



Atlanta Austin-Healey Club
April-May 2021 Volume XL, Issues 4-5



Club meeting really happened! (well, virtually really), and twice

Great discussions and several animals popped in to join the fun
(Top: Mar25, Bottom: Apr29)

In this Issue

- 2 . . Contacts, Birthdays
- 3 . . Events, Request for photos
- 4 . . President's Column
- 6 . . Rick's Recap
- 7 . . Fish Fry Tech Session at Moshells



Charlie and Sheron's Fish Fry and Tech Session

A great day, nice cars needing work, good food and wonderful people to see IN PERSON AGAIN!! (p 7)

- 9 . . Peach State Aerodrome, Miles Through Time
- 10 . . Tech Corners- Barry Rosenberg
- 15 . . AAHC membership form
- 16 . . For Sale/ Wanted

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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April 2021

Wright Bagby

Birthdays



May

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Mark Johnston
Bob Wall

Don't see your name here & it should be? Send a note to the editor: rchertzy@comcast.net



Events

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

April 2021

29 AAHC Zoom virtual meeting

May

15 Springtime in the Smokies, Townsend, TN

16-21 Conclave 2021, Big Bear Lake, CA

20-23 Amelia Island Concours D'Elegance

22 Fish Fry & Greasy Fingers Session, Moshells' house, Suwanee, GA

27 May AAHC club meeting

June

5-6 Peach State Aerodrome- Vintage Day, Williamson, GA (p 9)

26 Miles through Time Car show in Clarksville, GA (p 9)

Many events in the near term will likely be online because of the pandemic.

Check our website for the latest on what we do know about events further down the road.

As local events get planned, even online events, we will send out emails to members.



June

24 AAHC Zoom virtual meeting No flyer yet on the agenda or goals for this next meeting. Keep checking the club website.

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!



Charlie Moshell
Atlanta Austin-Healey Club
Fearless Leader

April 29th Meeting Summary

Our Thursday evening April meeting had approximately 12 attendees.

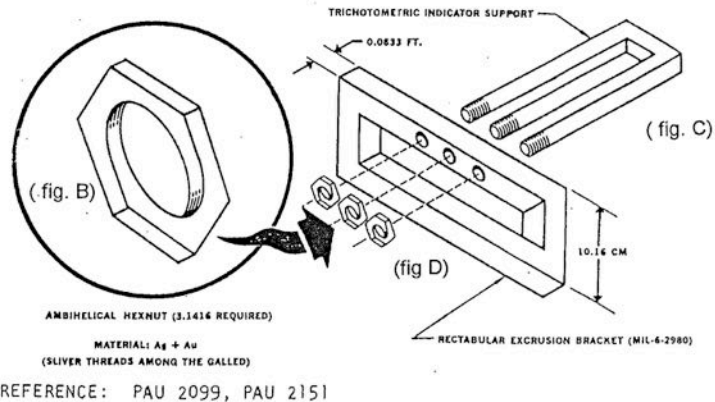
Which is a pretty good turnout.

We had some fun with a new member profile taken from a 1992 Flash describing a newly installed vice president. We reviewed a rather confusing parts tech bulletin that resulted in a few heads being scratched.

We were awaiting reports and photos from those who attended the St Paddy's Day event, and from those who went to the Walter Mitty races at Road Atlanta. But those reports did not get sent in. [Ed. note: Club members need to share! Remember what you learned in kindergarten?]

Extreme care should be exercised when using a spanner to remove the 3.1416 Ambihelical Hexnuts (fig. B) and spring washers from the Trichotometric Indicator Support (fig. C). With a soft metal drift, cautiously drive the three pins out of the Rectabular Excrusion Bracket (fig D).

Replacement of the new bracket and bolt is the straightforward reversal of the above procedure.



Plans are to move toward publishing the newsletter on a bimonthly schedule. It was suggested that if no new items are reported, we could just go back and recycle some older nostalgic newsletters.

This month we had one of our first overnight drives in awhile to Springtime in the Smokies located in Townsend TN (see the club website for details on the event). Sheron and I planned departing Friday (5/14) returning Sunday (5/16). [Ed. note: look for a story next month]

Next on our event list was one of our first in-person meet up social and Tech session Saturday May 22nd. We checked Mark's tappet noises and tried to take advantage of some extra hands and fingers to install my soft boot or tonneau cover. Rick Hertzberg brought his new tonneau also, but Nader Bagheri convinced him to work on it at home, use duct tape and bungee cords, and be very patient. Definitely a story for another day. See the photos on page 7-8.

We have several folks getting closer on finishing up on their projects and will hopefully be seeing some fresh Healey's soon. Be sure to send in some photos with an update of your progress to share.

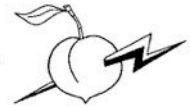
Remember to check out the web site for upcoming event information and details.

Hopefully we will receive some good reports and photos from those attending Conclave in Big Bear Lake California and the Amelia Island concours D' Elegance event this month.

Next month we have two events to attempt to put together: Peach State Aerodrome Vintage Day in Williamson Ga June 5th and a drive to Miles through Time Car show in Clarksville GA June 26th.

That's about it for now . . .

Best Regards, *Charlie Moshell*



New Officer Profile

BRUCE MADDEN

VicePresident

In 1976 Bruce Madden was looking for a sports car, and wanted an Austin-Healey. He had first been exposed to Healeys in 1968 and liked the 3000. Since it was wider than most sports cars of the day, it seemed to a young Bruce that it should handle better. His father told him, "If you don't work on cars, don't buy a used automobile." At that time, he knew practically nothing, so began looking at new cars. After looking at Fiats and Alfas, a business partner introduced him to Jensens. He immediately fell in love with the front end view, and after a couple of months bought the first of his twenty Jensen-Healeys.

Six months later, Bruce bought his partner's Jensen, and began to autocross in the SCCA. Stevan Davis had a beautiful black Jensen, and he really helped Bruce get started. The two of them campaigned his car to an amazing one-two finish at the Nationals in 1977 (Bruce was second, Stevan took first). A couple more years of autocrossing took its toll on the engine, and, after a rebuild in 1979, Bruce took first place in the SCCA Solo II Nationals in Salina, KS in 1980. He still enjoys autocross, but he does things a little differently today; his car is a Mercedes-Benz I90-2.3/16 valve with about 15,000 watts of stereo. He likens the Benz's powerplant to that of the Jensen's Lotus engine.

Bruce admits that if he had to make a living by working on cars he'd be broke, but he has become quite knowledgeable about Jensens. He has served as Technical Advisor to the Association of Jensen Owners for the past five years. Another Jensen owner, Arnold Gross of the Atlanta Club, introduced Bruce to the Austin-Healey Club in 1989. Of course, Bruce jumped right in! He helped with the Southeastern Classic III doing (you guessed it!) the gymkhana, complete with SCCA timing equipment, cones, P.A. system, etc. He has been involved with the club as Interclub coordinator (British Motor Car Day and Georgia Association of Motor Clubs) and on the calling committee; now he is vice-president. As evidenced by the next event, Bruce does several tech sessions a year, and is extremely knowledgeable about our cars.

When asked what he likes most about the Austin-Healey Club, Bruce says it's the people and how diverse a group we are, having lots of things to do and the great driving events. (What's this about the "Neal's Gap Gran Prix?") Bruce loves to go on trips. He is also looking for a "Healey Girl;" something about "a wench with a wrench."

We appreciate Bruce Madden's contributions to the Atlanta Chapter of the Austin-Healey Club of America, and look forward to a great year under his leadership.



The winning run, 1980 Salina, Kansas - SOLO II, SCCA

From the April 1992 Flash issue.

Note: Bruce Madden did agree to be our new Vice President for 2021. Thanks Bruce!

Rick's Recap

Moving to a bi-monthly issue. Mainly because stuff is just starting to happen. This month (May) we had **2 club meetings!** Virtual, and both were business/planning meetings, but still meetings, so they count. Charlie's column has details on the April meeting (p 4). The Tech Session and Fish Fry on May 22 was perfect: great weather, food, and tech glitches to keep things interesting. (p 7)

Two tours/evens coming in June Peach State Aerodrome Vintage Day in Williamson Ga June 5th and a drive to Miles Through Time Car show in Clarksville GA June 26th. Both should be fun and the tour to Clarksville should be pretty. (p 9)

Barry's Tech Corner Barry talks about computers and modern car technology: controls and materials. Then he presents lots of details on the comparative value of electric vehicles- a full analysis is very complex. Put on your thinking caps! (p 13)

Grandson Zach is not dissuaded by mere rain. When ya want to drive top down, ya just do it!!

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

AAHC-members@googlegroups.com

Only paid up members will get the email.

We are setting up a second Google Group:

"AAHC-friends"



that will allow nonmembers to see what we are doing and to share ideas. So if your message is not member-specific, consider sending your emails to both groups. Check the club website for updates on when this group reorganizing is operating.

If you have not yet paid your dues, now is a great time to do so! (p 15)

If you are a paid up member and not receiving any club emails, let me know:

-Rick Hertzberg, Editor,
rchertzy@comcast.net

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

The Fish Fry and Tech Session- Oil everywhere!



Mark Leinmiller's Healey got the first look: tappet noise. Mark and Len Thomas tried many times to get it fixed. Pam Leinmiller and Sheron Moshell ignore them, but politely.



Not everyone was a tappet helper; rather share stories! Rick Hertzberg, Nader Bagheri, John Miner, Rick Alley, Mark L, and John Harris. Not shown is Dave Loper (cover pic, top).



Now for Charlie to crank up the heat and get that oil going.



What a balanced meal! Fish and beans, and strawberry cake! Also had 2 salads. Sheron knows how to lay out a banquet! Joy Loper, Linda and Pam look on.

Thank you Sheron and Charlie for hosting!! Pics by Sheron, and Rick H



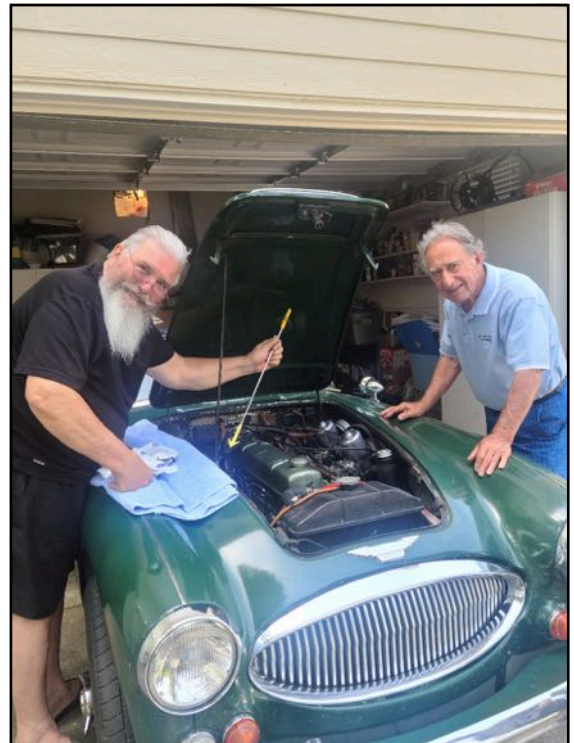
Yup. All agree the noise is tappets!



Rick H with his old tonneau. Nader: Do NOT use the old one as a pattern for the holes! Also Linda Miner, Pam Leinmiller and friend Joy



John Miner with Len Thomas, taking a break from adjusting the lifters.



Charlie and Nader rolling Charlie's car out for service, maybe.



349 Jonathans Roost Rd
Williamson, GA 30292

VINTAGE DAY June 5-6

Vintage Day is held each June! Fun for the whole family, Vintage Day features vintage airplanes, cars,

and tractors. Visitors will enjoy watching the airplanes fly in and taking part in an old-fashioned cake walk. Kids will love the candy drop, as Doug Davis' famous fly by is recreated, including dropping Babe Ruth candy bars out of a plane for the kids.

NOTE:

There is space on the Ramp For about 50 cars. If members plan on attending they need to contact her directly (see Below) . They are in the process this weekend of having a fly in with the result being they do not have a general time line yet for the event on June 5th so more details will be available as we get closer to the date.

Cayla McLeod
Marketing Manager
Peach State Aerodrome
Cayla.McLeod@peachstateaero.com
678-590-7677



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*FREE T-SHIRTS WHILE SUPPLIES LAST WITH ADMISSION TO THE MUSEUM.

Check the [club website](#) for updates!

Tech Corner by Barry Rosenberg**Tech Article: April; 2021**

Well, I have a new customer who wants to learn. So, what does he want mechanically? He has a 1275 cc engine for a Bugeye Sprite he wants rebuilt and supercharged. His engine knowledge is lacking at this time but will increase as work progresses.

I have been building engines for over 47 years and have certain ways I want things done. I should have said no to his request but the chance to teach was overriding my desire to stick to my method. First, I let him use his machine shop. So what, you ask, isn't one is as good as any other? NO! But I get ahead of myself.

First, we discuss what he wants and what he expects the engine to do when completed. He wants an original supercharger that he had restored installed on the engine. This leads to certain things done to the motor that are different from a normal rebuild. Yes, Moss and several others say you can just bolt a supercharger on the side of any engine and get a 25% boost in power. Bullshit!

Most used engines will get a broken piston or spun bearings and a tow home. So, what do I recommend for this engine. First, the old original supercharger did not produce too much boost, 4 to 5 lbs at the most, so that forged pistons would be required. Yes, I insisted on them for the last supercharged engine I built because I knew how it would be driven. This owner wants more show than go.

He will drive it but the appearances are very important, maybe more than maximum power. In one of our earlier discussions, I let him know that any good machine shop will want the pistons in hand before boring an engine. He ordered all his own parts and I am being proven correct in wanting to do it myself. Not because I make a few bucks from the parts but because I get what I know we need.

So, what happened with the pistons. He did get the .040" oversize as you might as well go as big as you can when doing what will be your last time rebuilding your engine. Most of us will not drive these cars more than 4 to 5 thousand miles a year and we will not live long enough or drive them enough to require another build. So, he took the engine to the machine shop.

The first day he brought the stuff to my shop, we spent about 2 hours looking things over. We wanted to see if we had everything we needed and if the machine work was up to my requirements. No on the machine work. One reason a machine shop needs the pistons in hand before boring is to make sure each piston has the correct piston to wall clearance required.

His 1275 requires about .0025" to .003". The machine shop fitted the pistons to the rods as they are an inference between the small end of the rod and the wrist pin. This requires heating the rod end and carefully inserting the pin thru the piston and rod. It should be centered as a show of quality workmanship but these were not. Each pin is slightly offset to one side. In actuality, it does not matter but it shows in the quality of the work. We carefully removed all the rings from each piston. Then we turned the piston and rod upside down and slid each piston in its hole in the block.

A feeler gauge slid down the side gives a very accurate idea of piston to wall clearances. We had .0025" in cylinders 1,2 and 4. #3 had less than .0015". When I build a supercharged engine, no matter how weak or strong the boost will be, I increase the piston to wall clearance by .001" to .0015" over stock. This means we needed closer to .004" clearance. My reasoning behind this is based on years of other people building supercharged engines.

Even a small increase in boost will create more heat in the combustion chamber and will cause the piston to expand a little more. His #3 cylinder with only .0015" would expand and drag in the cylinder creating a lot of heat and scoring of the piston. Plus, the extra drag will cause the rod bearing on #3 to wear prematurely due to excessive drag. When it fails in a few thousand miles, I would get the blame for a bad rebuild.

Knowing the block will have to go back to the machine shop for a little more honing, we went ahead and checked the ring gap. Check every ring including the oil rings! Ring gap is also increased slightly on a

Tech Corner (cont.)

supercharged engine to compensate for the extra heat. Knowing that the cylinders will be honed a little bit bigger, I was just checking the gap to see if the rings could be fitted by grinding the gaps to size.

Wrong again. The gaps were over .020". Stock was .013" maximum. These had way too much gap. When the block got honed, the gap became .023"; useless to me.

Why do I like to send the pistons to the machine shop with the block. You read above that the clearances were too tight but did you pay attention to the fact that #3 was tighter than the other cylinders? I took my micrometers and measured each piston. #3 piston was .001" bigger in diameter than the others. The machinist only measured one piston and bored the block to that one piston. The fact that the pistons were not all the same made a huge difference even at .001" difference.

My shop bores each cylinder for the piston that fits in it and marks them on top. Minor differences make huge impacts on the overall build quality. When they came back the second time, he had marked each piston on top with it's diameter; #3 was .001" bigger just as I measured it.

Was this our only problem? Noooo! Not at all. The first thing I noticed was a lightened flywheel, good idea. But the ring gear was not sitting flush on the flywheel so we called the machine shop and they said it had not been removed for the lightening. It only took a few minutes to fix this problem so we were ok with it. Then I noticed the bronze valve guides. I hate these. They have a very bad tendency to seize the valve and transfer metal from the guide to the valve stem. To eliminate this, you have to hone the guides to have excessive clearance, about .003". This is a worn out guide to start with. I much prefer to use the stock guides. When I tested the valve sealing, the fluid leaked out thru the guides. That is how loose they were.

The head had been shaved to increase the compression some (you might ask why I wanted higher compression in a supercharged engine and I will get into that soon) and this left a very sharp edge where the combustion chamber began. These sharp edges not only can cut you as you handle the head, they can cause a hot spot in the combustion chamber and create pre-ignition which is very detrimental to your engine. Pre-ignition is when the fuel/air mixture ignites before the plug fires due to hot spots. The piston is then trying to force its way up the cylinder as the combustion is taking place trying to force the piston down the cylinder. Two opposing forces cause an expensive problem.

A few minutes with a sanding roll in a high speed grinder took care of the problem. And next we looked at the crank. Believe it or not, it was standard size. It had never been turned to an undersize. I checked the diameter and found it to be fine; very hard to believe. There were signs that the engine had been balanced and the crank had spots where metal was removed. The flywheel had several drill indents where it had been balanced after lightening. The same for the new crank pulley and the rods.

I showed him how one rod had no metal removed from the big end and pointed out it was the lightest. The other three rods had enough metal removed from the big end to weigh the same as the light one. You could see enough of the small end inside the piston was done the same way. The lightest big end was not the same rod with the lightest small end. Now that each end weighed the same on a balance scale, the rods were all the same weight. I saw no signs under the pistons where they were balanced. I would have thought that the one that was bigger in diameter would have weighed more. I cannot say they were all the same weight and it will ruin the pistons to have them removed and balanced.

All the above shows that building a stock engine and a performance engine requires different machine work and more expense. But do it right the first time and it saves a whole lot of money. Let me make one thing clear: I did not talk to the machine shop so I cannot say what directions they were given. I know to ask for very specific things with my shops and that could have been the difference in what I want and need and what we got. Communication in this step is very important. My fault for not interceding.

Tech Corner (cont.)

I have contacted the company that supplied the pistons, Mini Mania, and they are shipping another set of rings free of any charge that hopefully will be tight so I may set the gaps where I want them. The last engine I built required a special set be made after two attempts to get ones that fit from England. I hope we do not have to do the same here.

I want to give a short (yeh, short from me) explanation of the cam choice and why we need higher compression even with a supercharger. If you look at what are known as cam specs, one will notice they list how long the valve is off the seat; how high it gets lifted by the lobes; and how much time both valves are open at the same time (known as overlap). The length of time the valves are off the seats (opened) and their overlap will lower the compression as they are increased.

If you take a stock engine and take a compression check then only swap the cam to a performance ground one, the compression will be lower. With the valves open longer and more overlap, compression escapes out the ports. If you shave the head to raise compression ratio and then install the performance cam, the compression will be the same or a little higher. Notice the two terms, compression and compression ratio. They are not the same.

Compression ratio is strictly a mathematically derived number based on the volume in the cylinder for the piston at top dead center (TDC) and bottom dead center (BDC). You also measure the volume of the combustion chamber, any dish or dome on the piston and the space around the piston down to the top ring. Compression is how much you compress the air inside the cylinder considering how much escapes out the ports with the cam profile in the engine and the gap in the rings.

You can have a 12:1 compression ratio and have only 100 lbs of compression if you have a very high performance cam. With a stock cam, this engine could have over 250 lbs of compression. So, if we left the compression ratio stock with a performance cam, his compression would be too low for any power gain even with the supercharger.

Wow, I have been typing for some time so I will end here and pick up next month. There will be lots more to discuss with this engine. So, stay safe and I hope to see y'all somewhere soon.

Barry Rosenberg

British Car Service

770-689-7573

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Tech Article: May; 2021,

Last article I left off hoping to get a second set of rings that would fit the 1275 engine we are building. Sad to say, we were not rewarded with a usable set. The new rings had the same problem. This began a several long weeks search for rings. We contacted all the major makers of piston rings. I gave them the measurements we needed in thickness, width, gap, diameter, etc. And none said they could help. Some never returned our calls or emails.

We contacted a few companies that make custom rings to no avail. I talked to Deves, makers of the original rings, and they finally admitted they could make us a set to our specifications and at reasonable cost. They took a different set of rings that I know not what they fit and made them the correct thickness for our pistons. When I test fitted them to the engine, there was no gap.

Tech Corner (part 2)

At last, a good set of rings. They were test fitted in the pistons to make sure they would fit and we finally had our rings. I spent a couple hours fitting each ring to a cylinder by cutting small amounts from the gaps. Eventually I had a full set of rings with a .017" top gap and .015" second ring gap. Now we can begin assembly.

Cam bearings were already installed in the engine but I very carefully checked the rear most bearing to make damn sure it was installed correctly. In the past, I had a problem with a 1275 engine with their being no oil pressure the second time you cranked the engine. These engines make the pump work pretty hard with their location, on the back end of the camshaft, between the engine block and the back plate and flywheel.

On my engine, the rear bearing was left proud of the back of the block by a few thousandths of an inch. You could barely feel it. But, this kept the pump from seating fully to the gasket and when the oil was warm and the engine allowed to sit for awhile, it leaked out the pump and there was just enough gap between the pump and block that it created a vacuum leak and it would not suck oil thru the system. Had to pull the engine, flywheel and clutch, back plate and tap the bearing in that few thousandths of an inch. Once all back together, it worked fine.

You better believe I made sure not to repeat that problem. On 1275 engines, they (the factory engineers) removed the side cover plates allowing you to install and remove the lifters without tearing the engine apart. The lifters go in first and then the camshaft. So, those items got lubricated with special grease and petroleum jelly and slid into place.

At least that was how it should have gone. I like to test fit lifters before installing them. I also like to use a dingleberry hone to clean the lifter bores first. Some lifters still were too tight so a short time in the lathe with a strip of 600 grit paper cleaned up the outside surfaces and then they all fit. You could just force them in but that will cause scoring of the lifter as it breaks in while running.

So, we did get the lifters and cam installed and then went on to the crank. We used a flat file to clean up any "flaring" of edges and cleaned and checked every bearing and main cap. One thing to look for is the bearing size stamped on the back. Look and make sure every one is the same oversize. I have gotten mismatched bearings a long time ago. Luckily, the ones I had were all .010" oversize except one which was .020" oversize.

When the crank locked down due to the oversized bearing, it was easy to detect which was bad. But suppose one bearing was standard size? It would not have locked the crank and the engine could have gone out the door with low oil pressure down the road a few miles. Since that time, I inspect every bearing and so should you.

Believe it or not, we did get the block assembled. I was able to set the cam timing to specs by making a 3 degree offset woodruff key. After setting the cam, almost everything else went as it should. The owner supplied re-enforcing bars for the oil pan rails and timing chain cover. The seals and gaskets supplied in the gasket kits all fit well. I like to adjust the valves before installing the oil pumps.

I pack the pumps with petroleum jelly to guarantee there will be enough vacuum to suck oil into the pump as soon as the engine turns over. This requires I adjust the valves before installing the pumps. As the owner had the rocker assembly rebuilt, all we did was clean it. We dropped the new pushrods into the lifters (remember they went in first thing) and placed the rocker arm assembly on top.

After everything was torqued to specs, I checked and prepared to set the valve clearance. It was very easy to do, I could have used a wooden ruler. The gap was close to 1/4". Oops, too big. We did some research and found the wrong new pushrods were sent by the supplier, 1098 set in place of a 1275 set. Their difference is about 1/4".

Luckily, the owner had the originals and they were fine. If your car always has a slight ticking no matter how many times you adjust your valves try this. Pull a pushrod, most can be removed without pulling the rocker arm assembly. On MGs you need to remove the head bolts to pull the rocker arm assembly; don't do this. On

Tech Corner (part 2)

Triumphs you can unbolt the rocker pedestals without touching the head bolt so you could pull the assembly off.

Once you have a pushrod out (keep them in the same lifter, do not mix them up) look at the round end that seats in the lifter. If you see a small tit in the center, very carefully grind or sand this off. The lifter should seat on the polished outer curved surface so you do not need to polish the center. Clean it well and replace. Check all your pushrods and repair as needed. Make sure to set your valves back to clearance.

One quick word of advice, there are lots of parts to an engine that do not need replacing at a rebuild. If you are working with a shop, ask them what you will need. I hardly ever replace pushrods during a rebuild. Repair and clean is all they need. No need to spend money you don't have to.

The last step after completing the rebuild before installation is painting. I like to use a hardened acrylic enamel with a gloss hardener. It sticks very well to a cleaned block without any primer and holds up to the heat, hot oil and antifreeze. The owner wanted me to use POR enamel. Again, I should have said no but he already had it.

The POR people said their paint was different than other enamels and we needed a special reducer/thinner. I could not use my stuff so the owner took a short drive all the way across Atlanta to Summit who had the stuff in stock. I cleaned the engine after taping off what we did not want painted and thinned the paint. They said it could be applied straight from the can without thinner but it would never have gone thru my paint gun. It was as thick as black strap molasses.

Following my method of thinning, it sprayed beautifully. However, this was the first time I ever had to clean my paint gun's nozzle and tip half way thru painting an engine. The paint hardened in the tips between coats. Three coats made it look great. It now awaits the car.

Well, this article is shorter than last months so I will end now. Still be safe out there and get your shots. I did, the Moderna, and the second shot felt like I was hit by a train the next day. I was sick as if I had the flu for over 24 hours. My wife and 90 year old mother-in-law had zero effect from their shots. If they say get a booster shot next year, screw them. I never want to feel that bad again. It is getting better out there so stop by for a visit. Hope to see y'all somewhere soon.

Barry Rosenberg
British Car Service
568 Bent Tree Dr.
Jasper, Ga. 30143

- - - - -

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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.

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(Specify application: 100-4, 100-6, BJ8, etc)

Complete Kit \$65 + \$8 shipping
Contact: John Jones
britthirdlight@yahoo.com
704-351-0933

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.

Chuck Vanderwoud's 1962 BT7 For Sale



Our family bought the car in 1962 new and currently has approx. 21,100 original miles. Updated work was performed by Speedwell of Watkinsville GA. last year to ensure road worthiness. The vehicle is up for sale and the pictures were taken by Speedwell. We have all repair documentation and original paperwork including the bill of sale. If you have interest in purchase of the vehicle please contact me for any questions or PDF of the work performed. Black with red interior. Original paint and interior.

Chuck Vanderwoud

1251 Chipmunk Forest Chase
Powder Springs, GA 30127

770 966 0926 H
770 283 4276 C

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

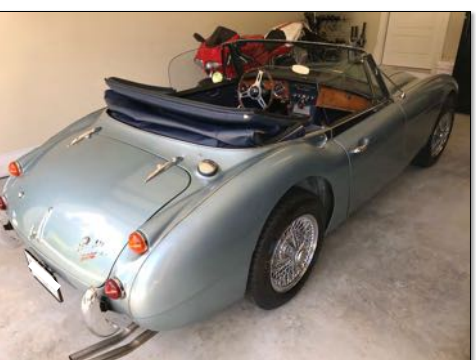


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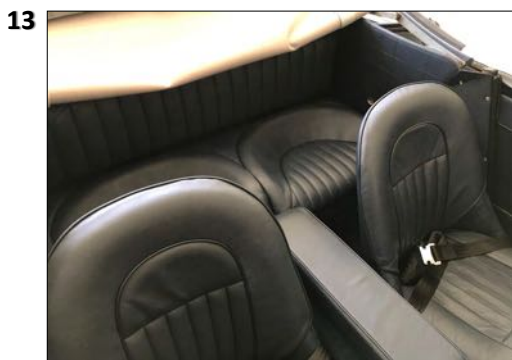
> > > Please contact the Editor when your Sale or Wanted item is done. < < <

Jon Tucker's BJ8 For Sale (cont.)



[-Internal-]

Jon Tucker's BJ8 For Sale (cont.)



[-Internal-]



[-Internal-]

Jon Tucker's BJ8 For Sale (cont.)



[-Internal-]



[-Internal-]

WANTED, or FOR SALE

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

WANTED: Parts Needed

Working on (2) projects and am looking for the following parts:

Short term project: Building a MK1, 1962 MG (GAN2 VIN prefix). I need a:

(buildable condition) **1098 Engine.** I'd like to keep it "Year and Make" accurate if I can, but a 1275 engine would work also.

Tach and Speedo for MK1, 1962 MG

I purchased the car with no engine, transmission, Tach or Speedo, but otherwise complete and with only 2 rust through spots (on bottom of each front wing in the usual place).

Longer term project: Building a Bugeye from tub up (currently on a rotisserie to replace floor pan and spring boxes). If you have any BE parts (interior or exterior) you're not using / would part with - send me a list please!

Thanks All !

Lee Etterling

Betterling01@gmail.com

678.630.5013

WANTED:

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

Regards, markhenderson3376@gmail.com

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



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