



New toys for young tots from old, distinguished guys and their cars

Bob Memler and CJ (Charles Johnson) at the drop off for the US Marines' Toys For Tots campaign. Ten cars participated, and most were Healeys!

Thanks to everyone who contributed.

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

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

Contributions to *The Flash* are greatly appreciated, preferably e-mailed in any standard format and labeled with the name of the article and author. You can also mail a paper copy. Pictures and photos can be any common graphic format (jpeg, tiff, pic, png, gif, pdf); please provide captions, especially people's names.

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George Foster

Ellen Kalway

Charlie Asbill

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Brian Johnstone

Robert Phillips

Birthdays



December

Janice Johnson

Kate O'Leary

Bob Reitz

David Steger

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



Coming Events

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

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

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

Multi-club plans that are posted for December 2020 and later:

Dec 26th Polar Bear Run, Roswell to Blue Ridge (p 4)
 Conclave 2021, Big Bear Lake, CA May 16-21, 2021



The club's annual **January planning meeting** is being discussed. We have a some venues under consideration, all with enough space for safe physical distancing.

Stay tuned for details- some time near the end of January.

While you are waiting, call up another club member just to say hi, or host a Zoom tech session to get real time assistance with your latest frustrating repair or mod, or do an impromptu tour on your own!

Be Seen! Install a 3rd Brake Light!



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Susan Ferguson*

**Community
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An Event To Benefit
The ALS Association

POLAR BEAR RUN

SATURDAY, DECEMBER 26, 2020

**Please join the Georgia Triumph Association for the 21st Polar Bear Run,
December 26th (or Boxing Day for the Commonwealth folks)!**

We will gather at Hwy. 9 and Mansell Road in Roswell
(10800 Alpharetta Hwy #502, Roswell, GA 30076) behind the Starbucks,
and wheels up will be at 9:30 a.m.

Our destination this year will be Blue Ridge, GA, and the route will entail 85 miles of very scenic roads with one potty stop. There are a multitude of restaurants in Blue Ridge and the surrounding area, and there may even be a side visit to Grumpy Old Men Brewery.

**We are again raising money for the ALS Association of Georgia,
and \$20.00 donations, while not required, are very welcome.**

Alternate weather date is January 2nd, 2021

Visit www.gatriumph.com for updates!



Doug Duffee
Atlanta Austin-Healey Club Fearless Leader

Fall Quarter Flash 2020

Well, here I sit in front of my computer constructing my final presidential communication for the Flash, as the end of our time as the leadership team for the club is upon us, but more about that later.

Let's Look In The Rearview Mirror Shall We:

(Last time I get to write that!)

The "Chinese Curse", may you live in interesting times, seems appropriate for 2020. What interesting but odd times we live in these days. We live in a time where we are nervous and protective of our interaction with others, events and gatherings postponed or more often cancelled all together. We wear masks everywhere we go and wash our hands with sanitizer constantly and are uncomfortable if someone out of our small circle is in our space. Yes odd and unfamiliar times we reside in as social interaction is a large part of our existence. Not the first social transferable disease our country has faced in our history but as I look at it probably one of the worst in the ways it has affected our society. While by far not the most deadly epidemic to human life it has been by far the most publicized epidemic. Epidemics of the past have not had near the published information about its effects around the world. Every day the news begins with Covid19 reports and God knows it was used to the point of abuse by politicians and still is today. Enough about politics let's move on to Religion.... Just Kidding.... My real point being while it has been all over everything every day it has helped the spread of information to a large extent and kept it from being as bad as its potential. We have vaccines available in record time that will further cure the problem if enough of the herd gets the vaccine. It has changed our lives and the way commerce is conducted. It has pushed companies like Amazon to new heights. You pull up to the grocery store and they have taken your shopping list

and done your shopping. Many people are now working from home or tele-working. I can go on and on about these types of changes.

But then as I study and evaluate the effect that is now talked about so much, I believe a large effect on us as a society is the reduction of our interaction with other people. I have deeper conversations with my dog now than ever before. I mean I have always talked to and treated her like she was a human and all but now we discuss business strategies and stuff. We have a very small circle of people we are around regularly. Family and Friends are not around us now and are communicated with via phone calls, face time, emails and distance if we are able to be in the same location as them. Those of us that have parents of loved ones in a hospital or extended care facility are not even allowed in those buildings and there is a void that is created by this inability to be with them. But I understand it is for the health and well being of them and the caregivers (HEROS).

While all of this has been our world for almost a year now with no immediate end in sight let's talk about how it has affected things like social events and social clubs. We have lived through a year where virtually every social event was cancelled across the country. Our club's monthly events, drives, tech sessions and so on were cancelled. Events that brought us together as a car enthusiast with common interests were cancelled. Our club leadership had untold time involved in putting together and planning for the Southeastern Classic that was to be held in October 2020 at Lake Lanier Islands that had to be cancelled. We knew it was going to have to be cancelled long before we were able to do so but we had to push on as though it would happen because of the small chance that it might happen. It was with much discussion and deep regrets that it had to be cancelled. But it simply was not safe and would have not been attended as it should have been.

Doug Duffee (cont'd)

So we need to look at the future of the club and what we can do, and how we can interact to keep the club connected. I have spoken with a couple of clubs that are having monthly Zoom meetings where they are now starting to do things such as have a tech session for instance. Where they if nothing else simply get together and talk and interact with each other and share ideas and life events etc. I for one believe for now we will need to look at putting a Zoom meeting together going forward, as it seems the most logical way to keep communication constant with members. I am told by these clubs that the attendance was even greater, by as much as 75%, over in-person meetings. As I study this idea, I think it might even be something we do after Covid19 is not a part of our daily lives, allowing those who cannot attend in person to attend via Zoom. We are a car club but we are also a social club comprised of people with a common interest: Austin Healeys. Yes those wonderful little sports cars we have in our garages are joyful to drive and ride in on mountain roads while enjoying the countryside, to just relax and enjoy being outdoors and possibly visit some destination. But part of the club is the fellowship we share when we get together. And that can be both in person and via electronic means. How lucky are we to be able to enjoy these little iconic works of art with all of their history and stories.

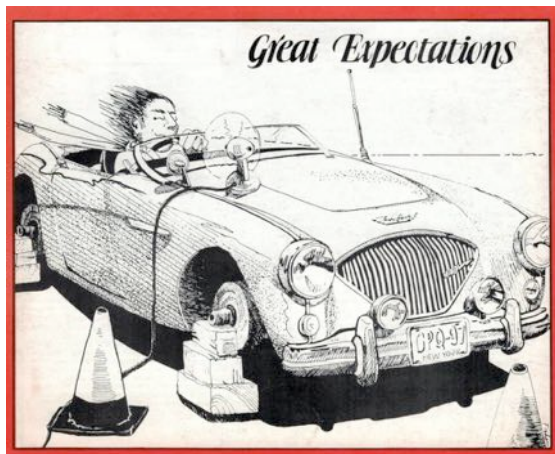
This is, as I said in the first paragraph, my last communication in the Flash in the position of President of AAHC. I had many ideas coming into this position to attempt to change a few things and directions to make the club stronger than when I got here. Just for the record every time I say "I" please know it's a "we" as it has always been a team effort no matter where the idea came from. I was able to accomplish some and failed at others, such as the Wing Groups. I say failed as it did not take off the way I would have liked to have seen it go. The idea was to get folk in the same geographical area to interact more often than they were able to make

it to larger club events. That being said I am not ready to give up on the idea and it may be what I pursue for the club going forward as I still feel there is real value to it. But it takes people to see that vision and be excited about it and to buy into it. I knew the website needed to be updated and we needed a fresher look that could be managed by us internally going forward. Many man-hours went into what is now our web presence and, after a few little glitches here and there to get thing dialed in, it works well. But I also believe an organization needs change in the leadership to stay vital and move forward and to bring fresh ideas to the leadership and direction of the club. I know I speak for both Ric Anderson and myself when I say it has been both an honor and a privilege to serve as President and Vice President of the club for the last three years. We got much done in the first two years but Covid19 has sure thrown a wrench into this 2020 year. At this time I do not know who will fill those positions but I hear there will be a few people available on 1/21/2021 if anyone wants to reach out to them. Joking aside it was a much easier job in so many ways than I had anticipated. The thing I dreaded the most was writing a column but as you have witnessed firsthand I have had no problem finding something to say. You knew who I was from the get go, not one for closing prayer. Thanks to each of you so much for the support, advice, ideas and communications, all helped more than you know. Only if we invest of ourselves into the club will it stay strong and healthy and vital. It is not going to run itself; you absolutely have to put something in if you expect something out of it. If you miss, as so many of us do, things like the drives, tech sessions, parties, events, and shows, you must get involved. The more people doing some small part makes the total needs and jobs of the club easier. Don't sit back and wait on someone else to step up.... step up yourself and do something.... heck anything.... but do something.

Doug Duffee (cont'd)

Now Let's Take A Look Through The Windshield:

Gotcha! You thought: OMG Is he only half done ?



If you always do what you've always done, you will always get what you have always gotten..... so embrace change or make change.....

Our future is as bright as we make it..... So make a difference! Get involved!

Cheerio,

*Now I think I am going to put a team of X presidents together and go rob banks and be world traveling surfers and make a movie out of it and call it Point Break. I want the Trump mask.... What do you mean it's already been done? Dang that Patrick Swayze.....



Doug Duffee's plans for Jan 2021 Planning Meeting,
during officer nominations

REMINDER: Car Photo(s) Wanted

The Club Website has a profile for each member that 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 member's car photo on the website home page each month as a way to keep it fresh and interesting.

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

Best regards,

John Miner

Rick's Recap

Yes, a Fourth Quarter, not a monthly issue Mainly because not much happening. Yet.

For this month, **Reid Trummel** (Marque editor, and prez of Oregon club) has a suggestion for a feel good action, supporting your parts supplier (p 9)

Toys For Tots Campaign. Several AAHC members came through and helped this campaign. Thanks to Ric Anderson for dreaming up this virtual club activity and for all who participated. (p 10)

Polar Bear Run coming up It's the day after Christmas! Put down those new jammies, and climb into your Real Toy and join the tour! (p 4)

Mark is back with another story! This time it's helping install that pesky BJ8 soft top. (p 12)

Barry's Tech Corner Barry talks about all the junk (parts) he needs to move and about pros and cons of aluminum (p 16)

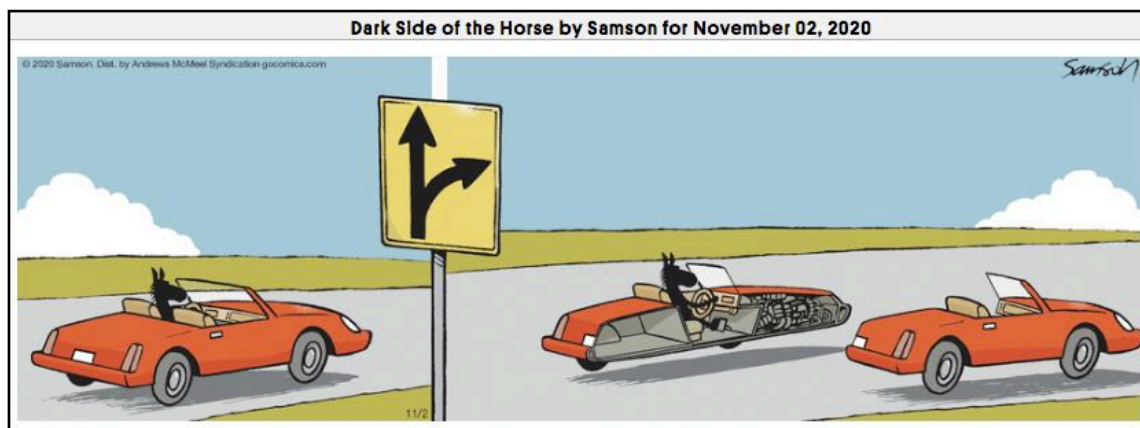
Grandson Zach loves all things with engines and wheels, but in winter, hard to compete with sledding. He got impatient with the Ohio snow forecasts not coming true so decided to do his own version of downhill sledding. His mom did convince him to let the sled go down the slide first, then he could slide down and join it. Fortunately the following week the forecast was correct!

The Flash is up for discussion. At the next planning meeting (Jan 2021 hopefully) we will toss out ideas for improving the website and the Flash.

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

AAHC-members@googlegroups.com

-Rick Hertzberg, Editor



Year End Suggestion from Reid Trummel to the Oregon Club

Most of you know me as editor of HEALEY MARQUE, but I'm also currently president of the Austin-Healey Club of Oregon. This morning I sent the message below my signature to the Oregon club members, and you might want to consider sending a similar message to your club's members.

Happy Healey Holidays!

RT

Reid Trummel
Editor, HEALEY MARQUE MAGAZINE
*Official Publication of the
Austin-Healey Club of America*

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Greetings Austin-Healey Club of Oregon,

As we approach Christmas in this most unusual year, I want to make a suggestion about your holiday gift shopping. Whether or not you have a gift-giving tradition at Christmas, please consider the parts suppliers right now. You likely have a favorite.

Our cars have mostly been driven less - far less - than usual this year. That means fewer repair and service parts have been needed and purchased. That means those individuals and companies that depend on parts sales have had an especially tough year.

Big Healeys were made for only about 15 years, and Sprites for about 13, and all of that ended 50 years ago. I think we're very lucky to have as many parts suppliers still dedicated to this narrow market as we do, and it would hurt us all if they go out of business.

Now might be a very good time to make that purchase you've been putting off, or just treat yourself (your Healey!) to a new badge bar or shift knob or a pair of driving lights - the possibilities are nearly endless.

We're all in this together and I encourage you to think globally and act locally (gee, where have I heard that before?), even when it comes to your Healey and the old car hobby.

Thanks and Happy Holidays and Happy Healeying into a future of good parts availability!

Reid
Prez

Toys For Tots AAHC 2020

Thanks to Ric Anderson, our club did have a December function! A frequent end-of-year activity for our club has been to donate toys to the US Marines' Toys for Tots campaign, usually done as part of the club party. This year Ric said to go to a nearby USMC TFT Drop Off and take a pic of your car there, and we got ten cars to join in.

Thanks also to the businesses who set up drop off locations. Mary Cheryl and Mark Henderson were first to post (at Steve Rayman Chevrolet). Then Bob Memler and CJ (Charles Johnson) sent in the first group pic (at unknown location but largest TFT sign). Others who reported in are Charlie and Sheron Moshell and a mess of kids (at a GMC dealer), Ric Anderson (at Cube Smart in Milton), John Harris and Rick Alley (at Virgil Ford), Rick Hertzberg (at Jimmy John's, smallest TFT sign), and finally, John Blanks, who forgot to take a pic. Also got a photo from some mystery person showing a dark (blue-green?) hot looking BugEye with racing numerals, no bumpers and wide tires. Hmm. We'll have to look out for that car at future events and get all the details.



Mark Henderson



Ric Anderson

Note the Healey mask- from the Spring Thing event by the Louisville Blue Grass club.



Rick Alley and John Harris



Charlie in disguise, Sharon not in disguise, grandkids in high spirits



Rick Hertzberg



Mystery car !!
Nice looking though

Nip and Tuck, BJ8 Top Installation

If you have owned your BJ7 or BJ8 long enough, there has been a new top at some point. Stratton Pritchard has had his BJ8 since he graduated from Georgia Tech in 1965. He put a top on it himself "back in the day", but the car has been sitting for about 30 years, and Stratton is getting it ready for the road once again. First, he took it to Neil Estes for the mechanicals, then to George Pope for some bodywork and a change of paint color from white to green. Stratton has been doing a lot of the work himself, such as the seats, but stretching a new top and securing it without wrinkles takes at least two people.

It's been since 1987 that I have put a top on an Austin-Healey convertible, and I had forgotten how challenging that rear section is. It only took a few iterations of clipping, stretching, shifting and reclipping the top material to the cockpit surround channel until we had it just right. This was actually accomplished on our second day of working on it. Day One was getting the top frame ready. The top was removed about two years ago, so we had to locate all of the bits, and we took a while getting the measurements right for the straps that position the frame rails in the right places. We decided to wait until a sunnier day to do the serious stretching, and October 25th looked promising. We wanted to get it done before the cold weather set in.

It took a couple of hours for the rear section, then we progressed to the front and got the material stretched and secured with adhesive as well as staples. Then we got the sides attached to the wooden trim pieces. Stratton still has some trim work to complete before the job is done, but it is looking good. Be on the lookout for him at an upcoming gathering.

We owe a BIG shout-out to Steve Byers for his excellent instructions with photographs posted here:

<http://www.healey6.com/Technical/BJ8%20Convertible%20Top%20Installation.pdf>

- Mark Leinmiller



Stratton with his "new" car

Kassow Kruise

As many of you will recall, Bob Kassow was a well-known and beloved member of the local sports car community who, sadly, lost his life 13 years ago. But he was doing what he loved, spiritedly driving one of his toys.

Since then, Bill and Mary Ellen Nagel have hosted a drive in his honor. Like Bob's interest in sports cars, this event is not limited to a single marquee; it is open to all in the old car community. This is intended to be a fun event, to celebrate Bob's life, and this year was no different. An extra bonus this year, Bob's widow Jane joined us for the start.

Joining the fun from your AAHC, along with our host Bill Nagel, were Rick Alley, Phil & Sherri Hungate, Alan White, Pat Kent, Kate O'Leary and John Harris. And me.

A little cool but a bright, sunny, morning welcomed at the usual starting spot in Kennesaw. After time for some pre-drive socializing and tire kicking of the roughly 20 cars gathered, Bill offered a quick word on the plan, and on the reason for the drive. And we got out and on our way.

As usual, Bill did a very nice job on route planning, getting us out onto the less busy roads in Cherokee county quickly to enjoy some rolling countryside. We passed through Sixes, Sutallee, and then had a little rest stop in Rydal, which allowed for some more socializing and the picking up of at least one more car.

Then it was back to driving, more nice roads with just the right mix of twists and scenery to make the drive great.

Passing though Waleska and Tate, we soon arrived at Vintage Motorcar Restorations in Jasper. Bill had arranged a great tour hosted by Ray Morgan. Ray told us a bit about the shop and how it came to be in Jasper, gave us an idea of the scope of his shop's capabilities, and showed us some of his cars, along with a couple of customer's cars. Very interesting mix of cars, from a completely original 1952 Morgan with less than 1,500 miles to a VW Bus he built for his daughter. With a Ferrari Dino and a '32 Ford street rod for flavor.

Ray took questions and gave us more background on the cars. A fun and interesting visit.

After folks finished asking questions and admiring the cars and chatting, the crowd melted away to make their way to lunch or home or wherever. Out of respect of social distancing and not wanting to gather everybody into one space, Bill had provided a list of local restaurants, covering several cuisines, to let people take their pick of food.

Great weather, great folks, fun roads, and a nice collection of cars. Thanks Bill & Mary Ellen. Can't wait for next year. For the rest of you, mark your calendars now for December 4, 2021. You'll be glad you did.

-Ric Anderson



A step up from what most of us learned to drive in



Winner of the coolest license tag of the day award



Two of the famous cars on hand



Lotus 7, Porsche and Jag



Ray addressing the group



Juan Fangio's Simca racer



Another of the Healeys on hand



Ray with the audience



All original 1952 Morgan



Ray's 401k Ferrari Dino

I want to go see the Dead
in concert!



Tech Corner by Barry Rosenberg**Tech Article: November; 2020,**

I am starting to dislike this time of year, the holiday season. We have Halloween, Thanksgiving, Christmas and Hanuka. It is always a very busy time of the year. Last year's move added a lot of stress and work to the season. And this year will probably be worse.

I sold my barn and plan to move to a smaller shop at my home. To reduce the quantity of what I have to move, I am selling as much stuff as I can. I sold and shipped over 100 lbs. of NOS Lucas parts and some factory tools. I sold my old wood stove and I sold all of my new parts inventory (I will miss this). I still have boxes and tubs of used parts and lots of tools yet to go. If anyone reading this works on Triumph TR2 thru 6 differentials, I have the factory tool to set pinion depth that needs to go to some body who will use it more than I.

I have a rare but not often needed valve gapper that uses a dial indicator to set valves within .0005"! But who really needs them that close? Never on a street car. Anyone want or need 3 GT6 parts cars? One has a powder coated frame under it, never bolted back together. And they come with a tub or two of extra parts and new left and right inner sills, outer rocker panels and a new rear valence panel. Or how about two 4.0 liter Rover engines, GM factory bellhousing that bolts a World Class 5 speed to the Rover engines, a Edelbrock 4 barrel intake manifold and a special brand new cam ground on a new blank, not a regrind.

Why am I doing this? I am getting older and do not want to surprise my wife by dropping dead one day and leave her with all my crap to dispose. She will have no idea what it is or what to do with it. How many of you reading this right now are in a similar situation? I bet most of you.

The average age of enthusiasts for old British cars is increasing at a much faster pace than the number of young people getting into old British cars. I bet the attendance at the Peachtree MG Registry show in Dillard this year had an average age past 60 years old. Why aren't the young people excited about our old cars? This is a complicated question and one we need to get an answer for if we want to keep the value up in our cars.

How many people do you think still want MGAs, TR3s and Healeys? The number is decreasing. As those numbers decrease, the value of the cars will decrease as will the availability of good parts. Why bother producing good quality parts for a shrinking number of customers?

I have spoken with numerous people who don't even drive, well into their early 20s. They have Uber and many other services that shuffle them from place to place and figure why run the risk of being a driver; have a car payment along with the insurance, upkeep and fuel that goes along with the car and have to park or store the damn thing.

Lots of young people still live at home or are moving to intown communities where parking and storage can be a problem. Who wants a nice old convertible that has to sit outside; probably under some sap dripping trees with birds possessing guided missile dropping. Those living in rural areas, who usually have a garage, will work the LBC into a corner; bury it under boxes of un-needed household crap or old discarded Christmas crap and not move it for years because they have no place for the stuff stacked on top.

Most space in their garage is used for the real family cars. And why drive an old LBC when you can now have your car drive you where you want to go with very little input from you. And they can do it with the ultimate in comfort and safety. Ever look closely at your old LBC? Look under it at the frame.

Tech Corner (cont.)

Some have very little metal between your rib cage and the front bumper of a car “T” boning you. Triumph Spitfires, GT6s, Lotuses all have a frame running down the center of the car. There are only a few thin metal parts; inner and outer sills and a rocker panel, protecting you from the bumper of the opposing car. New cars have air bags on all sides of the occupants now and you don’t even see any sign of them until POW, you get hit.

Wipers, ventilation, heat, brakes, ride quality etc. are all better in new cars. And performance, yes performance. The cheapest newer car out there can out accelerate, brake and turn better than the best restored old LBC. I once restored a bright orange MG Midget for a couple. I warned them I was restoring a 1962 Midget and not a current Honda or Toyota and not to expect it to act like the new cars. The wife was the original owner of the car and her husband had only moved it from one house to another. She wanted it restored.

He picked it up on the dark stormy night of December 24th with plans to drive it to a Lake Hartwell cabin situated on a gravel road. This was about an 80 mile drive; in the dark; in the rain and it was the first time he ever drove the car or any LBC for that matter. He called the next day after making the trip with no problems other than the wipers could not keep up with the amount of rain falling and nor could the side curtains keep out all the water.

He said he was terrified the entire trip. Cars and trucks would pass him on the interstate at twice his speed and throw up rooster tails that would overwhelm his wipers. Or, the vehicles would come at him with bright lights and blind him as the car sat so low their headlights were aimed right at his windshield height. His last comment to me was “if I had ever driven this car before restoring it, I would not have spent a dime on it”. I did remind him I said I restored a 1962 Midget and not a late model car.

There is a happy ending to his story. He built a separate garage at the cabin to park the Midget in and his grand kids loved riding around the lake in it, going to get pancakes or ice cream. He eventually began to like the car and reached terms with it. It agreed not to leak water in if he agreed not to drive it in the rain. Now, I don’t want you to get the impression I no longer like old British cars. Nothing could be farther from the truth, I still like them. I do not own one anymore and I do regret that some. Bending and contorting my body to get in or out is not missed as bad knees and back do not appreciate the charm of an old MG or Triumph.

The one thing I hope yall get reading this is that we MUST get younger people interested in our cars. We MUST get young people involved in the repair and upkeep of our cars. I will be 72 this December and am getting a little tired. I don’t work nearly as much as I used to and will probably do a little less after I move to my shop at home.

I always had an apprentice working with us at the shop. The closest I have now is Abe. We have rebuilt his MGBGT, beautiful car and very fast, his 1964 Herald that his mother bought new in 1964 that is now faster than it needs to be and we are now upholstering his Jensen Healey seats in a white (cream) leather. He has learned quite a lot and feels confident on doing a lot of things by himself.

He has been working around the shop for about 18 months now and we discuss lots of things during his visits. One was the possibility of opening a school to teach repair, restoration and performance enhancements to old British cars. I would teach instead of doing all the work. We could take in customer cars, students would do the work with supervision and customers would get a great discount on the work.

Tech Corner (cont.)

This is just something we are thinking about. What would yall think about this? Do you know anyone who would be interested in learning about old British cars only? Hopefully, someone younger than me would be interested. It would be like a technical school but having more fun. We could build a shop car and maybe use it to get young people interested in autocrossing. And maybe get them interested in opening a shop to continue the work on old British cars.

For stuff I feel would be better taught by others, such as welding in replacement panels, we could bring in other experts in their field for a few days. Email me with your ideas and thoughts. Also send ideas on how to get the young into old British cars. I will be waiting for your responses. Well, time to go to work on a Spitfire today. See yall somewhere soon.

Barry Rosenberg
British Car Service
britcars@bellsouth.net
barry@britishcarservicega.com
=====

Tech Article: December; 2020,

I am starting early this month because I know how busy the holidays get. We are also closing the barn shop and preparing a big shop at the house. This entails moving and/or selling a sh-t load of parts, both new and used. Then there are tons of tools I want to keep and move. And I need to divide my new space between working on cars and woodworking.

A lot of you know woodworking is my hobby. I have worked on old British cars for over 47 years and early in my career, I got tired of cars seven days a week. Woodworking does not get grease under the fingernails but there are splinters, lots of splinters. I have most of the tools for what I do. I can turn an ugly piece of wood into a fine piece of furniture.

We are completing the in-law-suite for my mother-in-law so she can move closer then 2 hours away. We have managed to miss most of the virus. Patty has gone to work at least two days every week this year. The good thing is, she retires after Christmas. If anyone needs a part time comptroller/bookkeeper let me know. She doesn't need to sit around the house every day watching what I do in the shop. In other words, she don't need to know what I am doing.

So, I have been thinking about a subject that quite a few people have broached with me: the use of aluminum parts on our cars. They are talking mainly about cylinder heads and wheels but there are several places where it is used. Let's start with my opinion (and remember, that is the only one that matters) on replacement cylinder heads. There are aluminum heads for several LBCs.

MGB and Midget, TR3/4, and Austin Healeys, sorry TR6s but I do not know of one for your engines. I know a lot of engines came with aluminum heads such as Rover V-8 and Jaguars. These engines came designed for these heads. The others did not. They are more of a racing item.

Tech Corner (cont.)

What are their advantages? Well, they weigh less, a lot less so you save on weight and you lower the center of gravity for the car. This is only useful in racing where the lower your center is the better the car will handle. Being aluminum, they dissipate heat better and allow you to run a little higher compression and a little more timing advance. They are easier to port and polish but just as easy to screw it up if you don't know what you are doing.

On the MGB, they come two ways: one is a copy of stock with both intake and exhaust ports on the same side of the head. And the other is where they put the intakes on the right side of the head and the exhaust stays on the left side. Then, they make a two intake port head and a four intake port head. So many choices.

Well, that is about all the benefits. What about the draw backs? Well, unless you get a quality unit, it can be a piece of poop. Aluminum comes in different grades or strengths. Some oriental cast heads are of suspect quality. All aluminum heads have pressed in steel valve seats. Cheaper heads can expand more around the seat and let one drop out of position. This will allow you to kiss the head and piston goodbye. An engine overhaul is the result of a dropped seat. If you find a good quality head, then you have to keep a close eye on the torque of the head bolts or studs.

Aluminum expands at a different rate than steels. With some of the heads that I have seen in my work, there is a small shallow spot round the stud holes. This is caused by you either tightening the head bolts too tight or the head expanding when hot. The studs may not expand or stretch as much so the aluminum gets depressed under the head bolt washer. The stud can also be stretched past its point of elasticity. This means the bolt or stud is stretched so much, it does not contract back to the exact same length as before it was stretched. Repeatedly doing this will reduce head bolt torque and lead to a blown head gasket.

Don't believe me, ask anyone who bought an early production TR7. If the head bolts did not get torqued every few weeks, the nuts would be just about finger tight. Way too many TR7s blew head gaskets and warped the heads. Part of this problem is the poor quality of the aluminum but another part is the studs or bolts used. To keep torque on a head, the bolt or stud must be able to expand and contract the same as the head.

If the stud has no give, like ARP studs, then you will get the depression around the stud holes. If they are too weak and stretch too much, they lose torque. When I built Abe's supercharged MGB engine after only 2201 miles on the previous build, I saw depressions in a pretty new head, 2201 miles! There were already signs of the gasket blowing when I removed it. He was using ARP studs so that was part of the problem.

To continue using the head, I used a bigger washer under the nuts holding the head down. This will spread the load over a larger area and allow the head to be used as long as the head bolt torque is checked frequently. Another drawback to the aluminum heads is their ability to shred the stud hole threads. This can be the threads that hold the manifolds or rocker arm assembly or the thermostat cover.

One easy and good way to eliminate this is to install Heli-coils in every threaded hole. NASA, the military and most of the airplane builders use them in every threaded hole in their aluminum.

One last drawback to aluminum heads for racing: a lot of vintage groups will not allow them. If you want to run one and cheat, save the grit from grinding cast iron and mix it in the paint you use. This will allow their

Tech Corner (cont.)

magnet to be attracted to the head and maybe, just maybe, escape detection. Of course, you will still be cheating: but, if winning is the object, then cheating is fair.

New engines that have aluminum heads and blocks are designed now for the extra care having aluminum components require. The technology is up to date on new stuff. Just try to learn where your head was made and of what it grade it was cast.

Another item of concern dealing with aluminum is wheels. So many owners want new wheels and there is good reason. Most and I stress most, are very round. Not all are so check them before installing tires. But that is not what I have been asked about. The concern is with the stud holes that bolt the wheel to the car. Some wheels just have a hole drilled and tapered for the nut. Some have a larger hole and the nut has a shoulder that contains a fixed washer to hold the wheel on. And some have a tapered hole with a steel insert to take the force of the nut. Which is better?

Easy answer, all about the same. If your choice of wheel does not have any steel insert, then the stress is taken on the areas right around the stud hole. If it has a steel insert, the stress is still around the stud hole. Where is the difference? And those wheels that take a shouldered lug nut with large washer, I think those are best. The washer spreads the load over a slightly larger area and the studs center the wheel on the studs.

One word of caution: if using the shouldered lug nuts, make sure they do not protrude all the way thru the wheel. Before installing your wheels, take your lug nuts and stick one thru a bolt hole and see if the inside is recessed in the hole. If it protrudes all the way thru, it will not properly tighten the wheels.

Another item to check is how many threads do the nuts cover. You should have as much thread inside the lug nut as the diameter of the stud. If your studs are 3/8" in diameter, you need at least 3/8" of threads in your nuts. To check, place a wheel on the studs and see how far out the stud comes thru the hole. Then just start one nut and measure the distance between the washer face and the wheel. If it is less than 3/8", get longer studs or nuts.

If your lug nuts are closed on the outside, like MGB and TR6 lug nuts because they are exposed, make sure the stud does not bottom in the nut. If the stud is too long or the nut too short inside, the wheel will not get tight. Test fit.

The good things about aluminum wheels is they look great; are mostly round; can be highly polished or painted and are lighter. Get a set and do not worry about the difference of mounting style. Just get the correct lug nuts and be sure to torque all of the nuts. 3/8" studs can go to 47 lb. ft. Bigger studs can go higher. The old way of telling when they are tight enough, tighten till they break then back off 1/2 turn, is not appropriate.

Well, I may have started this early in the month but today is Thanksgiving. I am sitting in our new house looking out at our lake. Only thing is, we can't see it. The fog is so thick, it is all gray outside. I hope every one had a great Thanksgiving and yall all have a very Merry Christmas or a Happy Hanuka. See yall somewhere soon.

Barry Rosenberg
Semi-retired old British car mechanic

The event of the
year! Austin Healey
Conclave 2021.

Big Bear Gazette

WEATHER FORECAST
Cruising with your top
down sunny.

Vol. 1., No. 4.

www.conclave2021.com

NEWS FOR TODAY

Big Bear Lake, CA

.26¢

CONCLAVE 2021 IS LOADED WITH FUN!

JAM PACKED SCHEDULE WILL KEEP YOU HOPPING AT CONCLAVE

Plenty to Pick From Every Day!

With months yet to go, Conclave 2021 has already exceeded all registration expectations. While the host hotel is sold out (with a waiting list open), alternative lodging arrangements have been made nearby. And our guests will not lack for fun and entertainment.

The week will kick off with our ever-popular **Poker Run** around Big Bear Lake, through the mountains to Green Valley Lake and eventually to Lake Arrowhead Village, a great spot for lunch and some shopping. That evening we will hold the final three card draw during cocktail hour and determine the cash prize winners. It should be a great drive.

On Tuesday and Wednesday afternoons, you can enjoy **Rocker Cover Racing** under the Hotel Portico. If you have never seen RCR, you are in for a treat as the competitors strive for both style and speed (prizes in both categories). Invented in Australia, Rocker Cover Racing was "imported" into the US by our own Healey Club member, Ed Neumeyer. Since then it has become a fixture at



Lake Arrowhead Village

all West Coast Healey Meets and is spreading across the country.

During the week we will also hold several **Tech Sessions**. Currently scheduled are a "Drive Through Tech Session" hosted by Steve Day. Drive your car under the tent, describe your problem, and Steve will attempt to resolve it on the spot, perhaps with some hands-on intervention. Also, an "Ask the Experts" panel discussion will be held featuring four premier Healey restoration and repair experts. Bring your toughest questions and see if you can stump the experts. Not to be left out, while the (mostly) guys are "teching out",

the gals will be enjoying a more cultured diversion, "**Paint and Sip**". Participants will be invited to create their own painting (some Healey inspired) while wine tasting their way through some of California's finest vintages. A combination sure to inspire creativity!

Don't wait any longer, register now!

LOOK INSIDE!

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Gymkhana / Funkhane info page 3

Day by Day Schedule page 4

Big Bear Gazette

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www.conclave2021.com

NEWS FOR TODAY

Big Bear Lake, CA

May 16-21, 2021

Conclave Regalia Store Now Open

If you are attending Conclave, or even if you are not, you have to look the part. That should present no problem now that the Conclave 2021 Regalia Store is open for business! With all items featuring the distinctive Conclave "Healey Flash" logo, you are sure to find plenty to please.

Special attention was paid this year to the Ladies Offerings. Regalia Chairwomen Kathy Scroggie noted, "someone finally figured out that a man's T-shirt does not constitute a unisex garment!" Of course, there are plenty of items for the guys as well.



Folding picnic blanket doubles as a knee warmer in your car



One of several fashionable items for the Ladies

Due to a special arrangement with the garment supplier, all items are being offered in a variety of colors and a full range of sizes. While the official event gray-black-red color scheme is evident, you are sure to find some additional colors that suit your fancy. Be sure to click around on the website to view all the options.

In addition to clothing, other Conclave themed items are on sale, including grille badges, adhesive backed commemorative tokens, event pins, picnic blankets and even extra copies of the cute Conclave mascot teddy bear (one will be provided free to each registered party).



Two different men's jackets are offered

The store is open to everyone, attendee or not. Those attending the event will pick up their purchases at registration, while those not attending will receive their orders by mail at the conclusion of the event. Please note that there will be a **VERY** limited quantity of regalia available for sale at the Conclave, so don't be disappointed, order in advance.

COVID 19 Policy: In case the event is cancelled due to travel restrictions, or you must cancel, all regalia orders will be fulfilled by mail at no additional cost. No orders can be cancelled and there are no returns.

Visit the Store Now!
www.conclave2021-regalia.com

Conclave Contacts

CHAIRMAN: STEVE KIRBY
sackirby@pacbell.net

REGISTRATIONS: JAY MILLER
jaymiller979@aol.com

SPONSORSHIPS: MIKE SCROGGIE
msscroggie@aol.com

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Big Bear Gazette

Vol. 1., No. 4.

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NEWS FOR TODAY

Big Bear Lake, CA

May 16-21, 2021

Gymkhana and Funkhana to Highlight Conclave Thursday

Thursday during Conclave will see the Gymkhana and Funkhana events hosted at the nearby Big Bear Airport. Both events will be held on a huge patch of wide-open tarmac that normally provides a staging area for the California Fire Agency.

The Gymkhana track is nearly 900 feet in length and 175 feet wide, which will provide for a challenging and fast layout. While the Funkhana area will be a bit smaller, there will be plenty of room for all manner of fun and games.

New requirements are in effect for all AHCA motorsports

events, the most important of which has to do with helmets. Helmets older than ten years cannot be worn. So, if you are bringing your helmet to Gymkhana, please check the manufacture date. At this time, we do not think that Funkhana participants will need helmets.

The Gymkhana requires advance reservation (but no charge), while the Funkhana is strictly "drop in and enjoy". Spectators are welcome at both events and there is an excellent restaurant at the airport.



Beautiful Big Bear Airport



Top Down Fun at Conclave Funkhana

A BIG THANK YOU TO OUR SPONSORS!



Putzke's "FAHRSPASS"



For a free copy of the excellent Big Bear Lake Visitor's Magazine, go to
WWW.BIGBEAR.COM/TRAVEL-TOOLS/VISITOR-GUIDE/ (available by mail or for download).

Vol. 1., No. 4.

www.conclave2021.com

NEWS FOR TODAY

Big Bear Lake, CA

May 16-21, 2021

Conclave 2021 – Day by Day

Conclave 2021 will offer all the traditional events and much more, with plenty of time to socialize with old friends and make new acquaintances. The week will unfold as follows:

SUNDAY, MAY 16

Hotel and Event

Check-in, time for a **Car Wash** (on site) or to relax in the Social Center. No host evening **Cocktail Party** with appetizers and a special **Guest Speaker**. Silent Auction, Arts and Crafts



Rocker Cover Racers at the Ready

and Photo Contest displays open. Dinner on your own at the hotel or one of the numerous nearby establishments.

MONDAY, MAY 17

After breakfast we will head out on our **Poker Run and Tour** around the Lake and into the mountains. **Concours Judging** all

day. **Cocktails and final Poker Card draw** in the evening, followed by the optional **Santa Maria BBQ Dinner** by the pool.

TUESDAY, MAY 18

Today is our big drive, your choice of participating in the TSD Rally or just enjoying the scenery. We will head down the mountain on scenic Highway 38 to visit **Joshua Tree National Park**, a truly unique landscape and habitat. After lunch, we will return to Big

Bear via another mountain route. Tonight will feature the preliminary and practice rounds of **Rocker**

Cover Racing followed by a no-host **Cocktail Party** in the Social Center. Many have decided to partake of the optional **Paddlewheel Boat Tour** on the Lake.

WEDNESDAY, MAY 19

Car Show Day is here! After your commemorative photo is taken you will be directed



to your parking spot on Pine Knot Avenue, the main drag in Big Bear where we will wow the tourists with our dazzling cars. Late afternoon will see the



Don't Be Blue, Come to Conclave

finals of **Rocker Cover Racing** followed by a no-host **Cocktail Party** in the Social Center and more **Paddlewheel Boat Touring**.

THURSDAY, MAY 20

Gymkhana and Funkhama Day at the Big Bear Airport. For those not participating there will be several optional self-driving opportunities including a **Lake Arrowhead drive, Morongo/Las Vegas style casino visit, Palm Spring Aerial Tramway**

ride, Idyllwild and Palms to Pines Highway tour and many other options. Late afternoon will include **Tech Sessions** and a **Ladies Only Event**. A final **Cocktail Party** with appetizers

will precede the **Grand Banquet, Awards Ceremony, conclusion of the Silent Auction and**

a very special Healey guest.

FRIDAY, MAY 21

Start your morning with an included **Farewell Breakfast**. We will have some special fun awards and the event signage will be auctioned off.



REGISTRATION INFORMATION

Registration is now open. You may register online or by mail. Visit www.conclave2021.com for full event and hotel information and to start registration. Please note the money back COVID-19 Guarantee. Please answer all the questions carefully, we are collecting a lot of information to make your visit as personalized and enjoyable as possible. Once we have received your paid registration, you will receive an email containing the code required to book your room.

CONCLAVE REGALIA STORE NOW OPEN!

www.conclave2021-regalia.com



***Gear Up!* Check out the online store.**



www.conclave2021.com | May 16-21, 2021

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.

\$325.00 One (1) pair of refurbished RH and LH side curtains for Austin-Healey Sprites MK1 & MK2 plus MG Midgets MK1 using side curtains. Local pick up at Lilburn, GA.

Includes hardware and brackets. This is an original equipment Weathershield side curtain as supplied with new Sprites and Midgets. The rebuild includes Alumibrite frame cleaning, new polycarbonate (Lexan) windows although the original Perspex (acrylic) plastic windows are still available. These are tougher and more flexible than the original. The aluminum alloy frames have been cleaned and polished. A new rubber seal has been installed which is a real pain to install correctly. I found a classic auto upholstery shop to do this. All or most of the track felt has been removed. Additional felt is available from Victoria British for \$5.00 if you prefer. I'll include a 12" piece for each frame that you can experiment with. I don't use the felt since it is prone to jamming and/or falling out. These are shipped with the protective paper on the Lexan. The hardware mounting clips are removed for shipping. Winter months are coming so be prepared. Please look at the photos carefully since these are refurbished and not new. If you prefer new, Moss Motors has them for \$599/pair. Thanks for your interest.

John Cork 404-202-4565

email: cork9663@aol.com

I also have two 1959 Georgia license plates listed on ebay #154207396692 & #154207407323. Both are in great condition and are "D" weight classification which is hard to find. Great gift idea, and 10% discount off eBay price for local owners. Contact me for details.



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.

Jon Tucker's BJ8 For Sale



1967 Austin Healey 3000 Mk III BJ8

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



01



02

[-Internal-]

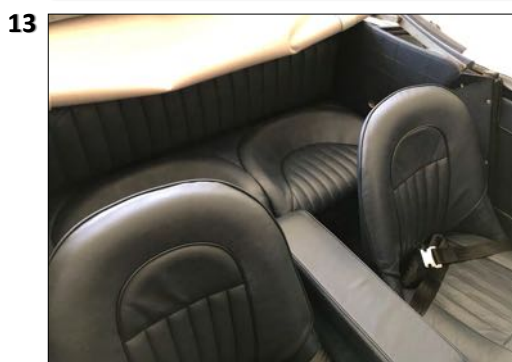
> > > Please contact the Editor when your Sale or Wanted item is done. < < <

Jon Tucker's BJ8 For Sale (cont.)



[Internal]

Jon Tucker's BJ8 For Sale (cont.)



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Jon Tucker's BJ8 For Sale (cont.)



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WANTED, or FOR SALE

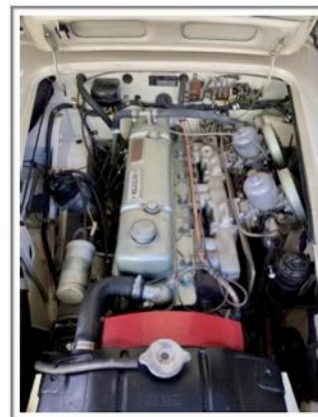
Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

For Sale 1958 BN6 (2-Seater)

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

Asking \$38.5k.

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



> > > 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

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