

The Flash

Atlanta Austin-Healey Club

April-May 2020 Volume XXXIX, Issue 4-5



Drive It Day 2020

Showing off Amy's new top at start of a virtual tour event from our driveway. It's her first soft top in 40 years! I'd forgotten how much more difficult it is to get in with the top up.

'Course way back then I was a tad more flexible ...

-Rick Hertzberg

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

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

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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)

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:

Atlanta British Motorcar Day June 13 (Peachtree Corners)

Bluegrass Spring Thing June 18-20

Carolinas mountain tour Aug 6-9

SEC XXXIV Oct 1-4

REMINDER: Car Photo(s) Wanted

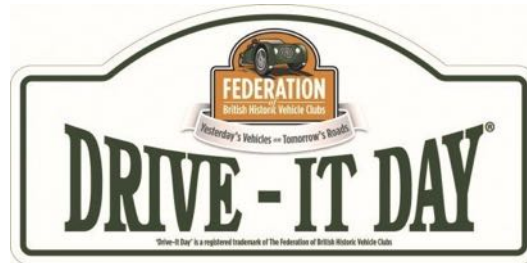
At the January Planning meeting we unveiled the new Club Website. We announced there is a profile for each member which allows storage of a photo of your 'Healey'. In addition to other club members being able to access your contact information, they can also see the Healey you drive (or work on). The 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



**No face-to-face meetings planned for awhile because of the pandemic.
Instead start up your car on April 26 and celebrate Drive-It Day**



The Federation of British Historic Vehicle Clubs hosts Drive It Day each year to help raise awareness of the large and important extent of the classic vehicle movement in the UK. Many clubs in the US also mark the occasion. And Hagerty takes this opportunity to run their annual Drive It Day Tour for 100 classic vehicles, with the dual aims of increasing historic vehicle exposure and raising money for charity. Drive It Day is traditionally held on the last Sunday of April. For those not familiar, the Federation is a grouping of over 450 clubs and museums together with some 1500 trade and individual supporters. Their aim is to uphold the freedom to use old vehicles on the roads without any undue restriction and to support its member organizations. An aim we can all appreciate.

While we are not having any face-to-face meetings for a while due because of the pandemic you can still participate in a car event. Use your classic car for something this weekend. An essential errand, to the store maybe. Or a much needed mental health session involving a nice drive in the country. If nothing else, start up your car on April 26 and celebrate Drive-It Day by driving it up and down your driveway.

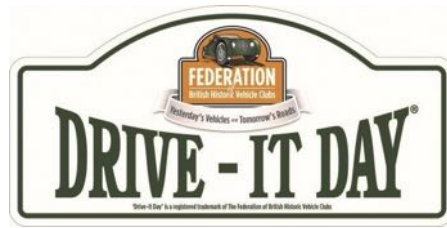
Remember to make memories and take pictures.

(See the next page for the federation's official statement about Drive-It Day 2020)

Visit the federation's [website/news page](#) for some interesting items:

- Sir Stirling Moss passed away Apr 12. He drove a Sebring Sprite to a class win and second overall in the 1960 12-hours Sebring race.
- No more vehicle testing required this year in UK as long as your car is in good condition. "Drivers can be prosecuted if driving unsafe vehicles." Hmmm, wonder what they mean by "safe."

[Virtual Easter activities and games video from the British Motor Museum](#), online until Apr 26. Includes Egg-speriments, Word Search, Colouring Competition, Quiz, and Egg Box Craft (how to build a Mini from egg boxes)



Published: 23/03/2020

**Federation of British Historic Vehicle Clubs updated statement on Drive it Day 2020
#DriveitDayMemories**

The FBHVC is committed to following the latest UK Government advice on events and public gatherings pertinent to our member clubs and as such, the following statement replaces all previous correspondence regarding National Drive it Day during this fast-moving situation.

In response to the updated guidance and restrictions issued by UK Government, the Federation recommends that all activities that involve taking a historic vehicle out on the road specifically for the purposes of Drive it Day, now be abandoned. All enthusiasts are now urged to stay at home on 26 April 2020 and not partake in any non-essential travel for Drive it Day and instead, get involved in a nationwide social media campaign to spread positivity around historic vehicles during this difficult time.

Currently, UK government are advising against all non-essential social contact. Our current general guidance to car clubs, that can be found on our website www.fbhvc.co.uk, encourages the cancellation or postponement of meets, events and gatherings of people. Additional advice has now placed restrictions on non-essential travel of any kind.

However, enthusiasts of historic vehicles are still encouraged to participate on 26 April 2020 in the mass sharing, via social media, of images and memories of themselves and their families out and about in their historic vehicles during a previous year's Drive it Day.

Use your chosen social media platform to share images and stories of memorable trips with your historic vehicles or indeed, what you might be working on within the 'self – isolation' of your garage or shed.

The FBHVC are asking for all enthusiasts to share pictures using the hashtag #DriveitDayMemories. Post your picture on to the FBHVC social media feeds or those of your member clubs. We will be monitoring those social feeds and public posts published with the #DriveitDayMemories hashtag will be gathered onto a special area within the FBHVC website galleries in the future.

As previously stated, with such a crowded event calendar, the possibility of achieving consensus for a revised Drive it Day date later in the year will be virtually impossible. Therefore, Drive it Day 2020 will not be re-scheduled for later this year, but will resume its normal format on 25 April 2021.



Ric Anderson
VEEP
 filling in for - - ->

Doug Duffee
 Atlanta Austin-Healey Club Fearless Leader

Dr. Doug has been tied up advising the WHO and the CDC on some little problem lately, seems they heard he was an expert with Bugeye bodies. They may have misunderstood his area of expertise? So, once again, I am filling in for this month's Fearless Leader column in hopes he will leave me out of his research laboratory.

While we had several car events planned for spring driving season, plans changed and we all got time to look after those maintenance items we had been meaning to get to one day. Those cars should be in tiptop shape by now.

☺

So much for Dr. Doug's look in the rearview.

Looking up the road, we see a few opportunities to enjoy our favorite toys. Here are a few:

Drive-It Day is this Sunday, April 26th. While the official organizers have canceled or postponed the event, and we do not have any sanctioned drive, some of your fellow clubbers may be found out on an essential "mental health treatment" dose of driving their baby on some remote country roads. Should you be one of these patients please take a photo or two for a possible article in an upcoming issue of The Flash. (Names will be changed to protect the innocent ☺)

The annual Atlanta British Motorcar Day (<http://www.atlantabritishmotorcarday.org/index.html>) is scheduled for June 13th in Peachtree Corners. We have seen some terrific gatherings there in the past.

Also in June, our friends with the Bluegrass club had rescheduled their annual Spring

Thing out of conflict with the (now canceled) Tampa club's Conclave 2020. I confirmed last week it is a go, for the weekend of June 18th - 21st. Fun fact, the event starts in Spring and ends in Summer. And there is a New Moon that weekend too. Seriously, I attended this event last year and am really glad I did. Had a great time, met a bunch of fun people, including Colonel Sanders, and won a little prize too. Consider going with me this year.



While it may seem a ways off, the Carolinas Gang's annual Mountain Tour will be the weekend of August 6th - 9th. Chuck and Monique do a bang up job making sure there is a great balance between fun time and relaxing time. This is so much fun it always fills up so you should consider making your reservations now; you don't want to miss out.

Last item for this month, have you heard about Southeastern Classic XXXIV? Your AAHC is hosting again, with a terrific venue, Margaritaville at Lake Lanier Islands. A beautiful resort, lots of fun activities, tasty foods, and a few surprises too. October 1st - 4th, see the flyer in this issue of The Flash or at <https://www.atlantahealeys.org/>

[events/southeastern-classic-xxxiv-focus-on-fun/#event_1405](#)

Remember, in 2020 the Focus is on Fun!

It's amazing to think how much has changed since the January planning session at Lake Lanier Islands and today. I hope this time of sheltering in place and social distancing has been safe and productive. And that you have enjoyed the quality time with your family.

Cheers,

Ric Anderson

AAHC VP of Fun Stuff

PS: Do not let Dr. Doug prescribe you any "medicine", he is known to cut his product with lacquer thinner.

Rick's Recap

No events! COVID-19 has led to most states stopping all non-essential driving. Our club members are dominated by the High Vulnerability group (oldsters and Ric Anderson) so following the experts' guidelines is a very good idea.

Mark Leinmiller does it again! Superb article and photos of his renovation project. Sump pump?

Barry's Tech Corner Barry's column is all on differentials and surely convinced me never to attempt such a repair on my own. Interesting details of how the pieces go together, or don't. (p 13).

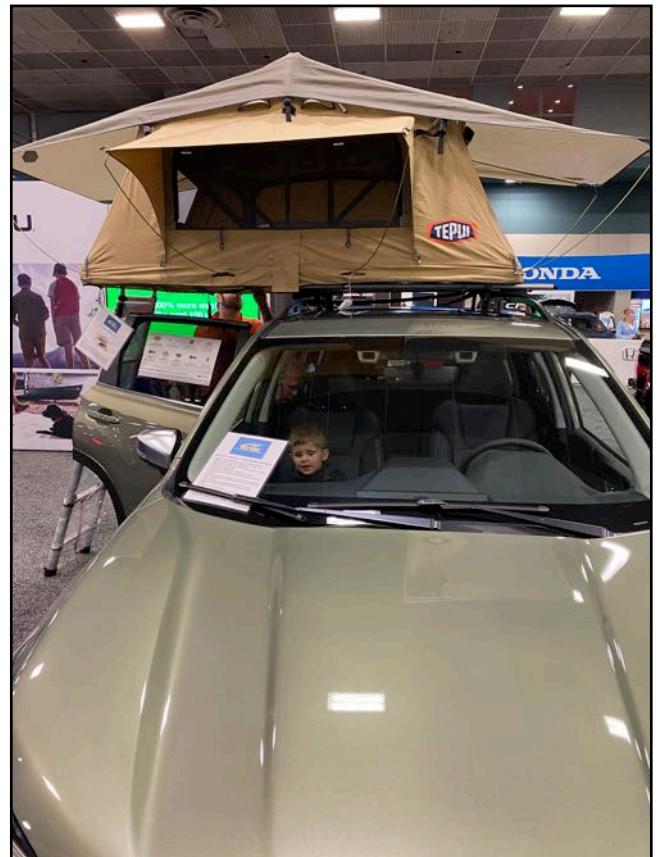
Grandson Zach was really into his trains this past month, so no car photos. Instead I am using a Feb photo of him doing his hermit crab impression: a car with a Tepui cartop carrier/tent. He must have just gotten inside as usually he goes for the steering wheel and all the nearby buttons.

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



Back in the Saddle, Part 2

Mark Leinmiller

The arrival of the March issue of The Flash reminded me that it has already been 5 weeks since we tore into my “new” car. Hard to believe, and my progress has been slow.

The day after I hosted the event at my house I got a call from John Homonek, who was volunteering to clean up and paint the heater box he had helped remove. That was an amazing offer, and I certainly couldn't refuse! I just got it back, and it is beautifully done. He also helped me identify the parts I needed to order. Thank you, John!

The radiator and heater core are back from Marietta Radiator. They actually sent them to Brice Thomas Radiator Service in Gadsden, AL to be re-cored. My only disappointment so far is that they painted the radiator. I had asked them not to since I am fond of polished brass and wanted to buff out the radiator tanks. Maybe later. I had to paint the fan shroud red; someone had suggested Rustoleum 2X for something else, and I decided to try it on the shroud. I had some challenges with this paint. You have one hour to recoat or you have to wait 48 hours. If you paint in less than 48 hours, it will crinkle up and you have to start over. Also, if you wait 48 hours, sand it smooth and hit it with your final coat it will be as if you had not waited the 48 hours and it will have to be redone again. Ask me how I know this!

Ever tried using a sump pump to flush your engine block? Okay, I know it sounds a little redneck, but I wanted to clean out my engine's waterways; don't know what kind of shape they are in and want to preclude any overheating issues. I did not want to clutter up my brand new radiator core with rust and debris using one of those 5-minute flush products that you use when your engine is running. I ran across this idea online (of course!), found an adequate pump near me on Facebook Marketplace for \$20 including 20 feet of hose, and set to work building my rig. I removed the thermostat, replaced the cover then hooked up one hose to it and the other to the lower radiator hose connection at the water pump. The hoses were the perfect size! I originally tried using a large bucket, but needed more water. No problem, the recycling bin is plenty deep and is watertight! I placed two layers of brick pavers in the bottom to lift the sump pump above the anticipated sediment, placed the pump on top of the bricks and covered the pump with about a foot of really hot water. That level dropped considerably when I turned on the pump since a fair amount of the water went into the engine and hoses. I had gotten some Irontite ThoroFlush to help clean things out, and added it to the hot water. It was probably too diluted to do much good, but I let the pump run for about 8 hours. The next day I swapped the hoses and did a backflush, letting the pump run another 12 hours. There wasn't as much sediment as I had expected, and when I looked in where the thermostat resides, everything still seems to have a rust colored coating. We shall see if it made any difference.

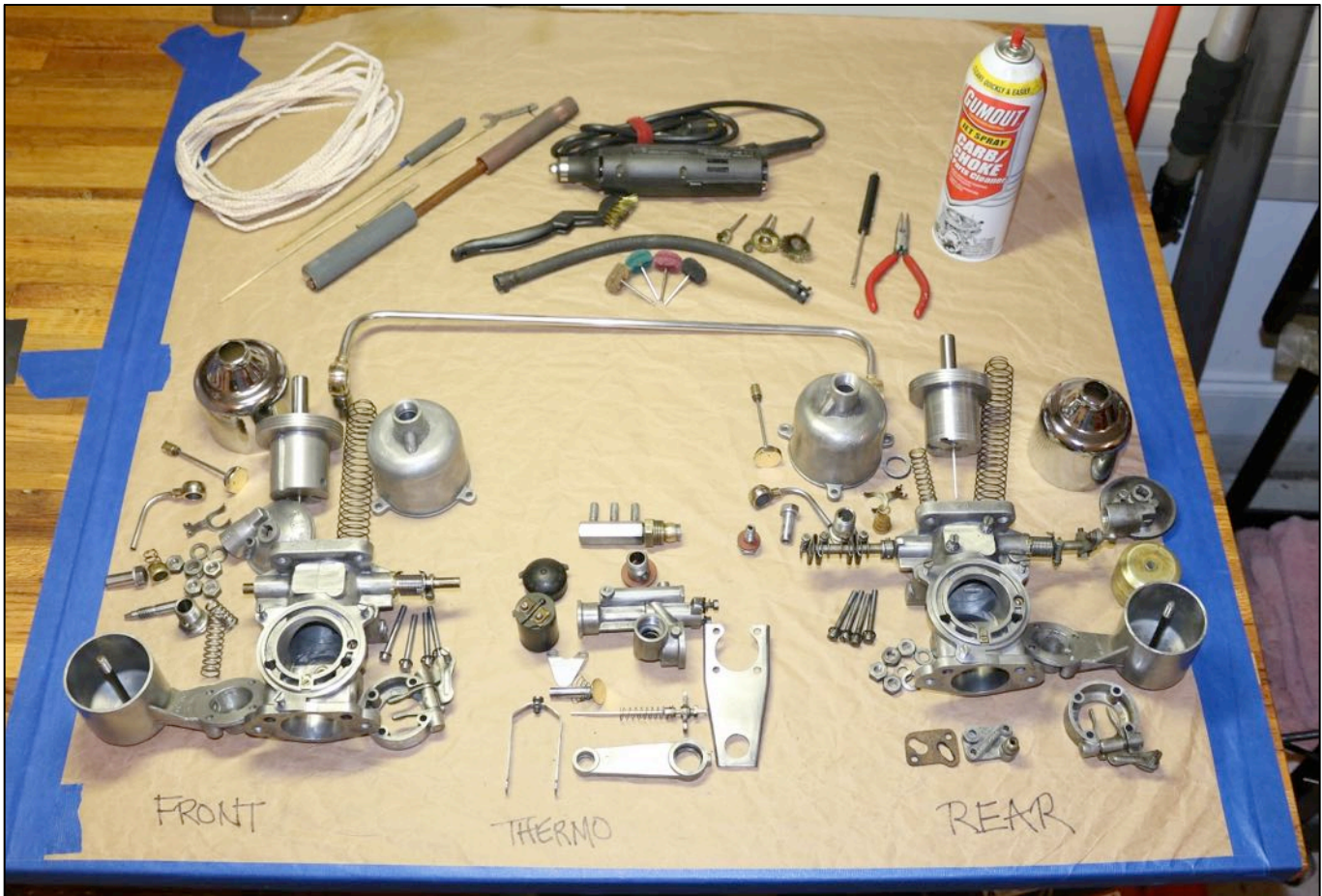


Sump pump rig for flushing out engine block waterways

Still being hesitant to use the original “thermo-carb” setup I bought a rough set of “BJ7 carbs” (HS6) from a former club member. When Philip Middleton (former design engineer for SU Carbs in Birmingham, England) was over to help me sort them out he realized they were actually configured for a 1961-62 Volvo P1800. No wonder I couldn’t figure out how they were supposed to work on my car! I decided to stick with the original configuration of HD6 Thermo, and we figured out which bits would be necessary to rebuild them. The plan is to add a cutoff switch for the auxiliary carb so it won’t always run rich. Philip is a Moss distributor, so he ordered the parts and will let me know when he has them and is available to help me rebuild, install and tune them.

Now it was up to me to get the carbs clean and ready. They were badly gunked up, so I disassembled them and spent the better part of two weekends on them. While looking for brown 3M Scotch-Brite on Amazon I ran across a 40 pack of Dremel sized wheels with brown, green, red and black Scotch-brite type material. Perfect for all the nooks and crannies of these carbs, so I ordered some. The colors equate to how coarse the material is: brown = 120 grit, green = 180, red = 320, black = 400. They did a nice job of removing the “varnish” and polishing the surfaces. I also used some soft, brass brushes I found at Harbor Freight on my Dremel. Then I cycled the parts through a small (2 liter) ultrasonic cleaner for 20 minutes, rinsed them with water, dried and coated everything with a light spray of penetrating oil.





Disassembled carbs: Intimidated? Yeah, me too.

Another handy item I ran across is from a pipe and cigar company that sells long lengths (52 feet!) of pipe cleaner. Ever wished you had the right length of pipe cleaner, but the standard size was too short? I used sections to clean out passageways in the carbs, and I used some long lengths to clean sections of fuel line. Were they ever dirty! There are two styles of pipe cleaner available; I bought the "bristle" version with red plastic scrubbers interwoven, but they aren't really compatible with carb cleaner and may come loose. You don't need any of those in your fuel lines or carb passageways! Order the traditional fluffy white style at pipesandcigars.com

Before cranking the engine, I wanted to get rid of all the residual PB Blaster (which I had used in the cylinders to get the engine freed) and the old oil. I drained the oil, changed the filter and dropped the pan to remove the sludge that had accumulated over the years.



This is why you remove the oil pan!

So lucky! The previous owner had installed a cast aluminum alloy oil pan, which is considerably heavier than the stamped steel factory pan. I had lifted up my floor jack under the pan and removed all of the screws holding it in place. Needless to say, it didn't just fall off. I first looked on the passenger side, and the gap between oil pan and engine block was so tiny that I couldn't fathom there was a gasket in there much less figure out how to pry it loose. "Please tell me they didn't glue this thing together with "Right-Stuff" or something like that!" On the driver side I could see the cork gasket, and was somewhat relieved. It still didn't want to come off with some prying. I stepped away, and when I came back was looking down into the engine bay from the front; I noticed that the oil pan protruded about 3/16 inch at the front left corner. I took a wooden rod and a 2 pound rubber mallet, and after three modest strikes the whole thing popped off. My floor jack was about 1/8 inch below the pan to catch it, and when I lowered it saw that the entire gasket was intact! Perfect for what I want to do, which is clean it out, reinstall and – once the engine is running – perform an oil flush, then drop it and clean it out again. After that I will replace the old gasket if I need to. It was after I had done this that I recalled there being a "punch hole" in the block to facilitate removing the oil pan. Maybe I should open (and read) that old manual rather than operating from memory.

When tinkering under the hood I noticed a sticker that said “Restored by Olde English Restorations, Morristown, Tennessee”. It had a phone number, so I called. It is someone’s cell phone number now, and they were somewhat amused by my attempt to track down the restorer of my car. The AHCA Member Directory is a wonderful thing! After looking up some members in the Smoky Mountains Club that live near Morristown, I found out who that was. Regrettably, it is past tense. Mark Whitt did my car’s restoration, but he died 7-8 years ago. One of them is going to contact Mark’s son to see if he knows where to find any kind of records that might remain. I’d really like to know what has been done to the car (Did they install hardened valve seats? Was it really bored 0.30 over?, etc.) and I’d really like to know what the paint formulation is. Hopefully, I will have more to report on that for my next installation.

Until then stay home, stay healthy!

Mark Leinmiller



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JOIN US FOR THE 37th ANNUAL
ATLANTA BRITISH MOTORCAR DAY
ON SATURDAY, JUNE 13th!



HELD DURING:  PEACHTREE CORNERS
FESTIVAL

Tech Corner by Barry Rosenberg

Tech article: April 2020

It is still raining pretty hard up here in the mountains; as it has been most of the year so far. I sit at home writing my article because the plumbers are here for the fourth time trying to fix one toilet flushing problem. They installed a new toilet several weeks ago and it has not worked right since. Now, they think it is a pipe problem under the house, in the crawl space, so they are cutting out and replacing sections of the pipe. I am not saying they do not know what they are doing but odd problems can be hard to diagnose.

Take for example my customer who has the MGB GT with the new motor and transmission, now. His differential has howled since the first mechanic rebuilt it. At a Peachtree MG Registry tech session, we took it apart after the owner removed it from the car. The tech session was showing how to replace the spider gear thrust washers and disassemble the entire diff. It was going well until we tried to remove one of the axles that really wanted to stay attached to the diff.

I have a slide hammer, a real big slide hammer, that we attached to the axle and several hard slams later, the axle came flying out of the housing. This could have been a real nut buster to the owner as he was slamming the hammer when the axle freed itself. Once the axle was out, we began removing the ring and pinion and carrier assembly.

As we wanted to show that the spider gear thrust washers can be replaced with the diff still under the car by removing only one axle (and draining the fluid first) those gears were already on the bench. The carrier is held in with four bolts and two bearing caps or retainers. The retainers must be put back on in the orientation they were removed.

A word of caution and warning before we go any further; unless you have some very special tools and micrometers, do not try to rebuild your own rear end. Let a specialist do it. I mark each bearing cap before removing them. I like a sharp chisel and place one small nick in a cap and the housing. The other cap gets two nicks and the housing next to the cap gets two as well. This way, no matter how you clean the parts, the caps are easy to install correctly.

Before you remove the caps, use a dial gauge to measure the backlash. On MGBs, each differential can have a slightly different backlash. Your set has the backlash etched onto the back of the ring gear. Ours measured .010" but the gear called for .005". Ours was off by .005" which does not sound like a lot but in differential speak, it is huge. Once this measurement is written down, the carrier bolts and caps can be removed. Now, here is one place I differ from the factory; I do not own a case spreader.

A case spreader can actually spread the case a few thousandths so the bearing preload is released on the carrier bearings and the carrier slips right out. I did not need one for this diff as there was insufficient preload to start with. The carrier slipped out with just a gentle lift with a pry bar. It should be tight and take a little grunting to get out. As everything the first mechanic had done on this car, we assumed he did not know how to build the diff either.

Once the carrier lifts out, the bearing races and adjusting shims will fall into the housing. Do not let this happen. The bearing races need to stay with the bearing they have been running with and should never be mixed up. It can shorten the life of the bearing if you are planning to reuse them. The spacer behind the races are what set the bearing preload and the location of the ring gear from side to side. Once the carrier and bearings are out, I measure the depth of the pinion gear relative to the case (another place I differ from the factory).

If you are replacing the pinion bearings, this is critical. New bearing should be the exact, and I mean the exact, same as the originals but you just never know. Once the new bearing is installed, I temporarily assemble the pinion gear with both inner and outer bearing and torque to the factory spec and check to see that the pinion depth is the same. If it is, that is great. If not, you get to remove the inner pinion bearing and change the thickness of the shim between the bearing and the gear. And this showed up one of our problems.

Tech Corner (cont.)

The previous builder had put the shim on upside down. What difference does that make, you ask. About .012" in raising the gear in the housing. How, you ask. When a shaft and gear or flange is machined from one piece of material, the area where the flange or gear gets bigger in diameter than the shaft has a small fillet or curved junction machined into it. This is for two reasons. One, it is very difficult to cut an exact square junction. The other is strength; a round or curved fillet is much stronger than a perfect square cut. The square cut will become a perfect spot for a fracture to occur.

Since there is this fillet, the washer or spacer has one side with a slight angle cut in the inner hole to allow the spacer to sit flat with the gear or flange. The other side is cut square. He put the square cut side of the spacer against the fillet and this left a .012" gap. I installed the spacer correctly and installed the new bearing. I also used a new crushable spacer between the inner and outer bearings. I mentioned torquing the pinion nut earlier in the article.

This isn't quite correct. There is not a specific torque. The bearings need some preload to keep them running perfectly true and centered and to make sure the rollers will rotate and not slip along the race as the shaft spins. There is a specific amount of preload listed in the book, it is about 12 lb. inch.

There is a special tool to measure this but having done a lot of these over the past 46 years, I have a pretty good feel for it by hand. Tightening the pinion flange nut, collapses the collapsible spacer you should have installed between the two bearings.

Once you get the correct preload, you will need to remove the nut and flange to install a new seal. I also go ahead and remove the pinion for now. Next, I put the carrier back into the housing with the races, shims and caps. Using a dial gauge, I measure the end play of the carrier assembly. It should be zero as the bearings should be under preload. I measured .0005" end play. Next, I removed the carrier assembly and measured the thickness of the

shims. Having some end play meant I needed at least one thicker shim. I went with one about .005" and reinstalled the carrier to test again for end play.

When I finally got zero movement and was happy with the preload, I pulled the carrier out again. This time I measured the two shims, added them together and divided by two. This gave me the thickness of my starting point to set the backlash. Finding the correct shims is getting difficult as a lot of them are no longer available. I had the two I needed. Next, and this is interesting, the factory has stamped the additional thickness you need to add to get the preload they want. Each side of the diff has either the letter A or B stamped. Next is a + or a - sign and finally a number. The unit I was working on called for A+2 and B+3. This meant I needed to add .002" to one side and .003" to the other shim.

I installed the ring gear back onto the carrier and corrected my shim requirements. If I do not have nor can I get the thickness I need, I can make my shims. In this case, I was able to fabricate the shim I needed on one side and I had the correct shim for the other side. After I assembled the complete carrier in the housing, with no oil or grease on the bearings or gears, I measured my backlash. It came in at .0055", just .0005" too much. Close enough! Lastly, I sprayed some flat black paint on just a few teeth of the ring gear and rotated the unit several times. This will show you exactly where the ring and pinion touch. It should be pretty centered in the teeth and mine were very nice. I might say perfect if I were to brag.

Now, I took every thing back apart, recleaned all, used Vaseline to lubricate all the bearings and seal and did a final assembly. Checking the backlash one last time, it showed I still had .0055" and I was happy. I did not dance a jig but would have if my knees did not hurt so bad. The final stuff to do was fit new bearings and seals to the the axles and install them. I like a nice thick fluid in a street differential so I use a combination of STP, yes the very slippery stuff, and GL4 140 weight gear oil.

Tech Corner (cont.)

We Installed the chromed rear cover with a new gasket and loaded it in the back of the customers car. He gets the fun of installing it in the MGB GT. I hope it is quiet now. But, whenever gears are not properly set up and are run for several thousand miles, they can get a bad wear pattern on them and still make a little noise. This is something you can never predict. You can only set it up correctly and pray or hope if you aren't religious. But building differentials can make one become religious very quickly.

Writing about this does not confer how much work and time goes into rebuilding differentials. I did not mention the effort to clean the housing, all the different times I measured; took apart; reassembled and measured again and again. Don't build a differential, buy a used one. Preferably one under a Miata as you sell the MGB and buy a Miata. Let me admit, not every differential I build comes out perfect.

I am trying to find some new gears for a Spitfire, one I already built three times, I think. It had worn the original gears enough that I just cannot get the noise out no matter how I adjust the gears. I only charge

for the first rebuild and the rest are on me for the labor. Now, we have agreed to find a good set of new gears that the owner will buy buy I will install. You have to watch out for what new gears you use as some are made so poorly, they would be worse than the originals that whine.

If you have any questions about differentials, please find someone else to ask. And when you start getting conflicting answers, give me a call and I will see if I can confuse you some more. Time to quit typing for now. The plumbers are just starting to reassemble my pipes so maybe I can go pee soon. I could go outside and pee with Bolt but it is daylight. My poor Bolt had another seizure last night. They last about 20 to 30 minutes and apparently have no lasting effects but it breaks my heart and scares the daylights out of us when he has them. Today, he is back to normal and very bored because we have not been out to play frisbee.

See y'all somewhere soon I hope.

Barry Rosenberg
British Car Service
770-689-7573



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



SHAKE OFF THOSE WINTER BLUES AS WE CELEBRATE THE SUMMER SOLSTICE!

THAT'S RIGHT, A SPECIAL EDITION OF SPRINGTHING WILL TAKE PLACE JUNE 18-21, 2020!

THE BLUEGRASS CREW IS BACK IN ACTION TO BRING YOU THE BEST HOSPITALITY, SOUTHERN CHARM AND FAMILY FUN YOU HAVE COME TO EXPECT.



On Thursday night we will gather at the newly renovated Hampton Inn – New Albany for food, family and Funkhانا action. The Bluegrass Club invites you to our Family Dinner this first evening as we kickoff our event. It's the perfect time to rekindle friendships and make some new ones. This year we are excited for our very own new Bluegrass Club Family Member, as the third generation of the Moore family makes his debut.

On Friday we wake to take to the beautiful rolling roads of Indiana knob country. The beautiful southern Indiana countryside is the backdrop for an old-school rally with stops for lunch, site-seeing and ice cream that will keep your Healey marriage happy. For the evening, venture to one of the many local eateries within easy walking or driving distance, and of course, the Bluegrass Hospitality Suite will be open for you as the evening comes to a close.



On Thursday night we will gather at the newly renovated Hampton Inn

Saturday we will venture into downtown New Albany, home to dozens of local shops and boutiques and beautiful historic Main Street. The town will welcome our Car Show, along with our British Sports Car Club friends as we vote on the most beautiful Healeys and British marques in the ranks. After a day of shopping and drooling over the cars we will venture up the road a few miles to Huber's Family Farm. This area institution will serve up their fried chicken and country cooking buffet for our group as we present awards and close out our weekend.



A note from the Chairman...

For nearly 30 years the Bluegrass Club has been proud to host the annual SpringThing event for our Healey Family members from around the region. This has always been a passion-project for our Club, to bring hospitality, fun and innovation to the lifeblood of our hobby: regional events. These events provide affordable, convenient outlets for us to gather and celebrate these beautiful cars and the people that keep them on the road. 17 years ago, my dad and I set out as a father-son duo to Chair SpringThing for the first time. So it is with great pride this year that Tadd and I share our growing family with all of you. We look forward to introducing Callum to this remarkable tradition!





Name _____

Guest _____

Address _____

City _____ State _____ Zip _____

Email _____

Car 1 _____ Car 2 _____

Club Affiliation _____

Is this your first SpringThing? YES NO

_____ Registration (prior to April 2) - \$75 (includes two adults)

_____ Registration (after to April 2) - \$90 (includes two adults)

_____ Huber's Party Barn Buffet Dinner - \$35 (per person)

\$_____ TOTAL AMOUNT DUE

Please make checks payable to: Bluegrass Austin-Healey Club

Mail registration and payment to:

Mike Schneider
3416 Barbour Lane
Louisville, KY 40241

HOST HOTEL - Room rate \$115+ (request Austin-Healey Club rooms)

Hampton Inn - New Albany

411 W. Spring St.
New Albany, IN 47150
812.945.2771

For more information visit,
www.facebook.com/groups/springthing/
Ben.Moore@mac.com or call
(502) 797-5652.

Carolinas Club Annual Mountain Tour August 6-9

You better not delay in making plans to join us at the newly “re-labeled” **Monte Vista Boutique Hotel 1919**, 308 West State Street, Black Mountain, N.C. 28711, now owned & operated by the Southern Proper Hospitality Group out of Atlanta, Ga. They have done a marvelous job taking the previously remodeled property to an even higher level of elegance without ruining the historic aura and seem to be on track to even greater success via superior management & professionalism. You’ll see !!

We were able to negotiate their week-day room rate for our entire stay, so plan to arrive on Thursday, August 6th & depart on Sunday, August 9th (3 nights) for:

- \$109/nt + tax (= \$123.17/nt) for either a Historic QUEEN (2nd or 3rd floor in the main Hotel) or Lodge Queen (Ground floor in the rear building) ... if you can only come for the week-end, these room rates go up to \$139/nt + tax (= \$157.07).
- \$119/nt + tax (= \$134.47/nt) for a Historic KING (2nd or 3rd floor in the main Hotel) ... if you only come for the week-end, this rate goes up to \$149/nt + tax (= \$168.37/nt)
- \$129/nt + tax (= \$145.77/nt) for a Historic KING with a Day Bed & Trundle (in the main Hotel) that goes up to \$159/nt + tax (= \$179.67/nt) if you only come for the week-end... [NOTE – only 1 room like this available]

For your information, 17 Historic Queen rooms, 13 Lodge Queen rooms, & 9 Historic King rooms (total = 39 rooms) are being held in a BLOCK for us until June 11th ... **PLEASE MAKE YOUR RESERVATIONS NOW...** call the Hotel directly @ (828) 669-8870... just mention **Austin Healey** for our rates... check out the property for yourself at www.mvhotel.com ... Shane McLaurin, Hotel General Manager and Christian Smith, Assistant Manager are awaiting your calls !!

Other details :

1. We are working on a SPECIAL dinner opportunity for Thursday night & will share more when we have a commitment.
2. Friday night will once again find us at the Red Rocker Inn for cocktails outside @ 6:00 pm followed by dinner on-the-porch @ 6:45 pm
3. We will dine at MILTON’S Cuisine & Cocktails in the main lobby of the Monte Vista Boutique Hotel on Saturday night - stay tuned for final details

We look forward to another stellar time in August & hope it will be the BEST one ever !! we can’t wait & we hope you can’t either !!

Chuck Reeves & Monique Dale
m(864) 270-0799

(NOTE: this year it is actually the 2nd w/e vs. the usual 1st w/e)



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!



SOUTHEASTERN CLASSIC XXXIV

OCTOBER 1-4, 2020

Hello Healey Enthusiast,

The Atlanta Austin Healey Club would like to invite you to join us as we celebrate our love for Austin Healey's at the Southeastern Classic XXXIV hosted at the Legacy Lodge located at Lanier Islands. Their website is www.LanierIslands.com.

We are very excited about this venue and I know you will be pleased as well. It is a first class Margaritaville Resort with great views of the lakes all around. Perfect picturesque photo spots. The food is fabulous with first class margaritas and the accommodations are well above par. We were able to negotiate a great rate of \$169/night with extended price matching 2 days before and after the event.

The amenities are fabulous with the Legacy Golf Course, Tranquility Spa, Heated Salt-Water Pool, Fire Pits, Walking Trails, Pool Table and even Fishing Excursions. There are several marinas around the lake with beautiful boats.

The resort is located in Buford, GA which is about 40 miles North from Atlanta, and is about an hour's drive to the North Ga Mountains. Great shopping and restaurants are also within minutes. Very easy access to and from I-985 and I-85, GA-400 as well. No worries about Atlanta traffic. One could just get lost driving around the island.

We are planning a Margaritaville Welcome on Thurs. night. A rally on Friday ending with a Margaritaville Boat Tour of the Lake early that evening. The boat tour is limited to 125 persons. Saturday is the car show, funkana, valve cover races and corn-hole throw. There is time for relaxing and visiting whether it be at the resort or in our Hospitality Suite.

So please mark your calendar and join in the fun. Rooms will be released Aug 15th so go on-line and book now www.LanierIslands.com using our group code 100120AAHC.

If you have any questions, please feel free to contact Doug Duffee at duffeed@mindspring.com or myself, Sheron Moshell at smoshell@aol.com.

Hope to see you there.

Sheron

PS – Don't forget Charlie is always in charge of having FUN!!! Never a dull moment.



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 16) 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 125)	_____	@ \$40.00	_____
Awards Banquet Steak _____ or Chicken _____	_____	@ \$55.00	_____
Short Sleeve T-shirt S M L XL XXL Ladies	_____	@ \$15.00	_____
Short Sleeve T-shirt S M L XL XXL Men's	_____	@ \$15.00	_____
Long Sleeve T-Shirt S M L XL XXL Ladies	_____	@ \$20.00	_____
Long Sleeve T-Shirt S M L XL XXL Men's	_____	@ \$20.00	_____
	_____	Total	\$ _____

Please enter the number of cars participating in each category for the Popular Car Show

100-4, M,S	_____
100-6 BN4, BN6	_____
3000 Mk1 BT7 & BN7	_____
3000 Mk2 BT7 & BN7 (Tri-carb)	_____
3000 Mk2 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	_____

Please enter the number participating

Funkhana	_____
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/Sheron Moshell
 440 Havenmist Landing
 Suwanee, GA 30024

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

Received: Check # _____ Date _____ Registration # _____

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

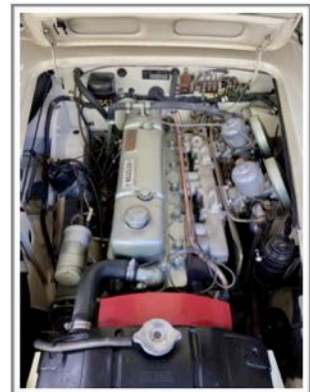
Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

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



Be Seen! Install a 3rd Brake Light!

Add a 3rd brake light to reduce the risk of being hit from behind. Our kits come complete with easy to follow instructions, custom bracket, wires, fuse and a highly visible LED light as used on emergency vehicles.

Kits available for all big Healey's, Sprites, MGA's and other LBCs (No drilling)
(Specify application: 100-4, 100-6, BJ8, etc)

Complete Kit \$65 + \$8 shipping

Contact: John Jones

britthirdlight@yahoo.com

704-351-0933



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

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

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

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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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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. <<<