



The dramatically revised club website is now operating and open for business!

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<https://www.atlantahealeys.org>

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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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<u>MARCH 2020</u>	<u>BIRTHDAYS</u>	Doug Mills George Pope
Ric Anderson CJ Johnson		

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



2020 Events

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

Date	Event	Sponsor or POC	Notes
January			
18th	2020 Planning Session	Doug Duffee	Lake Lanier Islands Lodge - 9:30 to 1:00
25 th	Tech Session - Pam Leinmiller's BT7 CPR	Mark Leinmiller	Don your scrubs and help Mark and Pam restart Big Red's heart.
February			
March			
21 st	Chasing Leprechauns - The Dash for Saint Patrick	Glenn Stephens Ric Anderson Tina Spring	Starts in Monroe
April			
4 th	"Welcome Spring" BBQ and Garage Party	Karen Meinzen McEnerny and Rob Meinzen	Appetizers at 3:00, dinner at 5:00, fun all afternoon
28 th	"Drive It Day"	People who like old cars	https://www.awarenessdays.com/awareness-days-calendar/drive-it-day-2020/
May			
17 th - 21 st	Conclave 2020	TBAHC	Crystal River Plantation
June			
18 th - 21 st	Kentucky Spring Thing	Bluegrass AHC	Louisville, KY (New Albany, IN)
July			
August			
6 th - 9 th	22 nd Annual Mountain Trip	Chuck Reeves	Oak Park Inn, Waynesville, NC.
15 th	National Ice Cream Social	TBD	Need to verify date



2020 Events

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

Date	Event	Sponsor or POC	Notes
September			
12 th	Norcross British Show	Atlanta British Car Fayre	Registration opens May 1 st
20 th - 24 th	Summit 2020 Healeys at Newport	AHC of New England	Newport, RI
October			
1 st thru 4 th	SEC XXXIV	AAHC	Lake Lanier Islands & Margaritaville
24 th	Woolly Worm Tour	Margie Steele and the Triad AHC	Elkin, NC Details are TBD, but costumes are involved
November			
December			
5 th	Kassow Kruse	Bill & Mary Ellen Nagel	Details are TBD
26 th	Polar Bear Run	GTA	Tentative Start is AMP
TBD	Christmas Party	Abe & Susan Cheij's	The Cheij's home.



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/romeoclubofmarietta/>

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.southeastwheelevts.com

First Sunday of the Month, Steve Cripps' **Worship**, 8-11am In front of Panera Bread at the Roswell Target Shopping Center, 135 Woodstock Rd, Roswell, GA No malls, no crowds, no crazy relatives, just story telling by interesting car people, and their tires to kick. And, occasionally a surprise. scripps8700@gmail.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/>



No meetings planned yet for March 2020
Go instead on the GTA tour, Mar 14 (below) or

the AAHC tour, Mar 21 (p 8):
Chasing Leprechauns- The Dash for St. Patrick



GA Triumph Association invites your club to join them.

MEET: 9 AM / DOWNTOWN NORCROSS, GA in Skin Alley, behind 45 South Cafe.

DRIVER'S MEETING / DEPART: ABOUT 9:30 AM

PIT STOP: MONROE, GA at Marathon Gas, 1490 US-78, Monroe, GA 30665, approximately halfway.

Drive is about 2 hours, and everyone will find their own lunch spot in Downtown Athens. After lunch, meet up again at [Terrapin Beer](#) about 12:45 PM. Directions for route, and suggested lunch places in Athens will be handed out at Driver's Meeting.

Terrapin Beer is at 265 Newton Bridge Road, Athens, GA 30607 / 706-549-3377. They have an excellent tap / tasting room and outdoor patio seating areas. [Terrapin Facebook](#)

Info: Contact Mark Post / GTA - mp2422@att.com / 678-612-1608



Doug Duffee Atlanta Austin-Healey Club Fearless Leader

February 2020

The short month was a day longer this year and had record setting rain fall. The lakes are above full pool and the ground cannot hold any more water. As we start into March it looks like the first week is just like the last several full of wet weather. There has been so much rain lately I got pulled over on Hwy 85 the other day by the United States Coast Guard and received a ticket for not wearing my Life Jacket!!!! Really has not been an optimal time to get cars out to go play so I hope you have been taking advantage of that time by working on the projects you have on your cars. At least the general maintenance needs to make your car ready for spring rides and events that are on our calendars.

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

My column always has a Let's take a look in the rearview mirror which is about the past month and then a Let's take a look through the windshield section that talks about the events and things coming up in the next few weeks as a reminder. Well last month there was nothing for February as far as looking through the windshield events to talk about which means this column will have nothing to write about in the rearview mirror section. So that will certainly shorten my column this month. So let's move along.

Now let's take a look through the windshield:

March 15th: There will be a meeting of everyone that is involved in the planning and development of the Southeastern Classic XXXIV. It will be at Charlie and Sheron's house and she will send out a notice about time etc this week.

March 21st: Chasing Leprechauns-The Dash for Saint Patrick. This event is put on by Ric Anderson and Glenn Stephens. It is the same event we have attended for the past few years that was such a blast and well attended. The only difference is that the name has been changed to keep those two out of prison. Little joke as we got in trouble last year for the old name that we can not mention any longer. This event will start in Monroe, Ga. and take us to parts unknown. I'm excited and cannot wait for this fun event.

April 4th: AAHC Southern BBQ hosted yet again by Karen McEnery and Rob Meinzen at Karen's home once again. This is a great start to the spring and a fun chance to get together with other club members. It is always a fun time with plenty of good food. Looking forward to seeing each of you there.

On another front the new AAHC website is now live and you can go visit it and start to get familiar with navigating your way around in it. Same atlantahealeys.org web address as it has always been. If you have questions please send an email to John Miner or me and we will get you answers. There will be further changes to the site as John and I had a meeting with the developer a couple of weeks ago to get some clarity on some additional things that we wanted the site to be capable of doing and were pleased to hear the answer "not a problem". While the site is new and we will make changes for a while, after several months things should be dialed in with all the bells and whistles we had hope for in the development stages.

Well that pretty well wraps up my report for this month. So until next month be safe and go play with your LBC's

Cheerio!

Rick's Recap

No February events! So instead we have an overlooked feature article, on Ruby of course. Those little Bugeyes are so easy to overlook... (p 9)

March tours. Mar 14 is the GA Triumph Assn pre-St Patrick's Day tour- to Athens (p 5)

Then Mar 21 is our own club's tour: Chasing Leprechauns? Gotta check it out. You know it's gonna be fun as is another event from the dynamic duo Glenn Stephens and Ric Anderson (p 8)

Barry's Tech Corner Barry's column is more on the Herald/GT6 transmogrification. Who is the crazy owner who wants such mods? (p 13).

Grandson Zach in cockpit of F-111 (Wright Patterson Air Force Museum). Our Healey dashboards are sooo simple! Zach still likes cars: he "dragged" his dad to another car show last month, but no sitting allowed in the sports cars so this pic is way cooler.

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



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Chasing Leprechauns – The Saint Patrick Dash Saturday, March 21



Join Team Stephens/Anderson and The Hunt Rallies as they combine to present a little Saint Patrick's themed fun.

Meet your favorite snake charming yeti at the Monroe Courthouse, 215 N. Broad St, to follow St Pat as he chases snakes and leprechauns over a beautiful drive in the countryside. (You will be surprised how much history your hosts have made up.) Registration starts at 9:00, Driver's meeting / Orientation at 9:30 am, and the First car leaves at 9:45 am. Cars leave at 2 minute intervals. You will be given a route sheet and a set of photos to duplicate along the way. Preregistration and additional information can be found at:

<https://events.eventzilla.net/e/chasing-leprechauns--the-dash-for-st-patrick-2138780885>

There is gas and food near both the start and the finish. Restrooms too. Bonus points for capturing and delivering a live leprechaun to the finish line.

[Click here for the event site with preregistration and details](https://events.eventzilla.net/e/chasing-leprechauns--the-dash-for-st-patrick-2138780885)

Ruby Gets a New Fuel Gauge

Ric Anderson

For the January '18 edition of *The Healey Marque*, Mike McPhail wrote an article covering an upgrade to the fuel gauge in his Healey 100. As a side note, Mike mentioned having performed a similar upgrade for his Bugeye. As the details on the Bugeye version needed a bit of clarification, I exchanged a series of emails with Mike and decided to give it a go. My original plan was to perform the upgrade during the May (2018) Tech Session at Nader and Judi's. The weather forecast and Ruby's porosity resulted in my not taking her and that turned out to be a good thing as the work took a bit longer than I anticipated. (into summer 2018)

The goal for the upgrade was a more accurate gauge that did not suffer from Nervous Needle Syndrome. The parts required include a post 1967 fuel gauge, a matching sending unit, a dash lamp socket to match the gauge, and a voltage stabilizer.

While Mike opined on the durability of the plastic float on his new sending unit, I was pleased to find the Moss unit for the Bugeye (361-890) uses a new design on the float, of a material advertised to stand up to modern gasolines. Likewise, the supplied gaskets too are supposed to be able to deal with today's gas.

The project was straightforward enough. I removed the fuel tank, then removed the original sending unit, replacing it with the new one. The new sending unit required a ground wire where the original did not, so I needed to make up a lead to go from the unit to a frame ground. Then the tank was reinstalled.

Under the dash, I needed to remove the original gauge and replace it with the newer version. As the more modern version uses a different dash lamp mount, I also needed to swap the bulb base. This too required a new ground be run, as the base is nonmetallic. I ran the new ground lead to the same lug hosting several other grounds, at the steering column.

The third part of the upgrade involved adding a voltage stabilizer. While Mike reviewed an exercise to determine the correct value for a resistor to be added to the 100's sending unit, he also mentioned Moss having a stabilizer that could be mounted under the dash, near the gauge. This seemed a lot easier. I drilled a small hole in the lip on the firewall near the gauges to mount it behind the fuel gauge. To wire it up, you move the hot wire from the gauge to the stabilizer, then run a new wire from the stabilizer to the gauge.

After making up the leads and attaching all the connections, I tested things by mounting the sending unit outside of the tank and the new gauge under the dash. This ensured my only having to

remount the tank (with its required climbing in the boot) just once. All tested out just fine, so I installed the tank and the new gauge and took her out for a test drive.

The results were good. The needle no longer bounces from peg to peg as I travel, so you can actually have an idea of how much gas you have in the tank. It is not dead on, reads a bit on the shy side. Which can be seen as a good thing, since you have about a gallon left when the needle is on "E"? One unexpected thing, the gauge moves VERY slowly when you turn the key on. I am assuming this is a result of the stabilizer. While it was a surprise when I first turned it on, since I know it is going to happen it doesn't seem to be a problem.

While I will continue to watch how the new gauge acts between now and mid-July, the real test will be during the trip to Conclave.



Disconnecting the fuel filler neck



Removing the fuel tank



Disconnecting the sending unit lead



Removing the old sending unit



New parts for the project



Testing the new sending unit



Testing the NOS gauge





March 28, 2020, Roswell, GA 10am

Free to the Public!! The Inaugural Roswell Motoring Festival March 28th at City Hall Complex. Guests will see over 150 rarely seen Motorcars, Motorcycles and more. Military Color Guard and special guest performances. From The Earth Brewery Beer Garden, local restaurants and a variety of vendors both Automotive and Art. Please join us as we celebrate Gene Felton and his legendary racing career and honor him as Grand Marshal.

Online preregistration is \$25 per car per family and \$20 for each additional car. There will be a limited number of spaces TBD but it will not exceed 150 . Online registration will be open soon and until Friday, March 27th at 5:00pm. It is a rain or shine event. No refunds.

Register at www.atlmotoringfest.org

Austin-Healey Club of America 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.

Tech Corner by Barry Rosenberg

Tech article: March 2020

Problems, problems and more problems. With all the problems we have had lately, I have not spent much time at the shop. I spent one or two days on the Herald/GT6 and that is about it. I even had someone very interested in my barn and property but they wanted me out in less than 4 weeks. No way I could do that so I may have lost a sale. There is someone out there that wants a great piece of property that will allow me time to set up a new shop and move. So, I will wait.

We have moved along on the Herald/GT6 quite a bit. One small step at a time. The front suspension uprights have been painted (not blue but black like the rest of the frame) and installed and we have slid the GT6 engine in place. The owner was surprised when I told him it may have to come back out a few times before we are done. So far, we have not needed to pull it back out. We ended up with very little room for a radiator in front of the engine. Part of the reason was we wanted to use a GT6 radiator.

A new polished aluminum one was ordered and in hand although I had an original GT6 one to experiment with. Scratch or dent the core and it would not be a problem like doing it to the new one. We needed to put a 3" thick radiator in a 2" space. Not physically possible, not even for me. We decided to move the engine back by modifying the engine mounts and spacing them back 1/2" on the backside of the mounting bracket. Then, I would pull the water pump and shorten the pulley 1/2" and pull the crank fan spacer and shorten it 1/2".

As most things go, it did not work as planned. Moving the engine mounts and finding suitable spacers was easy enough. Pulling the new water pump was no big deal. I even pressed the pulley off the pump with little problem (and with out cracking it). However, a little too much lathe time proved hazardous to the pulley. I managed to machine right thru the pulley and turn it into a two part piece. Just damn!

Not to be dismayed, I took a TR6 pump and pulled it's pulley and machined less off the front of it. Pressing it back on and replacing the pump went with no further problem. To remove the fan extension from the crank was a little harder. The crank bolt lined up perfectly with a frame member, not allowing an air gun to reach the bolt. The easiest way to remove the bolt was to partially pull the engine out of position. Removing the bolt by air was easy and the machining of the extension was pretty easy and I was able to use the original crank bolt.

After everything was put back into position, I had my extra space. Now, where would we mount a fan? I am thinking another new radiator, based on the old Rabbit/Scirocco style looks like our best solution. Well, we are not ready to run the engine now so we have some time.

Of course, a new rear trans mount has to be fabricated and the drive shaft will need to be modified as well as the trans tunnel cover adjusted to fit. It sounds easy, put a 6 cylinder where a 4 cylinder once lived. How hard can it be? Not hard so much as time consuming. But that is ok with me, I get paid by the hour. Lots of hours. I do this because I love my work and my customers but I like to eat and pay my bills so I do get paid.

This is a major project. We have rebuilt a GT6 engine; made an overdrive GT6 trans; rebuilt a GT6 differential; rebuilt the front suspension and steering rack; make/modify engine mounts and we still need to install a power brake booster; run new brake and clutch hydraulic lines; replace Herald rear suspension with GT6; replace the differential; and run a new exhaust. A simple thought turns into a major project.



What's left of this pulley is what happened after too much time in the lathe

Tech Corner (cont.)

One really cool item he purchased was the front shocks. Spitfire/GT6 front shocks and springs fit together as one part. The new shocks have an adjustable spring base so ride height can easily be adjusted. Very cool race technology in use. We are upgrading the front suspension for the extra weight and power. We are using some poly style bushings but leaving the inner lower A-arm bushings rubber with a steel inner sleeve. This allows some give when hitting small bumps in the road. The steering rack and new enlarged anti-sway bar will be supported with new poly bushings.

Another item to be added to our list is changing the charging system to an alternator and bypassing the old regulator while still making it look like it is used. He wants better headlamps so LEDs will go in. And to be honest, I do not know what else he will come up with. I am beginning to think it would have been easier to install a Herald body on a GT6 chassis. Wait, I forgot; he wants under the bonnet repainted correctly. Want to guess how easy that will be.

One of the items I mentioned we did was rebuilding the steering rack. The play in a rack is often a subject of complaints. They are very easy to rebuild and adjust. Pulling the rack out can be one of the hardest parts of the rebuild. Before pulling it, however, break the nuts that lock the outer tie rods ends loose. Once you have it out, clean it as best as you can for now. With the lock nuts loose, you can unscrew the tie rods from the shafts. You can count the number of turns, and write down the number because you will not remember it, and use the same number when installing new ones. This part on steering racks applies to most of our LBCs because all the rack are about the same design.

Remove the rack boots and discard because they are probably torn. Now comes the hard part. This is only hard if you do not have large crescent wrenches or pipe wrenches. The inner tie rods have a lock tab that you need to straighten. Do it carefully and you can reuse them. Hold the inner most nut and turn off the outer nut/ball socket. Inside there, you will find some small adjustment shims and a ball

cup and a spring. Then break the lock nut on the rack shaft loose and remove it.

Do this to both ends. Next, there is a large plug on top of the rack, most will have a plug in it, remove this. Inside you will again find thin shims. Some racks have them inside a cup under a spring and some have them under the large nut you just removed. Pull the plunger out. The plunger has a curvature in it that matches the diameter of the rack. The spring on top pushes down keeping the rack and pinion gear in proper contact. Too much pressure and you cannot turn the steering. Too little and you get play or backlash (just like a differential gear set).

Once you have the plunger out, you can remove the pinion gear. Some are held in with a circlip; others may have something different. Remove the circlip and pull out the pinion gear. Some racks have a small seal on the pinion and some don't. Then, you can slide the rack out the end where the pinion is. Clean all the parts well. Take the rack and insert the end without teeth into the non-pinion end of the tube. Most have a bushing there. You want to see how much play you have. If very little, continue rebuilding. If it has lots of slop, then a new bushing is called for. Our racks do not have a bushing on the pinion end. A bushing would not allow you to increase the pressure of the rack on the pinion gear, it has to "float".

On some of the racks, you do not need to pull the old bushing. Just drive the new one in and the old one slides down the tube. Since it is worn out, it should add no drag to your steering. Not all racks will allow this. Measure the new bushing and see how far it will push the old one down the tube. Make sure it does not interfere with anything, such as the teeth on the rack, once assembled.

You can assemble each end of the unit, the inner tie rod ends, separately from the whole rack. Grease all pivoting joints with good wheel bearing grease. Assemble the ball shaft into the ball socket nut, then the cup, shims (if any) then the spring and the nut that held it all together. Tighten the two nuts together and see how much play there is in the joint. You

Tech Corner (cont.)

want the rod to move around easily without binding but not just flop around. You adjust this with the small shims. Remove some or add some to get the proper feel to the assembly.

Left and right side should be the same so do both now. Grease the rack and slide it into the tube, make sure it goes back and forth easily. Next, insert a greased pinion gear and replace the seal and circlip. Grease the plunger and place it in position with the spring and shims. Install the big nut and tighten. Turn the pinion with a pair of pliers (I like to use small vice grips clamped loosely on the splines) and rotate back and forth. With a small vice grip, you should be able to rotate it around with your finger.

You can adjust the feel by removing or adding shims. Once you are happy with the feel, feel is a subjective thing, you can replace the lock nut and lock tab on each end of the rack and screw the inner tie rod assembly back on the rack. Tighten as tight as you can with your big wrenches. You may be surprised at how few threads are on these parts but know that they must be tight. If they come loose, you have no steering!

Once tight, bend the lock tabs back. You can use Loctite if you want, I do, but you need to make sure you have no grease on the threads. Now, try to turn the pinion again and make sure it is still smooth. Install new rack boots and you are done. Most racks call for some form of a gear lubricant installed thru the small plug in the big nut on top of the rack assembly. Pour some in and work the rack back and forth. Of course, once your new boots start to split, the fluid will leak out and your rack will run dry. New boots will crack within two years no matter who supplies them. The rubber used today is crap, pure crap. So, replace the small plug with a large grease fitting and use grease in the rack, I do.

Grease will survive years of use without leaking out. Your boots will still crack but grease will stay inside the rack. To understand some of what I say, refer to a parts book such as Rimmer or Moss. You can see

the parts I mentioned and understand a little more about how it goes together. Do not be afraid of building your rack, it is not that difficult. And if you screw it up, new ones are not that expensive.

Yes, you could buy a new one but where is the fun and adventure in that? Get a little dirty and have some fun with your car. Learn what makes it tick, and rattle. Well, this is enough information for y'all to digest so I will go outside to discuss my damn dam repair with the builder. Don't want to wash my neighbors away with a dam failure. See the pictures I will try to send with this article. See y'all somewhere soon.



The channel in the dam is over 8' deep now

Barry Rosenberg
British Car Service

CONCLAVE 2020

May 17-22, 2020
Crystal River, Florida

Registration Details Below!



Plan to join us on Sunday May 17 for the beginning of an exciting week culminating in the closing awards banquet on Thursday night May 21. Hotel check-out and goodbyes on Friday the 22nd!

Southern Hospitality with Florida Charm



Join us at Conclave 2020! Register Now!

Gentle breezes, sand between your toes, a friend at your side – and **Healeys lined up for miles!** Can you think of a better place you'd like to be?

Here's your chance! Experience all that the peaceful gulf coast of Florida has to offer by coming to Conclave 2020. We've selected a spacious, unforgettable conference location, the Plantation at Crystal River. This classic hotel is famed for it's water views, stunning location and southern hospitality. We would love to see you there, so register early to reserve your spot!

Visit our official registration site by clicking [HERE](#)

Atlanta Austin-Healey Club

(a Chapter of the Austin-Healey Club of America, Inc. since 1981)

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

Membership Benefits: Monthly National Magazine, Monthly Atlanta Newsletter, Meetings, Tech Sessions, Huge Wealth of Healey Knowledge, Drives, Socials, Weekend Trips, Car Shows, Cookouts, Fun & Much More!

Healey Information (Healey Ownership Not Required)

Model _____ VIN _____ Original Owner? (y/n) _____

Model _____ VIN _____ Original Owner? (y/n) _____

Personal Information

Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Home Phone _____ Cell _____ Fax _____

E-Mail _____

Signature _____ Date _____

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

WANTED, or FOR SALE

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

WANTED: 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

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
Shiftable 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. <<<

WANTED, or FOR SALE

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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



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