

# The Flash



July 2023

Material deadline for the next Issue is 28 July 2023



Volume MMXXIII Issue VI

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



1959 100-6 next to a '57 Ermini Alfa Roadster at Gateway Classic Cars



Volume MMXXIII Issue VI

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Cars & Coffee at Gateway Motors  
Photo by Mark Leinmiller

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB, "THE FLASH"  
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#### Legal Stuff-

The Flash is a publication of the Atlanta Austin-Healey Club. All material presented in the publication may be used in other clubs' publications provided The Flash and the author are given credit.

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.

The technical articles that appear in The Flash represent the opinion of the author and do not necessarily reflect the views of the Atlanta Austin-Healey Club, or the editor.

#### Advertising

The Atlanta Austin-Healey Club accepts commercial advertising for publication in The Flash. To inquire about advertising rates contact the editor.

Non-commercial ads are free of charge to AHCA members. The normal run time for an ad is three issues. The ad may run longer with notification to the editor prior to the publication deadline.

The acceptance of advertising for any product or service in The Flash does not imply endorsement for that product or the service by either the Atlanta Austin-Healey Club or the Austin-Healey Club of America.

#### Editors' Note

The first half of 2023 is in the books. On to the next half. The hot and humid days are here, I experienced an Atlanta 4th of July first had this year. I also had the experience of driving over 3,000 miles in a vehicle without A/C. Days of driving the Healey in summer came flashing back.  
We are spoiled by modern cars!.

July is not as dead as first planned, see flyers for a drive and car show this month.

Your input is more important than ever! 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

Charlie is taking the summer off.  
His column will return next issue



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



**Look ahead from planning meeting  
AACAA Events Calendar**

<b>July</b>	<b>Event</b>	
Sat. July 15th	British Car Rendezvous, Spring Park, Cold Springs Harbor, FL,	See Flyer Page 18
Sat July 29th	NORTH GEORGIA MOONSHINE ROADS DRIVE and WAYNE VICK COLLECTION	See Flyer Page 6
<b>August</b>	<b>Event</b>	
Sat Aug 26 08:30—10:00	Morning drive to meet for biscuits and coffee Honeysuckle Biscuits & Bakery 2825 S. Main St, STE 100A Kennesaw, GA Kate O'Leary—more to come !	Part 1 of day's events
Sat Aug 26 10:00—?	Internal Engine Garage Crawl Mark Leinmiller See Page 7	Part 2 of day's events
<b>September</b>	<b>Event</b>	
Thu - Sun 21st - 24th	Austin Healey Southeastern Classic XXXVI Double Tree Inn at Biltmore Village Asheville, NC	Registration Now Open! See Page
Sun -Thr 24th - 28th	Austin Healey Club of New England -A Mystical Healey Summit <a href="https://www.ahca-newengland.org/summit-registration-form.html">https://www.ahca-newengland.org/summit-registration-form.html</a>	Mystic, CT
Sat 30th	Fall Drive to Dillard GA Charlie Moshell	Watch for email update

## Look ahead from planning meeting **AACA Events Calendar**

<b><i>October</i></b>	<b><i>Event</i></b>	
Sat 14th	Drive to Braselton with Panoz facilities visit Doug Duffee	Watch for email update
TBA	Fall Drive for apples, pumpkins and lunch	Watch for email update
TBA	Fun Day Drive North and Northwest GA Moon- shine Country back roads Alan White	Watch for email update
<b><i>November</i></b>	<b><i>Event</i></b>	
TBA	Water Pump Rebuild Garage Crawl John May/Mark Leinmiller	Watch for email update
Thur 23	Happy Thanksgiving	
<b><i>December</i></b>	<b><i>Event</i></b>	
Sat Dec 2nd	Kassow Kruse Bill Nagel	
TBA	Christmas Party Sheron Moshell	

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## Other Auto Related Happenings#

1ST Sat of the month, GRIND & GEARS, GTA SEARS NORTHPOINT MALL  
1000 North Point Circle, Alpharetta, GA 30022 <https://www.grind-n-gears.com>

4TH Sat of the month, CAFFEINE & CHROME, 9AM-12PM GATEWAY CLAS-  
SIC CARS 1870 McFarland Pkwy STE 300 Alpharetta, GA 30005

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## **NORTH GEORGIA MOONSHINE ROADS DRIVE and WAYNE VICK COLLECTION SATURDAY, JULY 29**

*CHICK FIL-A, 231 Power Center Drive, Dawsonville, GA (on GA-400 across from North GA Premium Outlets)*

**\*\*Departure from Chick Fil-A at 9am sharp\*\***

Mark your calendar now for this cruise through the rural foothills counties that supplied much of the non-tax-paid liquor for thirsty Atlantans during the mid-20<sup>th</sup> century. The route crosses Dawson, Pickens, Gilmer, Gordon and Floyd Counties with parts of the route on the actual roads that served as feeder routes for cars hauling loads out of the hills. Plenty of beautiful and curvy country roads.

Our destination is a warehouse in Armuchee filled with cars ranging from Ferrari to Aston-Martin to vintage Detroit iron—the Wayne Vick collection.

Mr. Vick is a retired business owner who enjoys collecting cars. He has several Fords from the flathead era, including one that had been modified into a liquor hauler. You will also see a few rare and fast motorcycles. Mr. Vick has raced in the Hemming Motor News Great Race, [<https://www.hemmings.com/stories/the-great-race/>] and has sponsored a student team from Floyd County to prepare a car and compete in that same race. Also, he hosted a checkpoint one year at his warehouse when the Great Race route came through Northwest Georgia.

Either Mr. Vick or his mechanic, Jim Barton, will be there to show us around, answer questions and tell stories.

Afterward, lunch options are nearby. See you on the 29<sup>th</sup>!

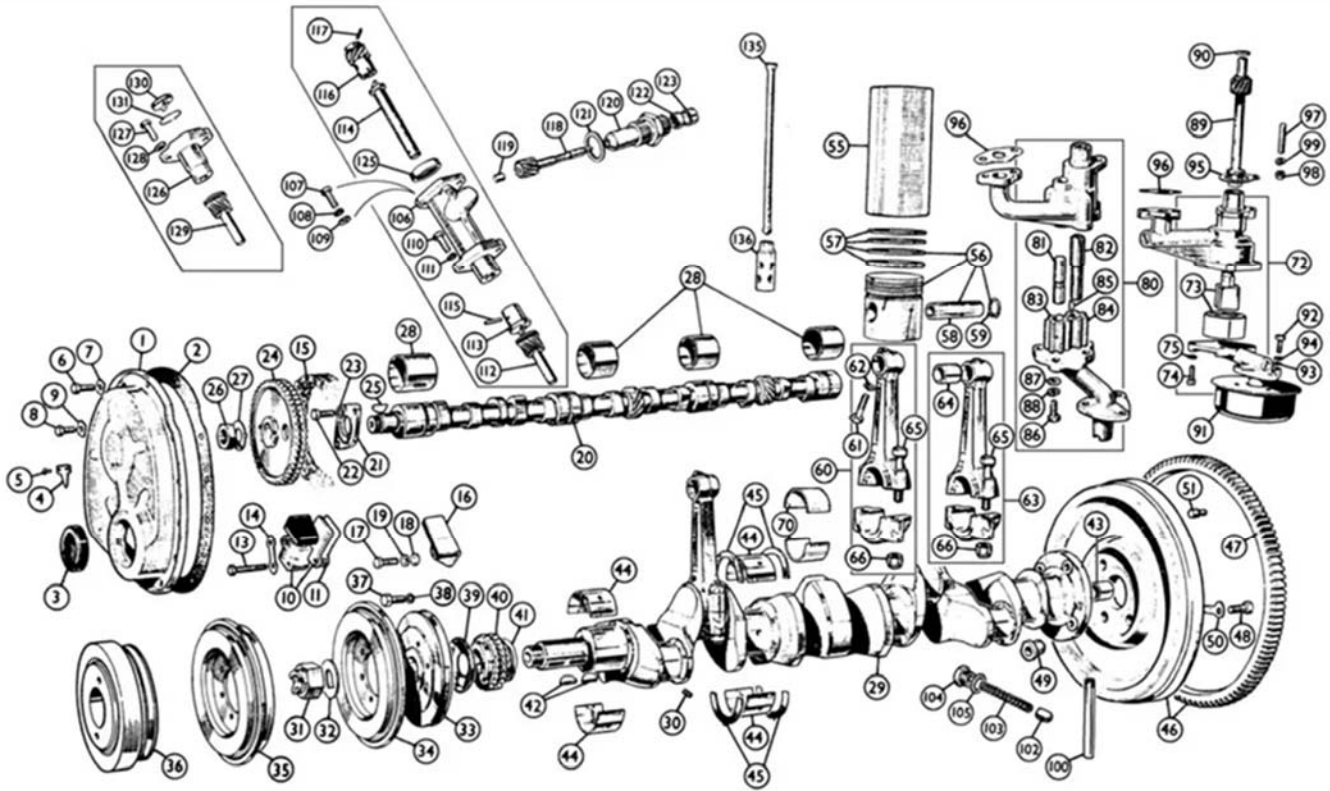
*[The movie illustration above was chosen because Thunder Road portrays the moonshine hauling and car modification process, with hidden compartments and suspension modifications. Also, the red car pictured is a '58 Edsel, which was my first car.]*

--Alan White

# Tech Session – Engine Internals

**August 26, 2023** at Mark Leinmiller's garage after Kate's Biscuits & Coffee meet-up  
**PLEASE NOTE THE DATE CHANGE**

Did you ever wonder what all goes on inside that big lump of cast iron under the bonnet? I've had the opportunity to see more than I had ever intended. I'm still a rookie, but I have enough bits and pieces to share how it all works together.



*Diagrams courtesy of Moss Motors website ([www.mossmotors.com](http://www.mossmotors.com))*

Remember the song when we were kids that went something like this:  
Foot bone connected to the heel bone, Heel bone connected to the ankle bone, Ankle bone connected to the leg bone?

Well, it's a lot the same with your engine: Piston connected to the crankshaft, Crankshaft connected to the timing chain, Timing chain connected to the camshaft...and on it goes.

We won't be building a running engine, but we will be putting some of my worn bits and pieces together and discussing how they all interact. I'll share what I know, and those of you with more experience are more than welcome to add to the conversation; it isn't meant to be a monologue. So, come join the conversation, enjoy some fellowship over lunch and maybe pick up something you didn't already know. Or may have forgotten!

**Location: 5849 Riverstone Cir, Atlanta, GA 30338 Time: 10AM**

It's a townhouse, so we may have to get creative with parking.

**Please let me know you are coming so I can make arrangements for lunch.**

Mark Leinmiller, [leinmiller@gmail.com](mailto:leinmiller@gmail.com), 770-329-3878

## Future Tech Session – Water Pump Rebuilding

This will probably be in November/December as there are not many events planned to date; exact tech session dates to follow in the next newsletter.

Plan on this being a two-part tech session. The reason for this is that you will probably want to clean up your crusty old water pump and repaint it to match your engine before we put it back together.

Session 1 – Disassembly

Interim: Clean & paint

Session 2 – Reassembly

AHCA's Michael Salter has put together a nice set of instructions of how to know if your pump is rebuildable and how to do it. John May and I used Michael's instructions and his rebuild kit to do the original water pump on my BJ8 before I drove it to Hilton Head.

There are some special tools needed and John has just finished enlarging his hydraulic press; this will make it much easier than when we did my water pump. John has also made a fixture for removing the pressed on front pulley. Another tool that is needed is a bearing spreader, and I have gotten a set of those.

If you have an old water pump that you just couldn't toss out and think you'd like to give this a try, please take a read through these two online articles by Michael Salter, and we will give you a hand rebuilding yours.

John May and Mark Leinmiller

Austin Healey BJ8 Water Pump Rebuild

<https://precisionsportscar.com/austin-healey-bj8-water-pump-rebuild/>

Austin Healey BJ7/8 Reproduction Water Pumps

<https://precisionsportscar.com/austin-healey-bj7-8-reproduction-water-pumps/>

You can also order your rebuild kit from Michael here:

Austin Healey 3000 MkII & MkIII Water Pump rebuild kit: \$62.50 Canadian

<https://precisionsportscar.com/shop/wpk008/>

Austin Healey 100/6 – 3000 MkII Water Pump rebuild kit: \$62.50 CDN

<https://precisionsportscar.com/shop/wpk002/>

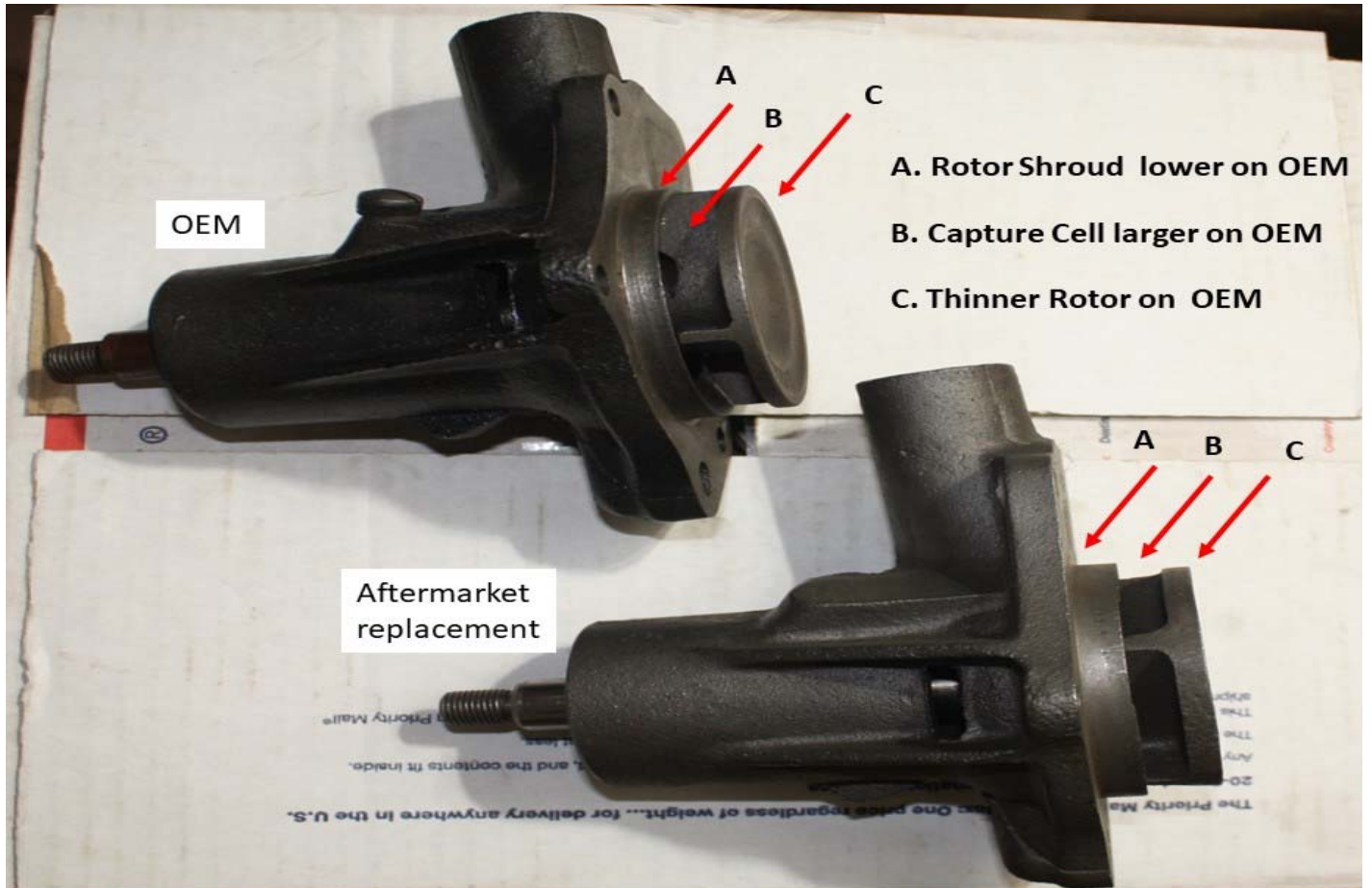
You can reach Michael here if you have questions: [michaelsalter@gmail.com](mailto:michaelsalter@gmail.com)

AAHC has no affiliation with Michael Salter nor Precision Sportscars, we just have not found another source to share with you yet.





# Why Rebuild an Original ?



Parts is Parts? Right? Well not exactly. On top is an original Austin water pump, below is an aftermarket replacement. A water pump's efficiency is based on the ability to move water. Although I have not tested, it looks like the OEM has more capacity than the aftermarket.



100 Years Ago The cartoonist H. T. Webster eerily predicted that Artificial Intelligence (A.I.) would be available in 2023 to do routine work tasks.

Now can A.I. be taught to tune a pair of S.U. Carbs?

**Shakedown Drive to Caffeine & Chrome**  
by Mark Leinmiller

It was a beautiful Saturday after all the rain we'd been having, and it was great to be behind the wheel of a Healey as I headed to the monthly Caffeine & Chrome event at Gateway Classic Cars in Alpharetta. We had four Big Healeys and a Jensen GT in attendance. The featured cars were Datsun/Nissan Z cars, and they were out in force along with about a hundred other cars. There were a lot of fun cars and fun people -- both in the parking lot and inside the building -- where cars are on consignment, including a black 1959 100-6 with red interior.

I was joined by Rick Alley (and his pup, Henny), David Poroch and John Harris in 3000s. Sander & Debbie Slomovic were there with their modified Jensen Healey GT or, as the Brits refer to it, a "shooting brake". He bought it recently from the Lake Tahoe area; it had been Jim Albeck's, the former President of the West Coast Healey club.



Mark Leinmiller, David Poroch and Rick Alley at Caffeine & Chrome

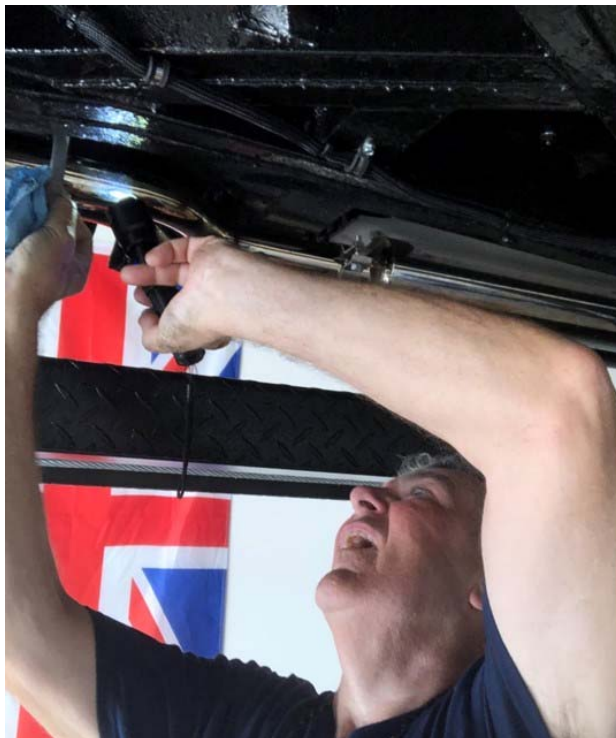
Rick Alley, Henny and John Harris with John's BJ7



**Shakedown Drive to Caffeine & Chrome**  
by Mark Leinmiller



David Poroch and his BJ8 Phase I



John Miner adjusts the rear shock bolts on Jonathan Wilfong's BJ8

See Members Classified for the full story

## Old School—Learning LBC Repair

Something different this month. I have run a shop for 49 years and I honestly think I spent about 1/2 that time working alone. It has taught me how to do almost every repair by myself, no helper. This is a good thing as I can do without having to listen to someone who knows less than me tell me what I am doing wrong. But it has given me the ability to be able to do it all; mechanical, electrical, upholstery, body and paint and anything else an old British car would need. How many of you can remove a Jaguar XKE bonnet by yourself? I could but maybe not any more.

*(Or try balancing a Bugeye bonnet on your back while installing the bolts in back to the hinges, yes I once could do that...— Editor)*

I have also spent a lot of years working with an apprentice; trying to teach a novice how to repair an old car. I preferred some one who knew very little to begin and would teach and share my knowledge with them. I have had some who did not know one end of a combination wrench from the other end. Yet in less than 2 years, she could diagnose an engine problem; pull the engine; rebuild it; install it and get it running with the only help being some assistance with the heavy lifting.

And I had some, to be kind, I will say they were smarter than a rock but not as smart as two rocks. There are some people that just cannot be taught. When teaching an apprentice, I would start with the basic simple repairs such as tuning an engine; maybe adjusting valves and then work up to the more complicated aspects of the job. Unfortunately, none of my old apprentices still work on old British cars, nor any cars for that matter.

Some stayed in the automotive industry; one

owns a specialty OEM small bore hydraulic tubing company; one went to work selling European auto parts; one went into his own business building roll cages for high performance cars. And one did open a shop but to be honest, he shouldn't have; not enough knowledge or honesty. I did try to teach them all to be honest and never cheat customers.

When I hired someone, I would tell them that if they found a couple quarters under a passenger seat, they had better be put where the owner could see they were still in the car or they would be terminated. You never knew if a customer was testing us and I wanted my shop to pass. There was no eating or smoking in a customers car, never. Smoking in one would get you fired.

By working alone, you learn to be creative and ingenious in some of your repairs and methods. Heavy items are easily moved by one person if he uses the brain instead of brawn, especially if one is short of brawn. I could remove the entire XKE bonnet by myself using a soft strap and my engine hoist. I could pull the body off a Tr4-6 frame using the same hoist and several straps or chains. The brain works much harder and better than the muscles.

Watching them progress was one of the rewards I got. Being able to teach something I loved and enjoyed and be able to pass it along was worth all the hassles trying to instruct a novice how to tune a pair of SUs by ear.

So, what does all this have to do with a tech article on repairing old British cars? It shows I made an effort to bring new people into the business of keeping the cars on the road.

## Old School—Learning LBC Repair

If the very few current operating shops specializing in LBCs don't do something similar, we will eventually run out of shops doing business. Technical schools do not want to teach old car repairs anymore. If the car doesn't have a computer and fuel injection, it is not taught in any school. Although, I believe there is one college in McPherson Kan that has a course in restoration if anyone is interested.

At one time, I tried to start a small class on restoration but received so little interest, I did not pursue it. We need to get younger people interested in our older cars. There is a huge business opportunity for shops to thrive working on old cars. We just need interested people to learn the trade. I have a nephew who just graduated high school who is going to a local Charleston SC college to study welding. He can graduate in 2 years and get a job making \$75,000 to \$100,000 a year.

If there were a place to study old car repair, one could earn a good living and have fun while doing it. Do any of you reading this have any children or grandchildren that you can get interested in your LBC enough to want to study it? I hope so, sadly, I did not.

I always told my apprentices to stay off the traveling tool trucks like Snap-On or Mac. They sell empty tool boxes for \$5,000 for a 35" rolling bottom cabinet up to \$15,800 for a 72" wide empty rolling bottom box. And each truck manages to sell at least one a week to someone. Snap-On Tools was once the largest finance company in the world. They had more people making weekly payments than any large bank. I always pushed Harbor Freight and now there are lots of great low priced mechanic tools around.

Are there drawbacks to working on old British cars? Sure. Your back may not survive all the bending and your knees will suffer some. Most mechanics get used to the constant cuts, scrapes, smashed finger, hitting the back of your head on an open bonnet and so many other minor problems. One hasn't lived until you short out a ring or watch on a battery or like me on a TR4A horn relay. It was located in just the right place to hit it, that is why I wear no jewelry. Or accidentally touch a plug wire in a running engine. Gets your heart pumping.

I often get asked if I can recommend someone to fix a problem and I have a list I use. The one thing I do not recommend is any paint and body shop. I have seen a shop do beautiful work; someone said one shop did the most perfect paint job on a car they had ever seen and the next car was not quite a disaster, but close.

But you also get to meet some great people and have fun doing what you love. People from all walks of life own LBCs or their college roommate had one or their girlfriends brother; you get the idea. I would say that 90% of the people you meet daily had some connection to an old British car. To keep this going, we need people to work on them. A discussion should be started on how this can be accomplished.

At my age, I am probably a little too old to be a teacher but I do like hosting tech sessions. If anyone has a need or request for a tech session, let me know. OK, absolutely no MGB windshield installations; but anything else is about open.

## Old School—Learning LBC Repair

The Peachtree MG Registry would like to have another this year. I will be at Dillard for the Vintage Triumph Registry National show this coming September 28<sup>th</sup> to teach one. It will be on reading micrometers and using accurate measuring devices. If you want to see it, you can register for the show, Google it.

end now. The old eyes start to sting after typing so long.

Barry Rosenberg  
British Car Service  
770-689-7573  
britcars@bellsouth.net

Well, until I see yall somewhere soon, I will

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The Summer 2023 edition of the club's new electronic magazine, Austin-Healey Quarterly, is now posted on the club website and ready for viewing. Here's the link:

[https://www.healeyclub.org/content.aspx?page\\_id=22&club\\_id=215328&module\\_id=549959](https://www.healeyclub.org/content.aspx?page_id=22&club_id=215328&module_id=549959)

Open the link to open the publication and read it online. This new edition of this new publication has 100 pages!

So far this year we have already published the Winter 2023 edition of Austin-Healey Quarterly with 42 pages, and the Spring edition with 86 pages.

We know that some of you are reluctant to embrace electronic magazines, but we encourage you to give it try. We think you'll be pleasantly surprised. And remember, Healey Marque is now produced in both printed and electronic formats, but Austin-Healey Quarterly is available only in electronic format.

Also very important, the Quarterly is freely available without logging in to the club website, so anyone, anywhere, can enjoy it and in the process learn about what we offer to the worldwide Healey community.

The next edition of our print magazine, Healey Marque, is the July issue has been mailed to all members. It will also be posted to the club website at the same time, in a password-protected format.

Reid Trummel, Healey Marque Editor



## Members Classified

Your ad here -  
deadline for next issue 28 July 2023

- 2 each 48 Spoke Wire Wheels (MOSS 454-617)
- Rear Shroud for 2 Plus 2 model, with polished combing trim (MOSS 858-455)
- A Transmission Cover for an early 3sp BN1 gearbox, no ashtray included (No MOSS part no found)
- 1-Behind the seat Battery Box door, hinges broken (MOSS 807-055)
- 2- BN1or BN2 Rear Fenders, have some dents, rust on bottoms an at door jams, may be good for building a trailer (MOSS 858-025),
- 2- BN1or BN2 side curtains, white vinyl but needs cleaning, windows are yellow tint are clear, metal frames rusty but will clean up (MOSS 259-128),

**N0 shipping**, pick up only in Marietta, can email pics of each item

Contact- Mark Henderson- home 770-984-0089, cell 404-936-1003.  
markhenderson3376@gmail.com

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### WHEELS MINITOR UK Mini-lite design

**NEW mag wheels for Austin Healey Sprite Bugeye MK1, MK2 and, MG Midget MK1 with 4 bolt lugs. Size 13 x 5 with center AH caps.**

**This is a set of four (4) with the center caps all for \$550.00. Compare to similar wheels at Moss Motors for \$1,000.00 per set + handling/shipping.**

**I like the original steel road wheels but these can dress up you Spridget and allow you to increase your tire size.**

**Located in Dallas, Georgia. Contact John Cork 404-202-4565 cork9663@aol.com**



For Sale:

Jonathan Wilfong's Restored BJ8 Price (POA)

Byline:

My excuse to go to the event was to give Jonathan Wilfong's BJ8 a shakedown cruise or "check ride". It cranked up instantly from cold and ran really well. It shifts better than either of my cars, and the beautifully executed new interior showed me what those seats are supposed to feel like.

I have to give Jonathan credit for buying a disassembled project car and putting it back together without ever having owned one before. Yes, he had some help along the way from Phillip Middleton, George Pope and Tim's Auto Upholstery. There were a few minor issues to investigate, and thankfully John Miner was back from his three-week motorcycle odyssey. We got the BJ8 up on John's lift and found a few things that simply needed tightening.

Jonathan has wanted an Austin-Healey since a buddy of his had one in high school. It was time to check it off the bucket list, and he found a project car in pieces. After he got it all put together, Jonathan realized he is just too tall and his feet are too big for the car to be comfortable driving it. He has decided to sell it. If you know someone interested in a nice driver let me know and I will connect you with him.

Mark Leinmiller - leinmiller@gmail.com 770-329-3878

Jonathan Wilfong's BJ8 is for sale





**Members Classified**

For Sale:  
Jonathan Wilfong's Restored BJ8 Price (POA)





British Car Clubs of North Florida  
**-- British Car Rendezvous --**  
 A Picnic Lunch with our British Car Friends



- Saturday 15 July 2023
- Spring Park in Green Cove Springs
- 12:00~3:00 PM

Hosted by the St. Johns Austin-Healey Club



Editor's Note: Cold Spring Harbor, Fl is just south of Jacksonville, Fl about a 5 hour drive from Atlanta, GA.



© "Slow cars that are fun to drive fast."

**Austin-Healey Sprite (1958)**

Austin-Healey developed the original Sprite for sports car enthusiasts on a budget. It was always envisioned as an attainable convertible so it was priced – and powered – accordingly. Hidden behind its distinct, frog-eye-like headlights was a 948cc four-cylinder engine borrowed from the Morris Minor and tuned to 43 hp.

The Sprite certainly won't win a drag race but the pure driving thrills it provides flawlessly illustrate what made British convertibles brilliant from the 1950s to the 1970s.

Editor's Note: Driving your Sprite off a ski jump to go fast is NOT recommended



**Southeastern Classic XXXVI**  
**September 21-24, 2023**  
**Biltmore Village, Asheville, NC**



**Registration for Southeastern Classic XXXVI is now open!** The Carolinas Austin-Healey Club has lots of activities and drives on the Blue Ridge Parkway planned for our SEC XXXVI. Just **click [HERE](#)** for the **Event Highlights, Event Schedule, Hotel details** and the online **Registration Form**.  
*Plan on attending as it looks like another great Southeastern Classic is coming soon!*

**Chuck Reeves, SEC XXXVI Chair**  
**Bill Walton, SEC XXXVI Registrar**  
[www.CarolinasAHC.com](http://www.CarolinasAHC.com)  
[SEClassic2023@carolinasahc.com](mailto:SEClassic2023@carolinasahc.com)

