

The Flash



Jan / Feb / Mar 2022

Material deadline for the next Issue is 25 March



Volume MMXXII Issue 1

Visit our Web Site:
<http://www.atlantahealeys.org>



Arthur and Sally Berry in Mark Leinmiller's red 1959 Healey
Karen Meinzen wishing Arthur and Sally a good ride



Volume MMXXII Issue

Atlanta Austin Healey Club

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

THE FLASH

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Legal Stuff-

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Contributions to The Flash are greatly appreciated and welcomed. It is preferred that material be e-mailed or submitted electronic media using Microsoft Compatible Word and labeled with the name of the article and author. Please convert Apple or MAC files to MS format. A printed copy accompanying the electronic file would be appreciated. Articles are also accepted on plain old paper.

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Editors' Note

What's old is new again!

Robb Handshuh & Kate O'leary are resuming the publication of the Atlanta Austin Healey Club News Letter "The Flash". While some information may redundant from the club's web site, we hope The Flash popping up in your email in-box will ensure continued communications with all members that may not be checking the club web-site on a regular basis. We would like to thank Rick Hertzberg for his effort to produce The Flash for the past several years.

Members are encouraged to submit articles, photographs or other materials of interest by mailing them to the address shown below.

Atlanta Austin Healey Club Editor
1179 Wingate Drive SW
Marietta, GA 30064

Members may also submit items of interest via e-mail by sending them to:

b947585@gmail.com

(and/or) **kaoleary73@gmail.com**

Atlanta President
Charlie Moshell

A shout out is in order to Rob Handshuh and Kate O’Leary for taking on the task of our newsletter editor upon his eventual return to the Atlanta area. Help support our newsletter by submitting write ups and photos of your projects, gathering and general interest activities you may be involved in.

Hopefully as we move forward into 2022, we will be in a position to come out of the Covid hibernation that has limited our in-person gatherings and comradery.

We have an in-n person meeting scheduled for Saturday March 5th in Roswell in an effort to get us back on track. We have SE classic planning as well as our general activity planning to review, discuss and implementation.

This will be a great opportunity for our SE Classic planning committee to share and update the details with everyone abouts what’s occurred during the initial planning, where we are now, and what needs to be accomplished over the next few months.

In the meantime, we will establish and schedule some group events that will provide the fun and enjoyment that comes along with club membership and participation. So, if you have any suggestions, ideas, dreams for activities for any of the three categories listed below, bring them with you to the meeting or send them to my attention charliemoshell@aol.com.

The categories of events include but are not limited to;

SE Classic; Planning, meeting, Hilton Head visit, & execution

Social Gatherings; British Car Day, British Car Fayre, SE British Car Festival, Ice Cream Social etc.

Destination Drives; local, regional and national, destination, picnic, brewery, apple run, or whatever.

Tech Sessions; mechanical, electrical, soft trim etc.

At our march 5th meeting we can finalize how to get back with a monthly meeting on a regularly scheduled calendar.

Destination drives; have always been popular as the preferred mechanism for social interactively allowing the social distancing when desired.

From our past bucket list a few suggestions are listed below;

- ⇒ Carolinas August Overnighter Ashville NC area
- ⇒ Annual Chris Gore Memorial Tour
- ⇒ Drive to Stumphouse Mountain Tunnel Walhalla SC
- ⇒ Drive to the “Road to Nowhere” Byson City NC
- ⇒ Drive to Cloudland Canyon and garage tour
- ⇒ Drive to Cave Spring GA
- ⇒ Drive to Little River Canyon AL
- ⇒ Drive to Warm Springs GA
- ⇒ Drive to Greensboro GA
- ⇒ Drive to Whistle Stop Café, Juliet Gas
- ⇒ Annual Kassow Kruise Memorial Tour
- ⇒ Annual Polar Bear Drive/Run

Tech Sessions; A desire to resurrect the long-time standing tradition of hosting tech sessions in an effort to share expertise regarding the peculiarities and so-called tricks of the trade has been expressed by those who actually work on their cars. The last one in 2021 was coupled with a fish fry and had great turnout.

Step 1, Think about topics that would be of interest and helpful to you.

Step 2 Write down a description with as much information as possible

Step 3 Bring you suggestions and ideas to the March 5th meeting.

For now, that’s all Folks!
Charlie Mo



Atlanta Club Happenings

Mar 5, 22 10:00 am to 1:00 pm - AAHC Planning Meeting

500 Sugar Mill Rd (off Roswell Rd) Atlanta, GA 30350

RSVP by 3/4/22 for Pizza Lunch - Smoshell@aol.com or call 678-634-9473

Note: This is the important annual meeting to map out Events & Happenings for 2022 and S/E Classic updates coming this November.

All Members are highly encouraged to attend!!

Next Club Meeting / Zoom Call -

TBA

Watch your e-mail during the year for unscheduled Tech Sessions and impromptu drives

Local Happenings

Spring Tune-Up Tech Session (in conjunction with the Peachtree MG Club)

Date; April 2nd

Start Time; 9:30am

Location; British Car Service

568 Bent Tree Drive, Jasper, Ga. 30143

Contact Info; Barry Rosenberg

britcars@bellsouth.net

770-689-7573

You Must RSVP if you want to attend and eat.

Subject; Tuning your car for the driving season General questions and answers

We have had this tech session for many years and we are going back to our old plans. We will start about 9:30 with a light breakfast of coffee, juice and donuts (maybe a few sausage biscuits). Then we will go over tuning your car that will include work on your distributor, valve adjusting, setting timing, carb adjusting, etc. After we are done playing, about 12:00, we will have burgers, dogs and the fixings. Then you go home.

What to bring;

Tools;

Such as torque wrench, various open and box end wrenches, screw drivers, timing light if you have one and anything you think you may need. If in doubt, contact me ahead of the tech session and I will recommend what you need.

Parts;

Valve cover gasket (no Lotus 907 *{sorry, J/H owners ed.}* or Stag engines), points, plugs, wires, cap, rotor, etc. If you do not have the parts, I will place one order from Moss and order what you need and let you have it at my cost. Contact me at least three or four weeks before the session to discuss what you may need.

Directions –

If you do not have GPS; thru town, Take 515 north to Jasper. Turn right on Highway 53 (Church Street). There is an Ingles on your right at the intersection. Follow 53 until you cross Main Street and go thru that light to the next light where there is a Walgreens. Get into the left turn lane and turn left off of 53 at the Walgreens. This is Burnt Mountain. Cross the tracks and turn right at the 3 way stop by the Shell station. This is Cove Road. Follow Cove about 6 miles to Bent Tree Drive on your left. Just before Bent Tree Dr. is a fire station on the right. There is a sign on the left at Bent Tree. Go down Bent Tree until you see a white church on your right. The brown shop and house past the church is me. If you pass the lake, you went too far.

Local Happenings (cont.)

Spring Tune-Up Tech Session (in conjunction with the Peachtree MG Club) Cont.

There is a more scenic route if you do not mind twisty roads, use GPS for that route.

One request; The Peachtree MG club would appreciate it if you would bring a \$5 or \$10 donation to our charity. It is not required for your attendance but would be nice.

Any questions, please do not hesitate in contacting me.

Remember to RSVP:

Barry Rosenberg britcars@bellsouth.net 770-689-7573

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Caffeine & Chrome 2022

Don't miss Caffeine and Chrome! Join Gateway Classic Cars at one of our nationwide showrooms for our monthly event. This classic car celebration is open to the public and has NO admission fee.

Cruise in with your collectible car or daily driver and bring your appetite. Indulge in pastries and coffee while supplies last. All makes, and models are welcome with plenty of parking space.

Gather around with the car community on the last Saturday of every month for an experience you will not forget. Not to mention, we have a museum full of classic, exotic, and muscle cars.

This is a family friendly event!



2022 Event Dates

January 29th • February 26th • March 26th • April 30th

May 28th • June 25th • July 30th • August 27th

September 24th • October 29th - Trunk or Treat

December 3rd - Holiday Party

Admission: Complimentary

Event Time - 9 AM - 12 PM

Atlanta Location:

1870 McFarland Park-
way
Suite 300

Alpharetta GA
30005

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Southeastern Classic XXXV

November 3-6, 2022

Welcome to Southeastern Classic XXXV. It's hard to believe some of us have been doing this for 35 years! As hosts for this event, the Atlanta Chapter of the Austin Healey Club of America welcomes you to this year's location – Hilton Head Island, SC!

Please join us for some of our traditional SEC favorite activities and events:

- Hospitality with old and new friends
- Self-guided tours
- Tech sessions
- Regalia
- Silent auction
- Funkhana
- Car Show (it's all about our Healeys)
- Awards Banquet

We have also added some unique twists to include:

- Outside venue to the Low Country Celebration Park adjacent to the hotel
- Excellent hotel location within walking distance to the well-known Coligny Beach Park and famous local restaurants.
- Low Country Boil Awards Banquet, a local tradition.
- Ladies Wine Glass Painting Event
- And a unique SEC Car Show Opportunity. The show will be held Saturday on the 17th fairway of the Port Royal Golf Club's Planter's Row Golf Course, adjacent to the Hilton Head Island Motoring Festival Club Car Showcase,

Your SEC Event registration includes two (2) tickets for both Saturday's and Sunday's HHI Motoring Festival events. You will be free to roam the entire field of vehicles on Saturday and again on Sunday, at your leisure. Please check out their website at www.hhiconcours.com.

The Hilton Head Island Concours d' Elegance & Motoring Festival is a multi-day world-class experience; its two-day format makes it unique to other Concours events.

Sunday, there is an array of 100-200 outstanding cars and motorcycles displayed across the fairways of Port Royal Golf Club's Golf Courses. These vehicles are exceedingly rare, unique and of the highest level of restoration.

The [#]HHI Motoring Festival welcomes you to apply independently for their Sunday Concours d' Elegance show if you wish to have your car included and judged. They will be selecting 10-12 Healey's split between the 100's and 3000's for this year's show.

Go to www.healeyclub.org to register on-line. The event is located on the November calendar. You do not have to be a member to register. If you are an AHAC member, login and go to the calendar. If not, you can still register via the Events/Calendar.

If you have any questions please contact Charlie Moshell (charliemoshell@aol.com), Sharon Moshell (smoshell@aol.com) or John Miner (Registration) at jrminer47@gmail.com.

Southeastern Classic XXXV

November 3-6, 2022

Tentative Schedule and General Information:

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Golf Cart shuttles will be available to provide ease of navigation around the HHI Motoring Festival automotive display. Shuttle service will also be available to and from our wonderful host hotel, the Holiday Inn Express Hilton Head Island, at 2 Tanglewood Dr, Hilton Head Island, SC 29928. (843) 842-6662.

As folks arrive on Thursday, we will be hosting Hospitality. Beverages and snacks provided.

Friday is our "FUNday Friday". We encourage you to take in the sites of the island, the beaches, or even some self-directed driving tours, Burnt Church Distillery being a popular spot. Tech Sessions in the afternoon are always a hit as well. The ladies will have their own tech session this year, a Wine Glass Painting Class. No skills or supplies needed. BYOB is recommended. We will be limited to 40 registrations.

Continuing with "FUNday Friday" will be the Funkhana at the Celebration Park next door to the Holiday Inn Express. All within walking distance. Friday evening dinner is on your own. You can experience the many wonderful restaurants on the island, or you can keep it simple and partake in the delicious food trucks we will have available at the Park as well. Tables and chairs will be set up to accommodate the meal and hospitality.

Saturday morning will be our Southeastern Classic Car Show on the 17th fairway at Port Royal. We are limited to 80 cars, thus only one car will be allowed per registration. **Must be registered by October 14th to be eligible to participate in the show.**

Saturday evening, we will be having our SEC Awards Banquet. It will be a very casual event since it will be outside on the lawn at Celebration Park, ending the SE Classic with a traditional Low Country Boil. For those who are not into seafood, barbeque will be available as well. Do I dare say, "Hospitality" again? You are welcome to BYOB. Some refreshments will be provided.

Our SEC event is officially over following the Awards Banquet. However, for those who would like to stay another day and enjoy your tickets to the HHI Concours d' Elegance on Sunday (included in your registration), the Holiday Inn Express is extending our deeply-discounted room rate of \$159/night to Sunday evening as well.

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Local Happenings (cont.)

HSR (Road Atlanta)

Our annual Spring Fling at Sebring April 6th - 8th and the storied Mitty at Road Atlanta April 28th - May 1st . The Mitty will feature any and all Sports Racers. Get your entries in and reserve your spot on the grid!



Other Happenings#

**27th Annual Amelia Concours d'Elegance:
A motoring event unlike any other March 3-6 2022
Concours d'Elegance Car Show Sunday March 6, 2022**

Info / tickets - <https://www.hagerty.com/media/tags/concours-delegance/>

Healey Cameo Appearance



Can you guess the TV Show and Year this Healey made a cameo appearance?

Answer on Page 16

Arthur Berry Visit

Article by John May

Photos by Karen Meinzen

Yesterday (02/06/2022) was a wonderful day, with the best February day one could ask for. Sunshine and around 50 degrees.

After one Healey failed to pass its test drive on Saturday, we had 4 Healeys and 8 members there to wish the best for Arthur and Sally Berry. Their children and grandchildren were there as well, so we had a large manageable crowd. The Berry's three generations had a great time, talking Healeys and events from decades ago.

In attendance were Charlie and Sharon Moshell (BJ8), Mark and Pam Leinmiller (Red BT7), John and Lynda May, Karen Meinzen (Lucky Lady) and Laurie Jordan (gorgeous blue BJ8) were there. Mark brought the club photo albums, which are always fun to look through.

After carefully helping Arthur into Mark's roadster, they, along with Arthur's grandson Will, took a spin, followed by Sally in Lucky Lady with Karen. They had a ball, even visiting the Berry's former neighbors and their old house in Sandy Springs, where the club had a few meetings.

The smiles on Arthur and Sally's faces were a real bonus to a great afternoon of tall tales and remanences with Healey friends past and present.



Setting up for the Drive



Sally and Arthur in a car that seems like home



Generations: Arthur, Sally Berry, grandson Will



Sally Berry, grandson Will, Arthur, and Mark Leinmiller in Mark's BT7

Tech Article: January 2022: Part 1

A new year is here and I have no resolutions because they never make it past the first month. Hope everyone had a great Christmas, Chanukah and New Year. Our new year started off with a bam. Literally, a bam. We were driving home from a winery, I had not been drinking as I do not partake of the fermented crushed grape juice.

As Patty does, she let me drive home. About a mile down the road from the winery, BAM, we ran into a horse. Yes, you read that correctly, a horse. The road was a narrow two lane state highway with a deep drop off along the right side of the road. The left side has lots of trees next to the road. We were discussing the speed limit along the road when I checked our speed, 55 mph as posted.

When I looked up, there was a horse walking into my lane. I could not swerve much to the right or we would have rolled down the hill and probably been killed. No need to even think about going to the left, there as a horses ass in that lane. Moving as far to the right as safe and sharply applying the brakes, we hit the horse with the driver's side mirror at his right front shoulder. I saw his head hit the windshield.

I stopped as soon as we could and got out to check on the horse, Thank goodness he was walking away. Some one driving behind us stopped as he happened to know who owned the horse and after seeing we all looked to be ok, he went to get the owner who lived across the road by the pasture the horse escaped from, for at least the second time. Within less than a minute of everyone stopping, a state patrol showed up with lights flashing. He happened to be driving down the road.

He checked with us and then went to talk to the owner of the horse. We turned around, after picking up the remains of our mirror and went to talk to the owner. I was petting the horse while the owner looked him over and could find no injuries. It was dumb luck we hit him in such a strong area of his body. A few seconds later and we would have hit him in his mid section and probably broken his legs and tossed him into our windshield, injuring us both.

The patrol officer kept asking if I wanted to file a claim against the owner but I said we were just so relieved the horse was ok, we would not. That was one way to start your new year. Close to death by horse.

Hope all yalls started better.

Now let's talk about car stuff. I have been working on a MGB in the shop for quite awhile. My goal is to complete it by the end of January. I am building the engine; doing brake work and some suspension stuff. While the engine was out, I replaced the missing subframe mounting pads. One thing the owner wanted was his engine compartment cleaned and he brought me one can of Krylon gloss black spray paint with which to do it. I told him no, it could not be done. For one, the exterior had been painted bright yellow and the engine compartment was old original green.

You know how bad engine compartments get, rust, grease, brake fluid runs, nasty brake and fuel lines, wiring harness looking like spaghetti, etc. I told him the only way I would do it was to completely strip every thing from under the hood, sand blast to bare metal, epoxy prime and paint with a hardened acrylic enamel.

Then every item would be stripped, primed and painted the same way. Brake and fuel lines would be polished and clear coated. Hydraulic cylinders would be rebuilt and cleaned as if new. The wiring harness would be cleaned and taped to match the original. Now, this is a little more involved than using one can of Krylon but it is the only way to do it right. Not doing it the correct way is to bring complaints a year down the road. When it started looking like crap again, he would complain I didn't do it right. And he would be correct.

He did not want to spend the money and I strongly agreed with him. The cost would be near \$4,500 for parts and labor to do it right. Trying to use one can of paint would make it worse. I agreed I would just clean it as best as I could and make sure every thing I took out and put back would be painted and look restored.

Tech Article: January 2022: Part 2

So, the question is how is this done? This is what I will write about. How to paint parts when detailing your car. My favorite way is to use a gloss hardened acrylic enamel and a Harbor Freight suction spray gun. Most of what I paint is black. Engines, heater boxes, hydraulic cylinder mounts, etc are all black. Unless it is an early MGB, Midget, Sprite or Healey. Even those engines get the hardened acrylic mixed to original colors.

To start with, any thing you want to paint should be stripped of all paint. Clean it with a thinner or a cheap brake clean. Let it dry thoroughly. I do not always sand things but if the original part is shiny, a little scuffing is called for. Use an epoxy primer, from a spray can is ok with small parts but use a mix with bigger items. It just holds up better. Note, I DO NOT prime engines. I clean them very well and paint.

I roughly follow the paint mix ratios; it isn't as critical as when painting the car. I use a small water bottle, dry of course, and mark the side with about a 8-4-2 ratio of paint, reducer and hardener. The advantage of the acrylic enamel is it holds up to carb cleaner, hot oil and anti-freeze. Spray can paint will not. Light coats and several of them works best if you have the patience. Let them dry before touching them.

If you are one that has to test it before time and hate leaving your finger prints in the paint, spray some on a piece of cardboard and use that as your test spot.

On this MGB, I wanted to clean the radiator as someone had tried to polish the brass top and bottom and did a terrible job. I cleaned the radiator in my cleaning sink and let it dry. Then I sprayed it with brake clean until it was clean and dry. A light scuffing on the top and bottom tank and then I sprayed it. As this was not a restoration, I cheated and used a spray can of VHT paint. It is one of the best spray can varieties on the market.

I choose this as I was saving money for the customer. I know it was not the best but it looks good. First, I used VHT flat black on the core. There are special paints for radiators that supposedly dissipate heat better but I have never noticed any problems with flat black. After allowing it to dry, I covered the core with tape and paper on both sides. Then I sprayed the top and bottom tanks with VHT gloss black. By the way, VHT stands for very high temperature and they have some good to 2,000 degrees. Hopefully, your radiator will never get that hot.

Once you remove the paper, the radiator looks new. It has always been my experience that no matter how long a radiator sits; nor how much you twist and turn it to drain, it always has a little more old stinky water left to leak out on your pants leg.

If this was a full restoration, I would have mixed the acrylic paint and used it. Mixing, spraying and cleaning up takes three or four times as long and cannot be justified unless doing a full restoration. Engines are always painted with it unless the owner brings me his own concoction which I will never allow again.

He had an old ugly rusty exhaust header that we were reusing. I cleaned it and scuffed it and used VHT cast iron spray paint on it. It works great on the exhaust manifold whether cast iron or steel headers. The paint is good up to 2,000 degrees! Your exhaust should not get that hot. If you have an original cast iron exhaust manifold, this paint is the best there is to make it look new.

This seems to be a little longer than planned. That may just be the way it appears as I use a larger type now that I am older. Larger letters take up more space. But I can't see the smaller letters any more. Next month, I will continue with this train of thought. That means I need to remember to write again in a months time.

Well, I hope to see yall somewhere soon. Stay safe and watch out for loose horses. Never know when you just might run into one.

Barry Rosenberg

Tech Article: February 2022: Part 1

Last month I was discussing painting details. I need to clarify one small item, two items actually. One is that I did not reach my goal of completing the MGB by the end of the month. Both weather; super cold with no real heat yet in the shop and health. Some how I threw my back out once again and that takes ten days to recover. It must have happened when either playing with Bolt or picking up small limbs in the yard. Either way, those who have bad backs know the pain it can impart.

The other item is on painting the radiator. I said I used a spray can of VHT paint. Besides being easier and faster than mixing hardened enamel; it has another benefit. The more paint one puts on a radiator, the more heat retention it has. The hardened enamel holds in more heat than the thinner layer of VHT spray can. One needs to be a little careful on how thick the paint becomes.

Let me spend a paragraph on painting the area around the hydraulic cylinders. Once the cylinders are removed, wash the area very good with water. Then you must strip the area to bare metal. Sand or wire brush the area and clean with any cheap brake cleaner. Let it dry. Repeat the steps. Brake fluid can get into the metal and if you do not clean this area to a surgical degree, your new paint will fail.

Once the area is clean and dry, spray it off with some thinner, let it dry. Then use an epoxy primer, yes spray can is ok but not preferred. Then you can paint the area with a hardened enamel and hope you got it clean enough. Anything that gets bolted to this area needs to be cleaned just as well. The brackets that hold the cylinders should be sandblasted first. Then use an epoxy primer.

It is a bad fact that normal brake fluid will remove paint and it does not matter what kind of paint you use. The brake fluid choice can make a difference but I do not suggest Dot 5 silicone. Just for ya'll that like Dot 5, I agree it has the benefit of not hurting paint; but, do not spill it on anything that you may want to repaint in the near future. Also, Wilwood does not recommend Dot 5 in their systems, they say use Dot 4.

(Girling / Lucas / TRW note the use of DOT 5 silicon brake voids warranty on new master cylinders) ed.

While on hydraulic stuff, suppose you want to paint your master cylinders. Some came a gold color and as far as I know, it is not a color you can find at any Ace or Home Depot. After cleaning the cylinder, I sand blast the outside after a full disassembly and plugging all the holes, I use an epoxy primer, yes spray can is still ok, and then use a gold paint with a light over spray of a bronze to get close to the original color. Then I will clear coat them.

Once you do this, you have to be very careful pouring in the fluid. Make sure your lines are all tight. If you are using brake fluid near your car, it is best if you have a container of plain water handy. Should you drip some brake fluid on the paint, flush it with the water as quick as possible. It will flush it off and not harm the paint. Just 30 seconds of brake fluid sitting on paint can cause a color change even if it does not lift the paint.

Also remember to keep any and all rags away from the paint if you even think they may have come in contact with brake fluid. If you think I have spent too much time discussing brake fluid and paint, ask anyone who had the two come together.

If you are planning to paint the entire under hood area, then; I am sorry to say, it has to be completely stripped of every thing under the hood. This means all brake lines, wiring harness, relays, fuses, etc. Then a trip to the car wash is called for. Wash as much gunk off the car as possible. I used to spray the area with Safety Kleen fluid before taking the car to the wash and then using the hot soapy water and then the rinse cycle. It is best to sand blast the area to bare metal after it dries. Sorry, anything less will not hold up over the years and will all ways look like you did not take the time to do it correctly.

Here, I would use a mixed epoxy primer and gloss paint to match the exterior as close as possible. If you are not painting the entire car and that is not what this article is about, then you will never perfectly match the old paint with the new paint. It will be close but not exact. If you mask from the lip of the hood closing area and paint the lip that is under the hood, any color miss match will be hard to detect to the casual looker.

Tech Corner (Cont.) - Barry Rosenberg

Tech Article: February 2022: Part 2

I would not paint the area where the fender mounting bolts are as that can leave a slight line in the paint where the original fender paint meets the new paint. If the different paints meet on the edge of the lip, it almost becomes one uniform job.

Everything that you return to it's correct place in the engine compartment should be treated to the same clean, prime and paint. If you are reusing your original hydraulic lines; it is easier than bending new, then sand them clean; then polish with 0000 steel wool. Wash off with brake clean or thinner and clear coat them. Make sure your fittings rotate smoothly before clear coating. And I should say to flush the lines before anything and not near your car!

When you reassemble the engine compartment, I suggest you use all new bolts, screws, clamps and small brackets. It just looks better. I personally prefer grade 8 cadmium plated hardware that is easy to obtain from many sources and will look better longer than grade Ace hardware cheap stuff. I bet it would not add \$100 to your total cost. Don't get cheap this close to the finish. If you are not restoring to absolute original, you do not need to worry is your radiator mounting screws having a point at the end or are flat. The original MGB screws ended in a slight point. You can use standard Phillips screws and not need the Posi Drive as original.

These little finishing details are what makes all your effort look good. If you do all that I have talked about, you will see why it is so expensive for a shop to do it. It takes a lot of time, way more than in parts and material (except for the professional quality paint products). One can of Krylon black will not do.

Well I have been sitting long enough so it may be time to go play with Bolt. He needs to poop as his farts are making my eyes water. I hope to see ya'll somewhere soon. Be safe.

Barry Rosenberg

Irrelevant information



According to PPG, the most popular car & truck color in the US are - Silver/Gray, White, Black and Blue. If your Healey is two-tone, you are part of the "1% " Green "2% " Does that make you feel rich ???

Kate's poodle, Elva, had puppies!!



Sean



Gwen



Josh



Mac



Tony

DMSMS

Having spent most of my career in Aerospace, the term used for loss of expertise, parts and suppliers is **Diminishing Manufacturing Sources** and **Material Shortages**, or **DMSMS** for short.

DMSMS is a serious problem for military systems that have to be operational for many years in the field. Especially in electronics where yesterday's cutting-edge technology is unserviceable old junk today. Similarly, we are trying to keep our Healeys operational for up to 70 years after they were introduced at Earl's Court in 1952. I am concerned that DMSMS is seriously affecting our Little British Car (LBC) hobby.

As time marches on, there are fewer suppliers of parts and people with the expertise to work on our LBCs. Recently I was going through a box of old LBC catalogs I have collected since buying my Healey and going through restoration. There were several catalogs for companies that no longer exist.

Then there is the loss of expertise. Kilmartin (KAS) will stop production of Healey sheet metal in May of this year. Nisonger Instruments, a long-time restorer of Smiths instruments is no longer accepting Instruments/Gauges for repair or restoration. Advanced Performance Technology (APT) the folks who "wrote the book" on the "A" series engine (Sprite) is no longer accepting shop work. Several repair shops I used in the Atlanta area and here in Colorado Springs with the expertise on old LBCs and ancillaries have closed in the last few years as the owners or employees retire and / or the business is simply not large enough to continue operations.

As Austin Healey owners, we are currently enjoying a bit of a renaissance period in Healeys due to the interest in our cars. Many parts that were not available for years are now available due to restorations and strong demand for fully functional and restorable cars. Still that may not always be the case, especially as DMSMS continues to hamper the ability to keep our cars operational and in true classic form. What can be done as DMSMS continues to escalate impacts to our hobby? Obviously, we can't turn back the clock or ask people to un-retire. However, here are some things we can do:

DMSMS cont.

1. Don't put off that repair / restoration project, even (or) especially the little things. Purchase of parts and hiring people with LBC expertise keeps the demand for parts to continue through the supply chain and doors of small repair shops open. Continued demand keeps DMSMS at bay.
2. Drive your car occasionally. If something breaks, fix it. (See #1) Keeping our cars in the public eye helps keep demand for our classics out there. Think about the last time you saw an Austin Healey in a store parking lot? Highly polished "Garage Queens" that never see the road only help DMSMS continue to grow.
3. Hold "Tech Sessions", invite others too. Most of us grew up working on our cars. No computers, no OBC codes. We learned by trial and error, maybe more error than trial, but we gained skills to keep our cars running. Transfer of skills to the next generation of owners will keep our classics running for years to come and transfer the idea that LBC classics need constant fiddling and tweaking to keep in best running form. Atrophy of repair / tune-up skills adds to DMSMS.
4. This may be tough, but be realistic about the future and what you will be able to do in the next few years. Do you have a 'project car' you plan to restore, someday? Seriously consider selling that project car you probably will never get around to fixing, restoring or even get running. Recently, I have come across some old classics in junk yards, where I can only assume were in "estate close-out" where the estate executor saw no value in some old rusty car and had it towed for scrap. Selling that project car you've had for years for "someday", to a new enthusiastic owner will cause the need to buy parts and hire folks to fix that which is beyond their skill set. Again, keeping the shadow of DMSMS from growing.

The saying from the LBC supplier who is now out of business, "Keeping Them On The Road" continues to be necessary to be able to continue enjoy our car and keep DMSMS from eclipsing the ability to get out in our Healeys for a drive on a sunny afternoon or reduce the demand for our cars when we reach the point where it is finally time to say good bye....

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deadline for next issue 25
March 2022

Healey Cameo Appearance Answer:

TV Show "The Twilight Zone"
Year 1960, Episode 33, 'Mr. Bevis'