



Drive It Day: April 26, 2020

The first non-official AAHC event of 2020

Ray Musslewhite's lonely BugEye at the GA Guidestones in Elberton
(more photos on p 5)

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

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JUNE 2020

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JULY 2020

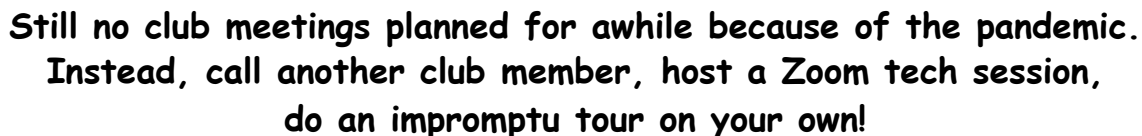
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Don't see your name here & it should be? Send a note to the editor: atlhealeyflash@gmail.com



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

Carolinas mountain tour Aug 6-9
September Round Up, Plainfield, IN Sep 17-20
SEC XXXIV, Lk Lanier Oct 1-4



John Miner



Doug Duffee
Atlanta Austin-Healey Club Fearless Leader

Our president is self-isolating and will be back next time

Rick's Recap

Our members are active! Some go on short tours, some long, some work at home on their cars. Quite a lot in this issue- hopefully it inspire you and maybe make you smile.

The pics are in for the Drive-It Day event. Those Marietta folks dominated again in numbers but you be the judge of who has the best photo (hint: turn back to the cover page for my vote). (p 5)

Mark Leinmiller does it again! Part 3 now, with more great story and photos of his renovation project. And his 1-mile test drive. Yeah, that's all there was. Progress is not all rainbows, but his progress is definitely visible now! (p 7)

Always intrepid Ruby and her designated driver Ric Anderson went north to Spring Thing. Certainly different with the unknown disease risks, but they endured that and other risks and still had a good adventure. (p 12)

Barry's Tech Corner Barry gets two columns this issue. His May column just missed our last issue date so we get that as well as June in this issue. While recounting his repair complexities, Barry focuses on "luck" (May) and "perseverance" (June). (p 18)

Grandson Zach shows off how he is dealing with his parents who are installing new wood flooring throughout the house. I like to think he's testing the equipment for his next Healey ride!

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





Marietta On the Square, and 5 Other Drives

"The beautiful weather brought out an unexpected number of cars for Drive It Day in Marietta on the Square. We had 12 Healeys, a Triumph, and a Z3. We also had three members who came by without their Healeys, and a prospective Healey owner and club member. Thanks to all who came out and shared their stories, of which there were many." -John May

From Linda Miner earlier comes the **real** motivation: "Today nine Healeys gathered at Marietta Square for socializing, *and in some cases ice cream.*"

Other locations included Joe Hall around Toccoa River near Dial Ga, Ray Musslewhite at GA Guidestones in Elberton (cover photo), Rick Hertzberg (and Amy) a mile from his house near Fernbank Science Center, and Julie & Glenn Stephens with Ric Anderson (and Ruby) at Carters Lake Regulation Dam.

And last but not least: John Blanks says he did not get any pics but did take a nice long top-down drive. Somebody's gotta teach that boy about SELFIES!



Marietta On the Square (above and below)



Rick H near Fernbank Science Center



The Flash



Julie S and Ric A in pic file: dambmw.jpg

Marietta On the Square, and 5 Other Drives



More Healeys at Marietta



Joe Hall in gorgeous countryside



Mark Henderson's homemade rear windscreen for his Bugeye,
which looks really excellent!
Could there be a Tech Session coming?

Back in the Saddle, Part 3**Mark Leinmiller**

It's alive!!! Tax Day was momentous in that we got the engine started. In my last installment you saw the carbs completely disassembled. One of the things that happened as I cleaned the carb components was that I buffed through the plating on some of the parts and they began to oxidize during the rainy season we had in March. Rather than paint them, I decided to try plating them. I tried zinc initially by using an anode I picked up at a boating store. The plating wasn't hard, but a little time-consuming. The end result wasn't the bright zinc finish I expected, and for the screws, etc. that you would not see it was good enough. It took several attempts at getting some nickel to use for a bright finish due to companies being shut for COVID-19. I finally went to a welding store and bought nickel welding rods, hammered off all the flux, and cleaned them thoroughly. They worked reasonably well. It isn't a professional finish, but the parts should not rust.



Zinc plating carburetor parts



The finished product

Philip Middleton brought over the parts he had ordered and we put the carbs back together, got them installed and the beast fired right up. Rrrr-rrr-rrr-VROOM! There was one little issue... you remember all that penetrating oil I put into the cylinders to get them freed up? Yeah, that had to burn off!

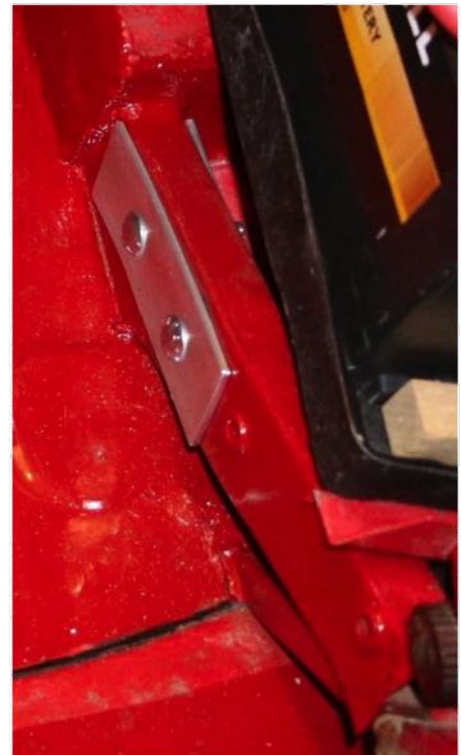


By the time it had all burned off you could not see the back of my garage! It looked like the house was on fire! Thankfully, none of the neighbors called the fire department.

There were a few steps that had to happen before we could get the car cranked. Over the weeks after disassembling the carbs and COVID isolation began I had to get the fuel system working and cleaned up. The fuel system was incredibly dirty! I decided to replace the fuel pump rather than rebuild; I'll get to that later and have it as a spare. How to clean filthy fuel lines? I tried carb cleaner, I used my super-long pipe cleaners and it still wasn't enough. I decided to insert a fuel filter between the tank and fuel pump, which meant cutting the metal line, so that one wasn't too hard to get clean. The fuel line that runs from the pump to the engine bay was another thing altogether! More redneck ingenuity prevailed. I zip-tied some heavy cloth over one end of the fuel line, nestled it into the crook of my garage door hanger, inserted 50 BBs in the other end and used my compressor to blow them up through the metal line. Gravity would let them fall back to the open end, and I would blast them up through it again. And again, and again! Clouds of dust would come out, and I kept doing that until the dust stopped coming. Then I flushed with carb cleaner and reinstalled. And yes, I counted to make sure all 50 BBs came back out. I am hoping that I dropped one somewhere since I only came up with 49!

The fuel tank had been cleaned at the radiator shop. I took the fuel sending unit apart to see if I could fix it, but too many parts were shot, and I opted to spend \$49 on a new one rather than try to rebuild.

There were a few surprises in the boot: 1. When the previous owner replaced the original tank with an aluminum one he didn't replace the seal between the tank and the floor of the trunk. Some water had gotten in there. It wasn't bad, but there was some minor rust. 2. There were some indentations from underneath. I wondered what could have caused them until I realized they were in the shape of my floor jack, only larger. Yep, some rocket scientist thought it would be a good idea to jack up the car using the floor of the boot rather than the frame or rear differential! I smoothed out the indentations, sanded out the rust and gave the trunk a fresh coat of paint. Also, to keep any rust from forming again (from condensation, rain or whatever), I put strips of closed cell foam along the bottom of the fuel tank to give it some circulation. I figure this will also help reduce any rattle from the tank directly against the floor pan. 3. At some point, the right rear bumper bracket (internal framework under the battery) endured a shunt, and was distorted. This made it easy to wiggle the rear bumper, and it would not be able to protect the car if bumped. I went to Home Depot and bought a piece of 2 inch x 3/8 Aluminum flat stock. I cut that into 6 inch sections, drilled them to line up with the holes in the internal bumper bracket frame, then inserted them into the gap. Once those were sandwiched tightly in there and the holes lined up I put pieces on the outside and ran carriage bolts through the frame and snugged them down. It is a tidy little fix that should be almost as strong as the original design.



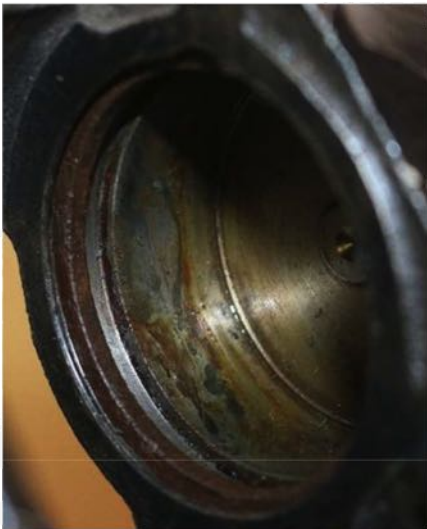
Now that we had the car running, it was time to get the hydraulics in order. I drained and refilled the shock absorbers, making sure to tighten them. Sure enough, the left rear shock was loose. The clutch master cylinder was so badly corroded from a fluid leak that it would not budge. As I approached the job of replacing both the brake and clutch master cylinders, I realized I now had these big old carburetors in the way! Why hadn't I done this job BEFORE reinstalling the carbs?! Ever lost a tool (or two) in the open frame directly beneath the master cylinders? So far there is a spanner and a socket in there. I figured my magnet would retrieve them, but no luck so far. After the second dropped tool, I stuffed a rag in the opening to prevent further lost tools.



I wanted to convert from glycol-based brake fluid (DOT3, DOT4) to silicone for two reasons: 1. The need to change it every two years since it absorbs moisture and causes rust/corrosion in the system (See photo: This is the cockpit side of the clutch master cylinder). 2. Silicone does not ruin your paint since it is not a solvent.

After reading a number of articles about this, I decided to flush the system with mineral spirits. I did this because I had every reason to

expect that the brake fluid in my system was 30 years old and, therefore, as gummy as the fuel system. I was also going to replace or rebuild all the brake system components, so there was no issue with that. The flexible brake lines went first, and I replaced them with steel braided lines. Then I pulled the front calipers and removed the pistons and seals. I found a little bit of rust and a lot of "crustified" brake fluid in there, and used the Dremel with Scotchbrite-type wheels to clean them out. Those cleaning wheels create a lot of dust, so make sure to clean out the caliper's passageways with compressed air.

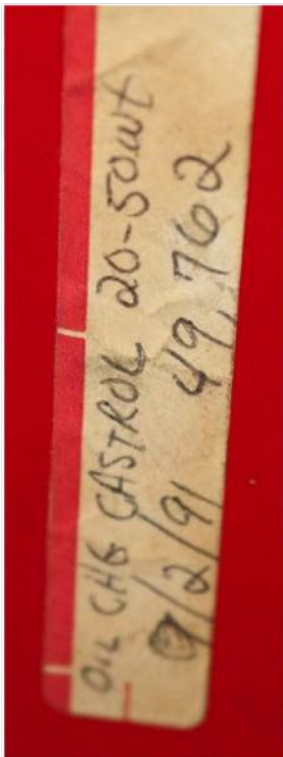


Cleaning out the gunked-up brake calipers

Moss Motors had a sale on brakes, and Lenard recommended buying their kit with new wheel cylinders, brake shoes, springs and retaining clips. That worked out well since it was a better deal than buying

separate components and I didn't forget to order something, like the rubber seals for the parking brake lever that were missing on my car. Replacing everything was straightforward except the springs had such a tightly radiused curl on the ends that I could not force them through the holes in the brake shoes. I fit a round, tapered punch into the end of the spring, then used my vise to spread the opening, gradually increasing the thickness of the tapered punch until it would fit. I used my old springs as a guide for the shape needed.

I had seen some ads for Speed Bleeds, brake bleeders with one-way valves that would facilitate one-person brake bleeding. I installed them on the clutch slave, front calipers and rear wheel cylinders. I connected a clear tube to view the flow of brake fluid and bubbles, opened the valve $\frac{1}{4}$ turn and (on my hands and knees beside the car) used a piece of 2x4 to pump the clutch and brake pedals. It was disappointing to see fluid being sucked backwards when I let up on the pedal. That was not supposed to happen. We had to go back to the old method of me opening and closing the valve while my lovely and talented assistant, Pam pumped the pedal.



The odometer on this BT7 shows 52,350 miles. Healeys are notorious for having the speedometer cables fail, so it may have seen more miles than that, but I recently noticed this sticker on the driver's side door. I am fairly certain this sticker is from the time of its restoration. I wondered if it was really possible that this car only had 2,588 miles on it since 1991.

When I checked the front wheel bearings, other than having really old grease, they looked and felt new. I cleaned and repacked them. The left wheel had a tiny bit of play initially, so I checked to see if it was a loose wheel, worn king pin or improperly shimmed bearing. It was the wheel bearing, so when I put it back together I was thinking I would need an additional shim. What I realized is that I could take one out and tighten the castellated nut another $\frac{1}{4}$ turn and achieve the same result. No more wiggle!

The clutch will not operate and my assumption is that the clutch and flywheel are rusted together like the right brake shoe and drum had been. My first Healey in 1984 had the same issue, and I was able to break it free by jacking up the rear end, placing it on jack stands, putting it in gear and cranking it up. After revving it a little while the clutch came loose and operated properly. I tried that with this car without success. Next we rolled it out to the street (I have a short, flat driveway), lifted the rear end with a floor jack, put it in gear, cranked it up, revved it a bit, Pam lowered it down and I took off!




Preparing to launch!


We live in a townhouse community on a circular road with a slight elevation change. This allowed me to accelerate up the hill, and also allow the car to decelerate on the downhill portion. I kept pumping the clutch pedal while driving around the loop hoping to get it broken free. On my third lap one of my neighbors was backing out, so I had to pull the shifter out of gear and stop. Thankfully, that happened at the top of the hill and I just coasted down the street and into my driveway. So, that's how I added my first mile to the odometer!

Obviously, I still have some things to sort out. Let's hope it is roadworthy by the next newsletter.

Mark Leinmiller




Richard ▾
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Relationships & New Characters

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Another Healey-on-TV sighting? Unfortunately, never in focus and it never moved so hard to tell for sure.



New Albany, Indiana

June 18th to the 21st

After having such a great time at last year's Spring Thing, Ruby and I made the trip to visit our friends at the Bluegrass club for this year's edition.

While this event is normally held in early spring, the dates for Tampa's Conclave made a shift necessary. Fun fact: Friday was the last day of Spring, Saturday was the first day of Summer, Sunday was Father's Day, and we had a new moon for the weekend. All kinds of stuff going on there.

Whatever the season, the weather was perfect for a ride up through eastern Tennessee, much better than taking the Interstates. Plus good roads and little traffic.

Thursday afternoon had people arriving and getting settled in. A good bit of parking lot socializing and looking over the cars, seeing who had changed what since last time.

The Hospitality Suite opened about 5:00 and things moved inside for check-in and some thirst-quenching refreshments. And more socializing too.

Also in the Hospitality Suite we enjoyed a fun dinner buffet, BBQ with all the trimmings. Baby Mae's may not be from Georgia but they know their way around a butt. Very tasty.

After dinner our host Ben Moore offered some welcoming words and logistics and turned things over to Bob Thurman for the Funkhana fun. Games included throwing darts through a wire wheel, flicking cards through a Healey 3000 grill, getting rubber darts to stick to a Healey-themed target. And more. My score may have set a record, not in a good way.

Friday morning was time for the car show. The Bluegrass gang is known to mix things up, so the car show had some unusual categories. Like Best Badge Bar and Shiniest Wheels and Cleanest Interior. There was also Best Overall and Best Paint. Very happy to report Ruby won for her very clean wire wheels.

After the show the afternoon was open for free time and exploring New Albany on your own. I joined up with a group to visit Falls of the Ohio state park. We were given a private tour of the cabin of Gen. George Rogers Clark, brother of William Clark, and jumping off point of the Lewis & Clark expedition. Skip Jackson with the BAHG is a volunteer at the park and proved to know his subject very well. We also got a guided tour of the grounds and museum portion of the park.

I found time to explore New Albany on a little walkabout and found there was a lot more to it than you might guess. While not a large town, they do have some notable architecture, including a Carnegie library, now an arts and cultural center. I also learned New Albany played a significant role on the Underground Railroad. And the first successful plate glass manufacture in America was in New Albany. Who knew?

Friday evening our hosts had a casual pizza dinner in the Hospitality Suite. I missed that as I joined a celebratory dinner at The Exchange, marking Bill & Sarah Richey's 44th wedding anniversary. I don't know about 44 years, Bill must have robbed the cradle.

Saturday morning was Rally time. Rally Master John Rice laid out a wonderful route that included small towns, twisty roads, a few stretches to exercise your inner racer, and a couple of fun stops along the way. First was a visit to Squire Boone's Caverns. Food and drink and restrooms, fudge and other sweets, a pair of gifts shops too. Plus a three legged cat named Scotty. Purr-fect rest stop.

A little more navigatorial fun with a cruise along the Ohio River and we came upon an old fashioned roadside ice cream stand, Polly's Freeze. Sandwiches, fries and onion rings, shakes and malteds. Lots of ice cream choices. A menu chock full of health food. Delicious.

I mentioned BAHC does things a little different. The rally had a little more of that. There were no clues to puzzle out, no things to find or photograph, and the directions were clear. (Even if my navigator occasionally suffered math problems) But we were given a task to complete along the way. We had to write a blues song, with the title of The Wuhan Blues. Other than a minimum of four lines long, no rules. We had to turn them in at the end of the route and Rally Master John Rice was the sole judge. Maybe the soul judge too? After the Banquet and dinner we were given the opportunity to earn more points by performing our compositions for the crowd. While it was a lot of fun I think we should not plan on making music a new career.

Saturday evening we drove out to Huber's Family Farm for the Banquet and awards festivities. A hardy, country comfort food meal, served family style. And lots of it. Plus cobblers and ice cream for desert. After the plates were cleared our host Ben Moore announced the car show winners.

After our return to the hotel there was more socializing and maybe a malted beverage or two. And some packing and loading up too.

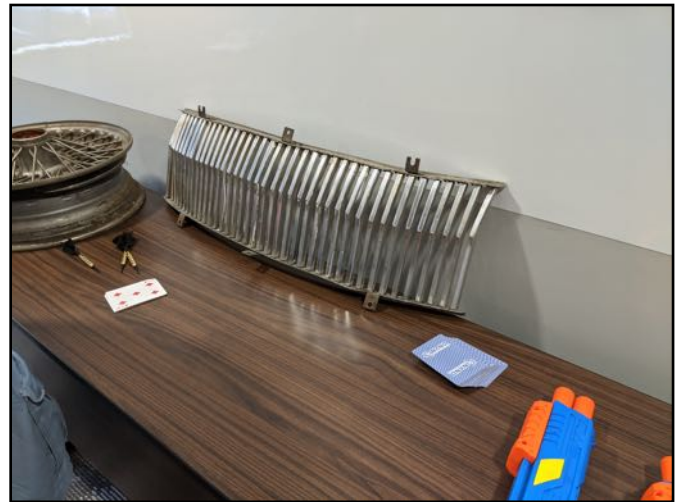
Sunday morning folks left as their distances and directions dictated. As rain was in the forecast for both my preferred route and the western route, I opted for the longer eastern choice. And things were going great until I found I had not factored in the steep hill heading in to Rocky Top. While there was gas enough in the tank, it went to the back and I lost the fuel pick up. After two hours Hagerty's had me back under way. Little did I know Ruby had found a nail with her left rear and the slow leak left me flat outside of Lenoir City. So just another little delay. And that gave the rain plenty of time to catch us near Calhoun. I was very happy to see the Georgia state line.

Despite the adventures in getting home, Ruby and I had a great time playing with the Bluegrass club. Can't wait to see what they plan for next year. Maybe you should plan on joining us.

- Ric Anderson



A different dart board



Funkhana grill challenge



The car show



More from the car show



Youngest & most popular BAHC member



Austin-Healey 3000 Mark IV maybe



Original owner 65 BJ8



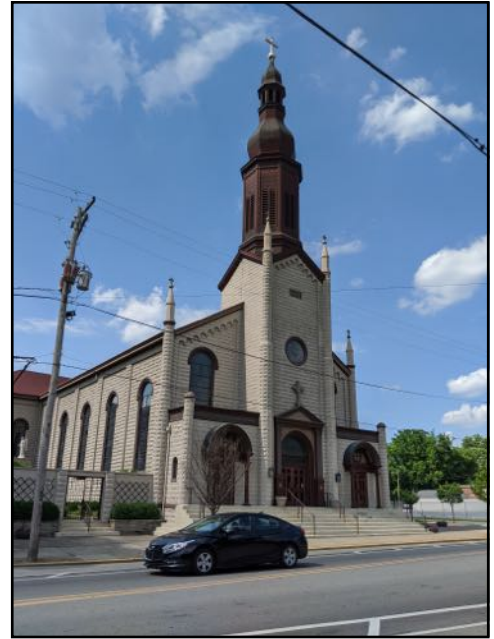
Something to keep Doug awake at night
The Flash



George Rogers Clark homestead



Falls of the Ohio fossil beds park



Second Baptist Church



44th anniversary celebratory dinner



Prerally Drivers Meeting



Squire Boone Caverns rest stop



Scotty the 3 legged cat



Old fashion ice cream stand lunch



Ruby made a friend



Some serious calculating going on



Ruby and her Trophy



Not really out of gas



Then a flat



And a little rain too



Official Louisville Slugger mask

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

It is amazing, having all this down time, that I have not written any articles. It also amazes me that I am an essential worker in all this mess. Yes, repairing old British cars is listed as an essential occupation. Go figure. Anyway, I have been able to continue playing at my barn. I do spend the majority of my time there alone and at most, there may only be one other person there with me. Usually Abe.

This week, the week of April 20th, I had two other customers drive up. One brought me a MGA gearbox to go thru and the other ran over my foot. Guess which one I preferred? The MGA gearbox is in pretty good condition other than an oddly pitted 1st/rev gear. I think it would last the owners lifetime but we are replacing it to be safe. May as well replace the synchros, seals, bearings and worn shift fork at the same time. It did not appear this gearbox had ever been built before.

The other car was a Spitfire with a new engine in it. There were only 100 miles on the motor and I was going to make a few tune adjustments. Informing the customer that getting a fine tune on a new motor was not possible as the rings and valves will seat over a few hundred miles and should come back later. However, I looked it over and found several minor problems.

The distributor clamp was loose in its attachment to the block so the distributor had wiggle to it allowing the timing to move around. The vacuum retard was connected incorrectly and retarded the timing as the rpm increased. There are two ports on the Spitfire Stromberg carb and it was connected to the one that had no vacuum at idle but increased vacuum as the engine speed increased.

The ports go into the bore of the carb at the butterfly end. If the tiny hole is in front of the closed butterfly, it gets vacuum only as the butterfly is opened meaning the engine speed is increasing. This port should go to a vacuum advance unit so the timing will increase as engine speed increases.

If the tiny hole is behind the butterfly, it has high vacuum at idle when the butterfly is closed and loses vacuum as the butterfly opens. This is the port that a vacuum retard should go. It retards the timing at idle and as you increase engine speed by opening the butterfly, it allows the timing to increase as the vacuum gets lower. A vacuum gauge is an old tool that would show the difference of the ports.

Now, if you have read my articles in the past, you know I do not like either system. I like my timing set at 32 degrees BTDC (before top dead center) at 3,000 rpm. I do not care that much where the timing is at idle. The vacuum advance was used to make acceleration a little smoother not to increase power. Retarded vacuum was more for emission control.

After plugging the port and setting the timing, the car ran much better. Very little was needed at the carb side. I like to seal off the emission devices on the Stromberg carbs when I build them so I closed those on the carb and set the mixture and idle and sent him out to test drive. Here is where there is proof that luck does exist.

He left the barn for a short blast up the road and back. When he returned, his new engine was pouring oil out underneath. All over my semi-clean floor. It seems that his oil pressure warning light switch had taken that drive as an opportunity to fail. It was pouring oil out at an alarming rate. After checking the remaining oil level, we added a little over two quarts and I had a used switch that I installed in the engine. It did not work, but it did not leak.

Tech Corner (cont.)

Suppose, he had driven home instead of returning? Other than me getting pissed he hadn't paid me yet, his engine would have seized long before he returned home. I was never worried about the pay but was super glad it went bad on a test drive than a drive home. Luck does exist.

I retraced his route later that day, it was easy to follow the oil in the road. Almost as soon as he turned the corner onto the main road, it started leaking. The trail is still there. Especially where it leads back into the barn. And on my floor. You may ask why he did not stop the car when the light came on.

Simple, it never came on. The engine still had oil pressure and the switch does not activate the light until about 12 lbs. of oil pressure. It may not have come on even when the engine ran out of oil as the switches do not work very well when the electric contacts are bathed in oil. It is possible that any of our cars that do not have an oil pressure gauge can have the same problem.

A switch like this could fail at any time and you, the driver, would never notice until you hear very bad noises from your engine. In the Triumphs, the switch is on the opposite side of the engine as the exhaust so there wouldn't even be smoke you might see in the rear view mirror. No, you would have to wait until you hear the noise before you thought you have a problem.

As I said, this must be proof good luck does exist. 100 miles on an engine and a major leak does no harm. I forgave him running over my foot. In my earlier days, I never left my feet in the path of the tires when asking the owner to turn the starter over. I guess I am getting slow and forgetful. Oh well, old age.

We are getting close on the Herald project. Engine and trans are installed. All front suspension work is completed other than final alignment. All wiring is repaired and modified. We have installed an electric washer pump, twin 7" electric fans with relay and bypass switch and twin relays for Halogen lights. An aftermarket brake booster has been fitted into the brake system. These are good units and are very reasonably priced (little over \$100). Any one can fit them to their car. If you have a dual master cylinder, you need two; one for the front and one for the rear brakes.

I modified the charging system to an alternator yet left the old external voltage regulator for the original appearance it gives. Yes, we know the irony of this, how original is a six cylinder Herald. It is gutted and wiring modifications were carried out on the bottom so it looks like it is connected. I have stripped old harnesses to use the original color wires for any new work done. Original tape, the non sticky type, was used to repair the original harness where ever we cut into it for our modifications.

The differential is being replaced by a rebuilt GT6 unit along with late Spitfire axles with new bearings and U-joints. Shocks are fully adjustable special units that are made for the Spitfire. They came from Rimmer in England. Too bad the bolts did not fit the new bushings installed in the shocks.

Another small modification to new parts to make them usable. We also are replacing the rear leaf spring with the later style. These modifications should make the Herald handle a lot better. The rear wheels should not try to kiss each other under the car when cornering too fast.

We hope to write a complete history of this conversion. There will be one long chapter of bad, ill fitting or incorrect parts and the modifications required to make them work.

Tech Corner (cont.)

Well it is time I head to the barn to get some work in today. I have moved my computer system home as the service at the barn had gotten worse. With so many more people using the internet, it had gotten so slow, it became impossible to look up parts or communicate over the internet. At home, we have 5G service. Too bad my flip phone does not work on 5G. I do understand that I will have to give up my old phone by year's end. The 3G it works on is going away. I will have to join the modern world. Damn!

In the meantime and until we can meet in groups again, y'all stay safe and go bowling. Me, I really want a hair cut. See y'all somewhere soon.

Barry Rosenberg
British Car Service
770-689-7573

**Tech Article: June 2020**

I doubt that we are all back to normal as you read this article. Hopefully it will not be much longer. Was Gov. Kemp right in opening Ga. at the beginning of May? Time will tell but I feel the government overstepped with the shutdown of the economy. How can it be fair or safer for large stores such as Walmart remain open selling clothes, TVs, and anything else they stock?

Their stores see thousands of people every day. A small local shop on Main Street, Small Town America may see 10 customers a day. Why couldn't they remain open with safety protocols in position. I feel the large stores should have been limited in what they sell, essential items only. New, big screen TVs are not essential. Just my personal feelings.

It is the same as me being allowed to continue working at the shop. My profession was considered essential! Really? Who must have an old British car for their essential daily trips to buy big screen TVs at Walmart? My wife works in the corporate office of a lumber yard. They sell wood to furniture makers not the construction industry and she has been considered essential. Her work week had been reduced to two days a week from her normal three days.

So, I have been working reduced hours at the shop but still go there a couple days a week. This past week, April 27 thru May 1, has seen the GT6 Herald get rear suspension, driveshaft, and a new late Spitfire rear leaf spring. This is true; we spent 5 hours and installed 7 studs and bolts. How it could take that long is a good question.

We worked constantly but one thing after another went awry. First, the new spring required a new mount, that had been ordered and delivered for us to use Friday, the day I thought we would spend an hour or two installing the spring. We tried to install the mount first but could not compress the leafs enough to get a sleeve and bolt installed. They hold the leafs in place while the spring is easily slid over the differential and under the body panels.

We tried using four long bolts with nuts but could not get the parts compressed enough. We actually squashed the steel sleeve between the mounting plate and the leaf. Now we have to repair or replace the sleeve. Lucky, having a 30 ton press, we were able to press an old bolt thru the 3" long sleeve and get the

original bolt to fit once again. Next, we used the mounting studs with nuts to compress the springs with a spacer in place to make the leafs compress more. Not enough.

Taking it all apart again, we used thicker spacers and were able to get the spacer and bolt in place and the leafs properly compressed. Home free; no way. The ends of the spring came with new bushings installed. This is normal. The original bolts were 7/16" diameter. In decimal size, this is .4375". Unfortunately, the spring or at least the bushing was made in China. They used an 11mm diameter sleeve thru the bushing. 11mm equals .433".

You would not think that the .0045" makes much difference but it stopped the bolt from fitting the sleeve. The sleeves are bonded to the rubber bushings and cannot be removed. So it becomes time to get out the heavy duty drill and a 7/16" drill bit and get to work. If a home mechanic had come across this problem what would they have done? Most people do not have big drill bits and heavy duty drills. Most would have used a smaller diameter bolt. The problem would be the uprights the spring attaches to on the suspension. They have a 7/16" hole for the correct size bolt. Using a 3/8" bolt, the next size down, would allow some movement and a knocking noise when hitting bumps.

We took the correct way to solve the problem even though it took some time to rectify. But this was how the day went. By having to use the original mounting studs to compress and get the spring ready for installation, we had to clean the threads so nuts would go off and on easily. Just more time wasted.

So, let's discuss the driveshaft. We had taken the original driveshaft to a shop in Marietta to have it shortened. New u-joints were installed and the unit balanced. Yes, they do balance driveshafts. If one is out of balance, you get a strange vibration at certain speeds and you go nuts trying to figure out what is causing it. Using a GT6 differential, we had to use a GT6 flange which uses bigger 3/8" bolts compared to the Herald 5/16" bolts.

We sent two GT6 flanges to be installed on the driveshaft when it was rebuilt. Once the rear flange was bolted to the diff. we went to install the front flange to the transmission overdrive output flange. Unfortunately, it had a Spitfire flange with the smaller 5/16" bolt holes. Crap; another problem supplied by a vendor who sold the overdrive to the customer. Internally, the GT6 and Spitfire overdrives are the same.

The only real difference is the output flange. Do we replace the flange with one from a GT6? Not a good option as we do not have one nor do I think it will fit the overdrive's shaft splines. One is fine splines and the other is very coarse. Could drain the trans and remove the flange and drill out the holes. Another option not usable. The flanges are slightly different in diameter.

Next option, remove the driveshaft and the GT6 flange and install a Spitfire part. The GT6 and Herald/Spitfire use the same u-joints (the same as MGBs and Spridgets). I have been doing u-joints for way too many years and felt it would be the easiest fix. I could take the new u-joint apart and re-install it in the Spitfire flange. No problem there.

So, where is the next problem? After installing the drive shaft again, we here a scraping sound from the front end. Turns out when it was shortened, he welded it back together and left a slightly high spot in the joint. We could grind it down but there goes the benefit of the balancing. As there was room to compress the driveshaft some, we thought a spacer at the diff end would move the high spot far enough forward to clear the rub.

So, I made a steel spacer about 1/4" thick and installed it. Almost cured the rub but not enough. Now, I needed a thicker spacer. I once built a national winning valve cover racer with 6" diameter aluminum wheels that I turned out of 6" round blanks about 1" thick. I had two of the blanks laying around. Mounting the blank in my big lathe, I was able to remove all the aluminum material that did not look like the spacer I needed.

It turned out beautiful, almost too pretty to use. Back on my back, I installed the new spacer and it worked. No more rub. Of course, installing the thicker spacer meant new longer bolts were needed and I had to modify longer than needed bolts to fit. Grade 8 bolts come with about 1" of threads and the rest of their length is un-threaded shank. The shank is the part of the bolt designed to take the shear load of the bolt. Threaded portions are not as strong and should not take a shear load.

A shear load is the bolt being cut in half by the force acting on it. As the engine tries to turn the driveshaft and the wheels try to not spin, there is a shear load on the bolts holding the driveshaft to the trans and diff. I needed my bolts to have a long enough shank to pass thru the flange on the drive shaft, diff flange and my spacer.

But, the shank can not protrude thru all the parts, It has to stop just short of passing thru. Not having a set of four bolts that fit our specific needs, I modified some by adding a few threads and shortening the overall length to fit. Another problem solved. Here is a picture of my spacer. It was easier to make than it was to take a picture and get it here.



Well, it has taken me quite awhile to type this so I will end here and pick up on the next article. So, until we get to meet together, stay safe and support as many small local businesses as you can. See y'all somewhere soon.

Barry Rosenberg
British Car Service.

Carolinas Club Annual Mountain Tour August 6-9

Our hosts for the 24th annual Carolinas Mountain Tour have, in an effort to keep everybody safe and well, made a change in this year's plans. They are moving back to the Oak Park Inn. Here is an excerpt of Chuck's email.

CHANGE OF PLANS ... BUT AT LEAST WE ARE STILL GOING TO THE MOUNTAINS !!!

We have had a "meeting of the minds" & YES, unlike the Scarecrow in Oz, we do have brains (& diplomas!).

With social distancing being priority #1, we have decided to change the venue from a "HOTEL / Hallway / Lobby / Front Porch" to a more desirable "Motor Court / Front door to the Healey parking lot / Open common area / Fresh air" approach. We now have 34 rooms "ON HOLD" for the 24th Annual Austin-Healey Mountain Trip at, where else but, The Oak Park Inn in Waynesville, N.C. – August 6-7-8, 2020 !!

Rick & Carolyn assured us that all is fine in Haywood County & expectations are high for continuing social interaction (outdoor picnics, fire pits, corn hole, beverage consumption, etc) &, BEST OF ALL, Austin-Healey drives !!

I will take care of cancelling the rooms currently booked at The Monte Vista Boutique Hotel 1919 in Black Mountain, N.C. for the same dates & look forward to seeing the same bookings show up @ The Oak Park Inn.

CALL (828)456-5328 ASAP to get your room & spread the word to others – we'd love to see some new faces, too !!

DO NOT BE DISAPPOINTED – we plan to go to the Monte Vista for the 25th Mtn. Trip in 2021 !!

We will begin planning for dinners, drives, & all the normal fun things we do to put this Pandemic behind us & return to some sense of normalcy (if that's possible with this group!)

No need to contact me with your receipt of this email unless you really want to – I will be in touch with The Oak Park Inn & hope to see your names on the list –

MORE DETAILS WILL BE SENT AS WE FINALIZE PLANS

Look forward to seeing you all very soon !!

Chuck & Monique m(864) 270-0799

SEPTEMBER ROUND UP

PLAINFIELD INDIANA

September 17–20,2020



Plainfield Indiana and Hendricks County will be our host locale for the 2020 event. The newly remodeled Springhill Suites is our host hotel and provides a springboard to great rally roads, covered bridges and picturesque small towns.

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

To pay by credit card complete the following:

CREDIT CARD NUMBER _____ EXP DATE _____

NAME ON CARD _____ 3 DIGIT CODE ON BACK _____



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 Trials, 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 <u>BEFORE</u> July 1st, 2020)	_____	@ \$80.00	_____
1st Healey (postmarked <u>AFTER</u> 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/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 # _____

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

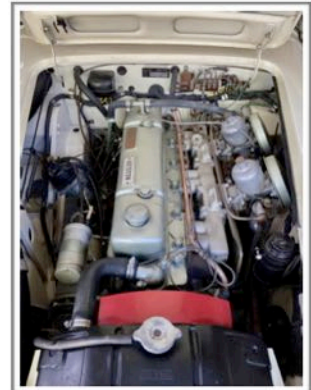
Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

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. < < <

WANTED, or FOR SALE

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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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Carpets Headliners Seat Frame Rebuild
Complete Interior Needs and Restoration

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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

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. < < <

WANTED, or FOR SALE

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

FOR SALE: 1999 Jaguar XK8

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

\$16,500 OBO

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



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