE NOW

WWW.LANIERISLAND.COM

Group Code: 100120AAHC

Please make checks payable to: Atlanta Chapter, AHCA

Mail registration to:

For more information contact:

Charlie/Sharon Moshell
440 Havenmist Landing
Suwanee, GA 30024

Doug Duffee duffeed@mindspring.com
Sharon Moshell smoshell@aol.com
Atlanta Web site: www.atlantahealeys.org

Received: Check # _____ Date _____ Registration # _____



Doug Duffee
Atlanta Austin-Healey Club Fearless Leader

Midyear Flash 2020

Well it has been a bit since I have written any sort of a column. Not that I have a bunch to speak about even at this point, but Ric Anderson will not leave me alone about writing something. So this is my minimal **get-him-off-me-for-a-minute!** Just kidding Ric. I told him the following was going to be my communication:

Let's take a look in the rearview mirror:

Covid 19 as far back as it seems like I can remember.

Let's take a look through the windshield:

Covid 19 indefinitely at this point.

So here is my real column for this Flash edition.

I hope everyone has been trying to stay safe and out of harm's way and doing the things necessary to stay healthy. As we have all had individual challenges due to the pandemic, it has in the short term changed our world and society in many ways, not all being good or positive changes. We have much going on around us that in so many ways are negative and we simply are unsure what the future looks like and the lasting changes this entire pandemic will cause. I hope that in some ways this thing is reconnecting parents with the children as they are staying home due to limited activities to participate in or things people feel like they must go be a part of. I hope that people are taking advantage of this time to reflect on things they may have felt like were important in their lives and realized what is really important in this life. Family, Friends, Faith and Future if I were asked what were important to me. I hope this slows society down and makes folks think about things a little more. At first it was kind of a shock to our routines and habits of the things we normally did. I know it did our household. Now after a few short months I do not feel the anxiety I did to begin with as I felt trapped

by this CV19 thing. But now I am content and feeling much less stressed and happy to be home and safe from many things affecting our world. Hope you have found yourself in a similar spot or getting there. Our pool for instance had not been used much in years past and now it's a great source of entertainment and relaxation for our family as we reconnect and simply enjoy simpler things. My wife is amazed at how many of my Honey Dos that I have managed to avoid still. LOL.

I know there is much mis-information available about CV19 and its difficult to figure out or decide what is factual or fiction. Do you wear a mask or not? Do you get tested or is that even accurate? Do you believe this thing is real or politically motivated? What to do? We decided about CV19 that it's kind of like belief in God vs someone that chooses not to believe in God. I had a conversation many years ago with a non-believer and he said he believed that you simply die and nothing else exists. I told him as I see it the difference between him and me put into simple form is that his best case scenario is my worst case scenario and his worst case scenario is my best case scenario. Gave him much to think about and he became a follower eventually. If nothing else be respectful of others and their beliefs even if you do not share their thoughts or ideas. (You know just like Congress... Bahahah).

At any rate there is very little to speak about with regards to the club and club activity at this point. We have been through the ringer and back several times about the Southeastern Classic and it of course like so many events had to be cancelled for people's safety and wellbeing. We have really nothing in the works that would be concrete in planning for the club although other events that are happening are posted on the website in the calendar of events section if you so choose to attend. Hoping you are at minimal getting your cars



out to run them around a little as we all know these cars do not like to be ignored and will develop problems if they are not getting attention. Fix little projects that make your car a more enjoyable ride while you are hanging out at the house with not much else going on.

Ric said to me- well at least your column will be short since not much is going on So I have been able to cut it back to just about 800 words this time. See Ric, 20% shorter!

Cheerio Friends

Rick's Recap

Our members are still active! Several tours in this issue, and yet another Ric&Ruby saga- hopefully these will inspire you to go do Healey stuff and write it up for the Flash!

We are used to risks! You know I am a scientist; the pandemic is real and serious. Unfortunately the science/medical world is still learning about this virus, so there are many questions, such as how to safely restart schools and businesses. My work is in health risk assessment, much of which has serious uncertainties, and COVID-19 science is a great example. But we are Healey drivers!! Risk is our middle name! You know the story about seat belts- we wear them so after a crash it is easier to find the body. Yes, I wear a mask when out in public, and when anyone other than Vicki comes into the house. (Hey, HVAC maintenance is an essential!) Probably the main stress is, unless you know someone who has gotten the virus, it is so invisible, so easy to pretend it is not real. On the highway we can **see** the other less-than-aware drivers and literally steer clear of them. Hard to do that with COVID. And now we know of "super spreaders," carriers who show no symptoms; they still wear masks but to protect the rest of us. What we can do is be vigilant at what we can control. Same as choosing our tour routes to avoid rush hour maniacs. So far, our club seems to have done well, no news of any members being infected. And tour photos show fairly good use of masks and social distancing. Hopefully our club will make it through this with no losses. Don't lose sleep over this, but do be cautious, especially us "oldsters" in the high risk group. Remember the 3 W's: wear a mask, wash your hands, watch your distance.

The Carolinas mountain trip event. Many AAHC members joined to make this weekend tour. Looks like the weather was mostly great and the people

were wonderful. Check out two stories: from Mark Leinmiller and from Ric Anderson (p 7)

Ruby finds strange ways to get noticed. This time it's the latest poop on Ruby, or on Ruby's poop? Ric Anderson tells the story. (p 18)

Other club activities- the GTA Drive The route, Alpharetta to Ball Ground to Barry's shop to other points north, is one of the best (p 15)

Barry's Tech Corners Barry gets two columns again this issue. His July column just missed our last issue date so we get that as well as August in this issue. More about the finishing touches to Abe's repurposed Herald. Does it have a name? Herald the Powerful? (p 20)

Grandson Zach showed off his car care skills. He also helped dry and put things away. And oh yeah, he did drench his dad.

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 and pics (any format) to me.

Google Groups- Instructions: To send to the entire club, send your email to:

AAHC-members@googlegroups.com

-Rick Hertzberg, Editor



24th Annual Carolinas Mountain Tour

Waynesville, NC - August 7-9, 2020

The Carolinas Club knows how to put together an event. The Oak Park Inn has been home to the Mountain tour for about half of the 24 years it has been held. The inn's Rick and Caroline are terrific hosts. The club's Chuck Reeves & Monique Dale had catered dinners provided Friday and Saturday nights with grilled chicken one night and the steak the other. With the "motor court" arrangement folks were able to distance as much or as little as they felt comfortable. Breakfast and lunch were on your own, and there are a number of great restaurants within a short walk of the inn. We also enjoyed a little shopping in the downtown area. Saturday night John & Ann Jones of Rock Hill, SC celebrated their 50th wedding anniversary.



3D printed Healey BN7 cake topper from John & Ann Jones' 50th anniversary cake

Most of the weekend presented us with spectacular weather with temperatures in the low 60s at night and highs in the low-mid 80s during the day. The roads around Waynesville, including the Blue Ridge parkway were uncongested and we were able to drive at fun touring speeds most of the time. The only two motor homes we encountered all weekend were on our way home after we left the Carolina's folks in Brevard.

We look forward to making another trip up here, but driving the Healey next time!

Mark & Pam Leinmiller



Winding our way through the backroads

Photo by Pam Leinmiller

Front to rear: Chuck Reeves & Monique Dale, Rick & Kim Lee, Jerry Price, John & Ann Jones



Climbing the Blue Ridge Parkway



*Relieving "Healey Feet" in the stream just south of Sliding Rock in the Pisgah Forest.
From L-R: Chuck Reeves, Pam Leinmiller, Rick Lee, Monique Dale, Ann Jones*



Event organizer Chuck Reeves contemplates Ric and Alan's arguments about why Bugeyes are better than BJ8s.

Ruby goes to Waynesville, again

August wouldn't be August with the Carolinas' annual Mountain Tour. This was the 24th edition and while it was a touch different given the pandemic, it was another fun time.

Many of the attendees traveled in on Thursday, some in groups and other soloed. Ruby and I met up with Alan and Lee Anne White Thursday morning, and followed a great route Alan had planned out. A couple of hours of twisty country roads built up our appetites ahead of lunch in Cashiers. I can vouch for the great burgers at The Ugly Dog there.

After lunch, we headed mostly northish until we reached the Blue Ridge Parkway for a few miles up to Waynesville. Just a beautiful drive! And the weather was perfect.

Arriving at the world famous Oak Park Inn, we found some folks had beaten us there and the socializing had already started. So we got settled and started catching up with folks.

This being the year of pandemics and social distancing, our hosts had planned our meals to allow for safe dining. Thursday evening the Fuego food truck (food trailer?) set up in the back lot and offered a varied menu of fresh prepared items. And they were very accommodating to special diets too. The prices were reasonable and the portions made sure you didn't go hungry on their account. More socializing after dinner; some folks wandered about downtown Waynesville too.

Friday was a pretty morning and people looked after breakfast on their own. Kandi's Bake Shop was a popular pick. So many choices of things not on one's diet, and all so tasty. The Buttered Biscuit got some good reviews as well.

Our hosts arranged the Fuego food truck to open early on Friday to allow us to pick up a picnic lunch to enjoy during our drive. Once everybody had their picnics we headed out on the drive. Chuck had laid out another fun route, twists and hills and lots of scenery too. And the weather was nice. After we had enjoyed the roads and views we arrived at The Grand Old Lady Hotel, which I understand was previously the Balsam Inn. Arrangements had been made to use their beautiful porches for our lunch. And we got to take a look around inside. Like a page out of an old book, really cool. After the fun lunch and some visiting it was back on the road to enjoy some more Healey roads on the way back to the Oak Park Inn.

Friday afternoon was a chance to either shop along Main Street or relax and maybe nap. I enjoyed a little of all three. A favorite is Mast General Store and their basement candy department. So many sweets to choose from. Plenty of other things to see too.

Friday evening's dinner was catered at the Oak Park Inn. Chicken, green beans, potato salad, mac & cheese. And Monique's crazy good rum cake. I understand some of the Atlanta crew had to try more than one serving, just to be sure. Not telling who she is.

Friday evening was nice and most of the crowd enjoyed sitting on the deck or on their porch rockers. Waynesville had its First Friday event going on with entertainment and the shops open later, and some people took a stroll there.

Saturday morning was again breakfast on our own and a relaxed start. We headed out about 10:00 and enjoyed a route along US 278 and route 215 over to the Blue Ridge Parkway. More twisties and along a creek on 215. Beautiful. We headed north on the Blue Ridge to Balsam Gap and the highest point of the parkway. Time for group photos and comparing notes on the drive. And our cars always draw admirers and compliments at our stops.

We returned to the Inn in time for lunch on our own. So folks wandered around and enjoyed their lunch and afternoon walks. Some took the opportunity to check out some more Healey quality roads, others enjoyed visiting and relaxing. And napping? (Seeing a theme here?)

It wasn't all sunshine and blue skies; Saturday afternoon was a chance to see if our hoods or portable garages or car covers were actually waterproof. Happy to report Ruby's raincoat passed the test. But I must admit with the wind and the rain it looked a little like she was in a wet t-shirt contest. Oh, my.

Saturday evening was another visit from the caterer. Grilled (giant) steaks and all the fixin's. And banana pudding too. Delicious! And if all this wasn't enough, John and Ann Jones were celebrating their 50th wedding anniversary. A pretty cake and champagne too. And more than a toast or two. Lots of fun.

Sunday morning came too soon and folks began heading out for home, some early and some at a more leisurely schedule.

Ruby and I again traveled with Alan and Lee Anne as far as Gainesville, and Alan again had a fun route planned. If you have never driven Warwoman Road you need to get it on your fave roads list. It's a lot of fun.

In addition to Alan and Lee Anne White, representing your Atlanta Austin Healey Club were Wright and Pat Bagby, Mark and Pam Leinmiller and Charlie and Sheron Moshell. And of course, Ruby and I.

North Carolina in general and Waynesville specifically take social distancing and mask wearing seriously. Every business I visited over the weekend had a "Masks Required" notice on the door and many would give you a mask if you did not have one. Hand sanitizer stations at most doors too. Our group was also careful to keep our space and folks would remind you if you forgot.

They used to say in the Society column, "A good time was had by all". Certainly true here. Hopefully next August will find things back to normal and we can be mask free. If not we can do things the way we did this year. Either way you can count on it being another great time. Especially with it being the 25th anniversary. Mark your calendars now.

-Ric Anderson



All the gang



Monique and color coordinated umbrella



Maybe my favorite license plate ever



Rick and Carolyn planted flowers just for Ruby



It looks like Rick Lee has been exercising that beer hand while in quarantine



Our welcome resulted in people stopping in to see the cars



The Grand Old Lady Hotel



I told you to book your room early



The nice and masked lady with Fuego food truck



Mediterranean Shrimp Wrap - delicious



Social distance dining with style



Mast General Store- lots to see in there



So much candy



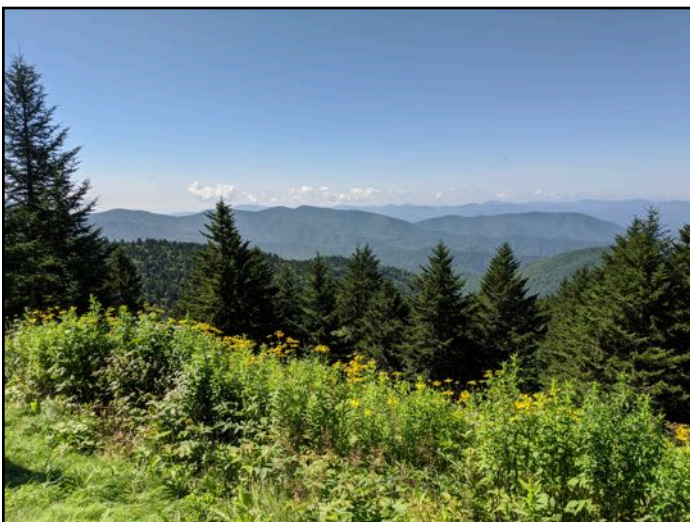
Queueing up for a drive



The 16 cars at the highest point on the Parkway



Ruby's Glamour Shot on the Blue Ridge Parkway



Some views never get old



Not always sunshine and songbirds



Waynesville's Heavy Metal Band



It wouldn't be right without a little shade tree mechanics



Happy 50th anniversary to John & Ann Jones



Looking To Trade

Complete set of 4 Locking Tabs, Moss # 181-915, only used briefly. Some distortion and marring from use visible.

Open to interesting offers. Contact Ric Anderson

Editor's Caution:
Read story p 18-19
before contacting him



Donald Healey Birthday Drive with the GTA

As you may know, Friday July 3rd would have been DMH's 122nd birthday. What better way to mark the occasion than a 122 mile* drive on a beautiful day?

Our friends at the Georgia Triumph Association put together a very nice route, from north Alpharetta through Free Home and Ball Ground to Jasper, to our first stop, Barry Rosenberg's world famous shop. Barry gave us a tour and an update on the projects he has been working on. You may have been following the progress, via Barry's regular Technical Corner in The Flash, on Abe Cheij's "Nasty Boy" Triumph Herald. She's coming right along and is very impressive. Big power, upgraded suspension and brakes, tweaked transmission too. Should be quite the hot rod. We got to hear it run, and it sounds great. Bonus was Abe happened in to continue on his Herald, so we got to visit with him as well.

After some visiting we headed off to Helen and our lunch stop. Unfortunately, about 15 miles from Barry's, Glenn Stephens' car decided it needed a rest. After some diagnostics it was determined it should enjoy a little trailer ride. Earning many Brownie Points, Rick Alley ferried Glenn to the trailer and back to get the car. Healey folks are so nice, looking after one another.

We had a brief stop at Burt's Farm for rest and the purchase of some jam, and then continued on the way to Helen and lunch. The drive was fun, a good mix of stretches to let the ponies exercise and twisty curves to enjoy the handling. Fun!

In Helen we met up with a friend of our host, Joe Earnest, at Monday's Pub on Main Street. A deck with enough room for social distancing and big umbrellas for shade. A little warm, but that made those cool beverages taste all the better. The menu is pub food, maybe not healthy or haute cuisine, but my burger was delicious.

And we all hoisted our glasses to honor one of Triumph's best rally drivers on his birthday.

While it did not result in needing a trailer ride, Glenn wasn't the only one having an issue. Coming out of the pub we found Ruby's left front tire a bit low on air. This flat tire thing is getting old. But with support from Mark, she and I got home safe and sound and in time to get the tire repaired. Thanks Mark.

Speaking of thanks, thanks also to Joe Earnest for arranging things, and to Mark Post and Chris & Kyla Weldon for the fun conversations over lunch.

*Your mileage may vary. These are old British odometers you know.



Most of the starting line up: Rick Alley's Miata, Mark Post's Spitfire, Joe Earnest's Stag, Ric Anderson's Bugeye and Chris Weldon's GT6



Abe Cheij's hot rod



Barry showing some of his handiwork



Practicing social distancing at Barry's shop



Poor Ruby!



Ric is "tired" of Ruby's repeated leaks. So his solution: Ruby's new stockpile



Ruby (all fixed) and
the Triumphs

— — — — —

Steve Cripps' Worship Car Show for June, Roswell



Three Big Healeys at the show: Rick Alley,
John Homonek, and an unknown
nonmember



Rick Alley and Hennie having a
dog-gone good time

Thanks to Rick Alley for the pics

Ruby Suffers Incontinence?

After returning from joining the GTA gang for a drive to celebrate DMH's 122nd birthday, I noticed Ruby had soiled her right rear wheel. Having been troubled with fixing such a leak in the past, I asked Phillip Middleton to stop by to take a look.

Here's what we found. When I had reassembled the rear end I had endeavored to make it look as complete as possible. So I ordered all the pieces shown in the parts catalog, including the plug, the drum hub screw, nuts and tab washers. So everything was new, we should be all set.

What we found was a surprise. The nuts securing the drum to the axle had all loosened, finger-tight at best, and the screw that is supposed to hold the drum to the hub had snapped off at the head.

The good news is we could identify with certainty the source of the leak.

So, with the new nuts, properly torqued to 40 lbf·ft, and new lock tab washers, supposedly keeping things together, what happened?

The new nuts, while being 3/8" thread, are 9/16" on the outside. The old nuts are 11/16" on the outside, spreading the torque over a larger area of the brake drum. The second problem is the metal on the new locking tabs is very soft. So the torque applied to the tabs distorted them and cupped them into the lug bolt holes in the drum. Then the torque was lost and the nuts were able to back off the studs.

The motion between the drum and the hub caused stress on the keeper screw, and being only $\frac{1}{4}$ ", it snapped under the load. The screw being the last thing to keep the hub and axle seal tight, Ruby wet her pants, so to speak.

So, while the shiny new nuts and "correct" locking tabs looked nice, the plan is to use a flat washer and Loctite blue to hold things in place. And to recheck the torque a bit more frequently.

But first was cleaning up the mess. And getting the broken $\frac{1}{4}$ " screw out of the hub. After what seemed a gallon or two of acetone and a couple of boxes of towels, the backing plate, brake shoes and associated hardware were all free of gear oil.

Then it was the broken screw's turn. Luckily, I had a nice new sharp drill bit and was able to drill a hole neatly in the center of the screw. And I also had an appropriate size EZ Out. Which promptly snapped off after about three turns. Screws being softer and EZ Outs being harder, drilling a new hole in the center proved a lot harder than the first time.

So I pulled the hub so I could attack it from the back side, where the metal was softer. And all went well, until the new EZ Out snapped off.

Fortunately things had progressed enough that I could get a bite on the screw with a small pair of Vice Grip pliers. Holding my breath may not have helped, but the screw came out all the same.

Putting everything back together was straightforward and went to plan. To celebrate finishing up, Ruby and I went out to ice cream.

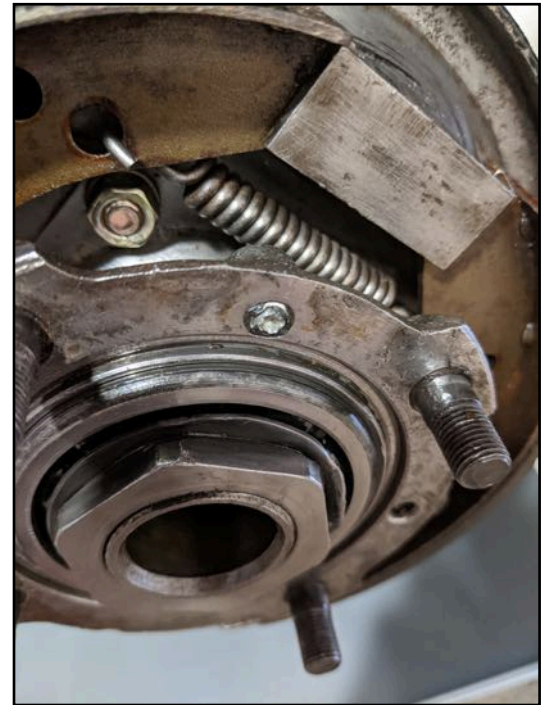
And rechecking that torque is on the calendar already.



Snapped quarter inch screw



Cupped locking tab washer



The broken screw looks easy



Two broken EZ Outs and friends



All buttoned up

- Ric Anderson -

Editor's Note: Is the Force with you or are you Torqued?

- Did you notice Ric Anderson's use of "40 lbf·ft" and wondered if it was a typo?
- Nah. Ruby's kept man is way too picky to mess up tech stuff. I couldn't find the definitive answer online but seems to be a convention to say pound-foot for torque, written as he did with the extra f, to distinguish it from pound-force (British Engineering units, shown lbf), from foot-pound (a unit of energy), and from pound-mass (a unit of mass). Your comments are welcome. -Rick Hertzberg

Tech Corner by Barry Rosenberg**Tech article: July 2020**

I have not been as busy at the shop lately as I should have. Had several ailments that have slowed me down. Damn getting older. When younger, stuff like poison ivy never bothered me. Now, it sends me to the doctors for prescription strength medicine. A bad back used to get better in a few days, now it takes weeks.

A few years ago, I had a kidney flair up that was the worst pain I ever felt send me to the hospital. This month, I had that pain again so back to the doctor. No, not as soon as I felt the pain but week or so later. Doctor had some scans done and yep, my stones are still there but kidneys look fine otherwise. This was lower back pain.

Working on cars is my cause for the pain. This I know and remember the episode that started it all. I was cleaning 1/2 of a VW engine case in a vat I used to have. It had an air bubbler that agitated the fluid and cleaned really well. When I bent over the drum to lift the very light weight part, I fell to my knees in severe pain.

Patty was at the Kroger in Marietta and I had our small son, Brian, with me at the shop. He was only about 3 at the time. I had him bring me my brake stool and crawled on it and paddled my way to the phone. This was when phones were all attached to the wall with a cable. We also used phone books back then so I looked up the Kroger and called them.

Patty was in the checkout line when she was paged over the store loud speaker. She had to leave the groceries in the cart and take me to the hospital. I left with instructions to lay flat on my back for 7 days; not even getting up for the bathroom. We left and went to a Chiropractor customer and I was able to walk out and go to work the next day.

The back acts up every now and then for the smallest things, picking up a potato, sneezing, and working on old British cars. Three things I can't quit doing. Well, I could stop picking up potatoes.

Since my last article, I have had two bouts with my friend poison ivy, one did send me to a video meeting with my doctor and a back pain so bad I took time off from working on everything. Now, I am fine and ready to work once again. The Herald has been making some slow progress.

Abe had the inside of the bonnet re-painted along with the brace and small bits that hold it all together. There is a good body and paint shop in Jasper. He picked up the bonnet, painted it and delivered it back to the barn. And he charged less than what he quoted! It looks good and will look even better when we replace it on the car. Which should be soon.

The engine and all running gear work great, so far, brakes and clutch work and we are doing a suspension alignment this week. I aligned the front suspension by making thick shims and swapping things around multiple times. Unlike a lot of old British cars, Triumphs have simple shims that set the camber and caster. If you are not sure what these terms are, let's discuss them for just a few minutes. Camber is the amount of lean your tires have either with the top leaning toward the engine or away from the engine. Leaning in is called negative camber and helps in handling. Too much and you wear out tires fairly quickly. Leaning away from the engine is positive camber and helps with stability going down the road.

Too much of either is bad so it needs to be set very accurately. MGs and Healeys are harder to adjust than Triumphs and require special parts to make a change. It also costs more to adjust them than Triumphs so be prepared to spend some if you need to adjust.

Tech Corner (cont.)

Back to the terms, caster is the angle of an imaginary line thru the center of top and bottom pivot points. If it leans forward at the top of the imaginary line, that is positive caster. If it leans backward, that is negative caster. Negative caster helps improve handling where positive caster helps keep the car going straight, especially in high speed runs and positive caster does increase steering effort.

There is a balance one needs to aim for and it is a moving target based on what you want most. Ease of steering effort and better handling, negative camber and caster. More straight line stability and a little more steering feel, positive caster and near zero camber. In years long ago, roads were designed with a high center and the alignment was set for those conditions. Today, roads are flatter and the adjustments can be made to satisfy you, the driver.

The third main alignment is the toe of the tires. Toe is the front-rear difference between the distance between the center line of the tires half way up the tire. If the tires are closer at the front than the rear, that is toe in. If the rear is closer than the front, that is toe out. Toe improves straight line stability and handling in normal driving.

Increased toe-in will reduce oversteer and help steady high speed stability. Toe-out will reduce understeer and make the car turn into a curve easier. Autocrossing a car will benefit from a little toe-out as the car will turn into the tight corners a little better than the same car with toe-in. Look closely at a NASCAR car's front suspension and you will see toe-out on one side with toe-in on the other and different caster and camber angles on each side.

Their cars are designed for left hand turns only on most tracks and this weird alignment will make the car go around the turns with little driver input. This is not good for the street driven cars. We have to set our alignment for many different road types and driving conditions. We compromise on the setting somewhere where the car tracks straight, turns easily and does not wear out tires.

If you plan on doing a lot of fast driving, you can get away with little changes in your alignment. On the Herald, we will be shooting for a caster angle of 3 to 4 degrees negative. This is actually close to a stock GT6. Camber will be set differently on each front wheel; 3/4 degree on the right front and 1/2 degree on the left front. This maximizes the setting when there is a driver in the car. The camber will change as the weight is increased on the suspension and the car should always have a driver in it. At least when it is going down the road. When doing the final settings, we may do it with Abe in the drivers seat. This would make the setting as close as possible for his weight and not be absolutely perfect for any other driver. This is how we used to do the TR4A race car.

There is a whole lot more to front suspension geometry but this gives you an idea of how complex something so simple can become. As I said, it is at least fairly easy to adjust the Triumph's front suspension. The front suspension has two A-arms, upper and lower. Not Stags or TR2000s as they have struts so we will not discuss them. These arms are attached to the chassis with bushings and brackets.

The brackets on the lower arms are bolted to the chassis where the upper are fixed and not easily adjusted. All one need do is loosen the bolts holding the brackets to the frame, pry it away from the chassis and insert thin spacers. Tighten the bolts, roll the car around to settle the suspension and recheck your alignment.

Tech Corner (cont.)

I like to set the camber first. I try to use the same number of shims on both the front and rear brackets to get the camber I want. On the Herald, I made some thicker shims and mixed them with the thinner ones and after several attempts, I got 3/4 right and 1/2 left. Then I checked the caster. To set it, all you need to do is move shims from the rear to the front to decrease positive caster or move them from the front to the rear bracket to increase negative caster. I have 3 to 4 degrees negative caster in each wheel.

Oddly enough, moving the shims from front to rear or the other way around, does not effect camber. Last, I set the toe-in. I like about 1/16" toe-in per tire. Why not 0 toe? Simple, as you drive down the road, the forces on the tires have a tendency to push the front of the tires out due to deflection in the bushings. As this happens, the toe becomes close to zero. If we were talking about the drive wheels, either front wheel drive or rear wheels, I would set the toe-out at 1/16" per tire.

The forces acting on the tires trying to push, or pull in FWD, the car down the road have a tendency to push the tires in at the front of the tire getting the toe close to zero. Having steel or bronze bushing, not recommended for anything other than race cars, does not allow any deflection and the alignment can be set to the exact specs the engineers call for. But we are going to drive on the street and want the best compromise in handling and tire life we can get.

I hope to get the rear toe set this week. There is not much we can do to adjust the rear camber and rear caster makes no difference on these cars. Our rear camber is negative as we put slightly longer late model Spitfire axles under the car as well as a late Spitfire rear spring. This was factory designed to increase the negative camber and decrease the rear tire tuck in when hard cornering. I will check the rear camber once the toe is set correctly.

One thing I forgot about and never really thought about: would the tires and wheels fit under the fenders if we increase the rear track (the width of the rear end from tire center to tire center across the back of the car). It never crossed my mind they may not fit. And they didn't! We jacked up the rear end and put it on non-Harbor Freight jack stands for safety. Then I laid on my back under the wheel well with a small air powered saws-all (Harbor Freight brand) and cut 1/2" off the inner lip leaving a line of factory spot wells holding the inner and outer fender pieces together.

Next we used an Eastwood fender roller and a heat gun to roll the inner lip up. The heat gun was used on the paint to stop it from chipping or cracking and it worked. After a long and hard time rolling the lip, we had the clearance we need. And, as more weight is added to the car, such as a driver, the negative camber to the rear wheels will increase slightly increasing our clearances even more. We hope for no tire rub! Hope.

Well, it seems I had more to write than I thought I would so I will end here. By my next article, I hope we will be driving the car. Can't wait. A GT6 powered Herald ought to be quick and fun. Time will tell. So, be safe and see y'all somewhere soon.

Barry Rosenberg
British Car Service
770-689-7573

Tech Corner Part 2**Tech Article: August 2020**

Time to write again. We have just about completed the Herald 2000. I took it out for a long drive yesterday and it is very scary fast. That was what we set out to build: a Herald with more oomph. And we were successful, very successful. Lucky we upgraded the suspension and brakes at the same time.

A few items need attention but in a job this big, it is normal to have a few tweaks and adjustments. One is a very quick throttle. Try to give it just a little gas and “vroom” you are turning 3,000 rpm. The linkage needs some adjustment to allow a little more progressive throttle.

The left front brake has developed an extremely loud squeal after getting hot. It is very annoying when driving down some of the mountain roads up where I live. Again, this is not major but most disturbing to other drivers near you. We will pull the pads and try several methods to stop the squeal.

A long time ago, I had a customer with a bright orange TR7; not the worst car ever made but very close to it. His complaint was a front brake squeal. We tried every trick in the book and could not remove the squeal. We tried several pad materials; we tried turning the rotors and then new rotors; we rebuilt the calipers; we drilled small holes in the pad faces and inserted small carbon rods (lead from a pencil); we tried cutting slots across the pad faces; and we tried several anti-vibration crap on the back of the pads.

Nothing worked; absolutely nothing. We gave up after playing with the car for a week and did not charge the customer for any of the work. He had some of the best front brakes on a TR7, just not doing it quietly. Several weeks later, here comes a bright orange TR7 into the lot. As he coasts to a stop, we here a very familiar squeal. A new owner walks in and asks if we can get rid of the noise.

All we could do was laugh. We showed him the invoice of the work we had done and told him it was one of those cars that refused repair. He said the previous owner mentioned the squeal as one reason for selling the car. Now, the new owner has a reason to sell. As far as we know, if that car is still on the road today, not likely, it still squeals. Some things just cannot be fixed.

I hope the Herald isn't the same. Another small problem is finishing the trans tunnel. The GT6 overdrive trans is a little longer than the original Herald 4 speed. Plus, we moved the engine back about 1" to give a little more radiator clearance. Since Abe had a good tunnel with glued on carpet, we decided to reuse it. We enlarged the hole for the gear lever and made a cover to fit. We should have screwed the cover down as it moves around a lot.

One other item I do not like is the slight feeling of wandering when driving straight. Directional stability is controlled by caster in the front suspension. Positive castor increases straight line stability and we need to add another 1/4 degree to each side. Positive castor is when a line drawn thru the upper and lower center pivot points intersects the ground ahead of the tire contact patch area. Negative is when the imaginary line intersects behind the tire patch.

On most Triumphs, this is an easy adjustment to make. Measuring how much you change it requires specific tools. I have a simple castor, camber gauge that works quite well as it was made to align race cars. The lower suspension arms on Triumphs like the Herald, GT6, Spits, etc have thin shims behind the a-arm brackets.

Moving one shim from the front bracket to the rear bracket will increase the positive castor without changing the camber. I do not know how much difference a thin shim makes but I can check it. How much, 1/4 degree

is just a guess, one needs to stabilize the car is also a big guess and trial and experience will be the only way to “feel” the change.

There is one other item we need to address on the car: we cannot change the oil filter without a lot of work. We installed a spin on adapter so we could use a good Wix filter but it leaves very little room to remove it. Our new choice of oil filter is going back to the original canister type. Unfortunately, we can't find all the parts to the original and we know we had it at one time.

Fortunately, the parts we need are the same on a stock TR6 filter and lots of people have installed spin on adapters to TR6s. All we have to do is find someone who did not throw out the original after their swap. And it will be a good time to change the oil.

I do not crank a new engine on break-in oil then change it after a few minutes of running. I trust my build quality and the ability of modern oils and filters to do their job and last 300 miles; which is when I change them. Some engine builders believe in the quick change because they feel there are small particles that get into the oil after all the machining and assembly. I believe the filter will catch all those small particles.

That is what a good quality filter is made to do so I trust them. 300 miles is a good time for torquing the head and adjusting the valves and a compression check. Checking the timing and adjusting the carburation are done at the same time. Then the car will be ready for release to the owner.

This car will come with a warning: BE CAREFUL! It is fast and fun, drive with great care. Well, this has taken me awhile to type so I will end here. Hope to see y'all somewhere soon. Maybe at the Peachtree MG Dillard show in September. The Herald 2000 should be there. Come see it.

Barry Rosenberg
British Car Service

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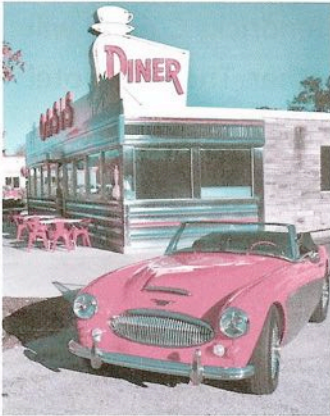
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SEPTEMBER ROUND UP

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The Funkhana will be Central Indiana's slightly modified version of Britain's National Pancake Day Race. But we will keep the time honored apron, chef's hat and of course the skillet.

Parke County, just 30 miles to the west of Plainfield, has 31 covered bridges and is recognized as the "Covered Bridge Capital of the World." You might end up there.

Danville's town square will be the site of the Saturday car show. Be on the lookout for Deputy Fife who may be eating at the Mayberry Café.





Want to play where your Austin-Healey Delegates meet? Then this September Roundup is for you. The city of Plainfield and Hendricks County will be the location for the 2020 version of this Fall get together. The host hotel is the Springhill Suites, at 6014 Gateway Dr. Newly remodeled with refreshed rooms and a free breakfast, the Healey rate is \$119+ a night. Contact the hotel directly for reservations. Telephone 1-844-972-0461

SEPTEMBER ROUNDUP REGISTRATION

Name _____

Guest _____

Address _____

City _____ State/Prov _____ Postal Code _____

1st Car Make _____ Model _____ Year _____

2nd Car Make _____ Model _____ Year _____

Registration Fee (For 2 people) \$70

Additional Guest _____ \$35 each \$ _____

Awards Banquet (\$35 per person) _____ X \$35= \$ _____

TOTAL \$ _____

Mail completed form with check payable to CENTRAL INDIANA AUSTIN-HEALEY CLUB to Bob Haskell 1570 Saylor St, Zionsville IN 46077

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Membership Application

Complete the information below. Return with your check for \$60.00 (\$50.00 AHCA, \$10.00 Atlanta Chapter) made payable to: Atlanta Austin-Healey Club.

Send to:

Sam & Cyndi Marble
Atlanta AHCA Membership
2421 Manor Way
Loganville, GA 30052

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Questions? Contact us at 404.538.9611 or email at samncyna@att.net

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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.

Jon Tucker's BJ8 For Sale



1967 Austin Healey 3000 Mk III BJ8

- Asking \$55,000.00
- Mileage: 84,258
- Healey Blue
- Original Except:
 - New roof (4yrs old)
 - New rims (4 yrs old)
 - New brakes (2 yrs old)
 - New radiator (2 yrs old)
 - New leather interior (1 yr old)
 - New interior carpet (1 yr old)
 - New trunk liner & gas tank (1 yr old)
 - New fog lights and brackets (1 yr old)
 - New rear bumpers (1 yr old)
- Front and rear bumpers have been removed but come with car.
- Stock grill has been removed (comes with car) and custom mesh grill installed.
- Ceramic coating was applied late last year (2019).
- Comes with car cover & trickle charger.
- Car has been maintained locally in Atlanta, GA by Neil's Restoration and Philip Middleton.
- Located in Atlanta, GA (Brookhaven).
- Higher res images available upon request.
- Contact:
 - [Jon Tucker](#)
 - [704.497.1418](tel:704.497.1418)
 - Jon.tucker.architect@gmail.com



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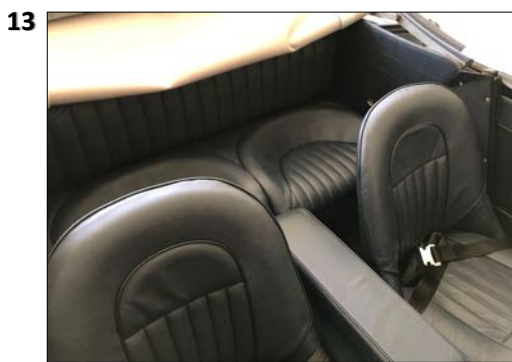
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Jon Tucker's BJ8 For Sale (cont.)



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Jon Tucker's BJ8 For Sale (cont.)



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Jon Tucker's BJ8 For Sale (cont.)



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WANTED, or FOR SALE

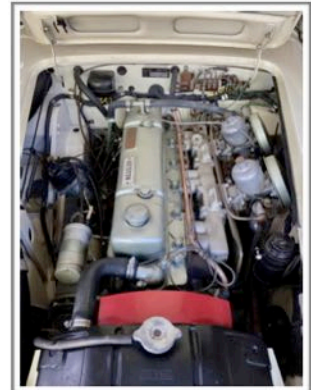
Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

For Sale 1958 BN6 (2-Seater)

Selling my **rust free** 1958 BN6 that was fully restored 18 years ago. I have \$50k in restoration receipts. It has been driven very few miles since the restoration. Great color combination of Old English white with red interior. The car was parked 10 years ago so will need things like the brakes and cooling system gone through. It comes with a new gas tank (\$230) installed, a new red interior kit (\$2,200), a new top (\$660) and 4 new Vredestein Classic tires (\$518). The BN6 also has a stainless steel exhaust and a Moto-Lita steering wheel. An updated MKI engine was installed during the restoration. It would not take much to get this great looking **rust free** 2-seater Healey back on the road.

Asking \$38.5k.

Contact: Bill Walton 704-299-7462 bill.walton@mac.com



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704-351-0933



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WANTED: 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

WANTED:

Hi Club Members- Am working on my 100/4 project and am in need of all clutch linkage from the pedal to the 4 speed gearbox. Please advise if you have any to spare or where I might locate them. Thanks!

Regards, markhenderson3376@gmail.com

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

Healey Wanted

We got word of a fellow in Melbourne, FL, who is looking for a car. Jerome Berry wants a 100/4, hopefully a BN2. Wants to be able to drive it, no plans to make it a show car. He is open to less than perfect paint and interior but doesn't want to deal with something rusted out.

He has looked around his area, and has investigated cars out of state too. His idea now is to reach out to clubs in the south, hoping to avoid cars from salted-roads areas.

If you have a car, or know of a car, that might fit his needs, **please contact him directly.** His information is:

Jerome Berry

321.752.3950

mainship1volvo@gmail.com

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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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Any questions, please call:
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Joe Hall in gorgeous countryside

The June Worship Car Show

Rick Alley and Hennie having a
dog-gone good time

Three Big Healeys at the show: Rick Alley,
John Homonek, and an unknown
nonmember

More Healeys at Marietta

More Healeys at Marietta