

The Flash



April 2023

Material deadline for the next Issue is 28 Apr 2023



Volume MMXXIII Issue III

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



The Disassembly Crew
Ric Anderson, John May, Nader Bagheri , Bill Nagel, Charlie Moshell, Mark Jordon, Bruce Madden, Joel Strimban, Mark Leinmiller, Alan White, Lee Etterling, Kärin Gärdner with Miss Aussie



Volume MMXXIII Issue III

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB, "THE FLASH"

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Legal Stuff-

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Editors' Note

Spring is finally here. Well at least between the snow showers where this publication is created. We lost a good friend and Healey enthusiast Bob Memler, in March. While he may have had the nickname of Slowski, he did manage to break the crankshaft in his 100 charging back to Atlanta from a S/E classic in Florida in 2021. Bob loved to drive that car. Time to get out and enjoy the Spring weather, it will hotter n heck soon enough, and we may not have all the time in the world, as we once thought.

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.

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

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

Atlanta President
Charlie Moshell

We received some sad news this week that Bob Memler, a.k.a. “Slowski”, has parked his Healey Hundred for the last time with his passing, Tuesday March 28th.

John May reminded us that we should think of Bob Memler when you look at your Atlanta club grille badge.



A few years ago, Bob promoted the idea of making car badges for our club. He talked it up, got interest and commitments, and figured out a way to fit our club logo into the shape of a grille badge. He came up with the cost and found somebody who could make them. So when you look at your badge, you might think of Bob.

Robert Phillips recalled that it was he who gave him the nickname “Slowski” during a Southeastern Classic. Bob was always the back marker on our drives and as the rule goes, “never lose sight of the Healey in your mirror. “ he claimed it was so he could drive and smoke a cigar!

Per Robert, needless to say, we had to wait for him often! John Homonek and I even stuck a plastic turtle to the bonnet of his 100-4. Bob accepted the nickname in good spirits, although I do recall him having an extraordinarily long middle finger!

He will be missed. Definitely one of the good guys and a testament to the type of person in the Atlanta Healey Club.

As I recall every time Robert, John or myself came up upon Bob during the reminder of the drive and for many years to follow, we would generously toot the horn to remind him to pick up the pass a bit.

More info to be posted for a memorial service.

Well on the lighter side, spring has arrived as we get ready to renew our love with outdoor activities in anticipation of the arrival of Easter. Most of us will be relieved once the passage of all of the spring pollen has passed us by.##

Upon arrival at Karin Gärner’s March 11th ongoing BJ8 “Charlie” project, I was reminded of the old shoemaker that had just too much work to do. The Healey skeleton sitting in the garage bay appeared to be swarming with elf’s who must have slid down the moon beam to lend a hand.

Over a dozen helpers were scattered around with some inside the engine bay, inside the passenger compartment, under and around the rear suspension and axle, with additional helpers on each front spindle.

Atlanta President
Charlie Moshell

Bill Nagel, John May, Alan White, Bruce Madden, Lee Etterling, Rick Anderson, Nader Bagheri along with Kärin Gärdner were all buzzing making great headway with the dismantling process. Kate O'Leary, Joel Strimban, Mark Leinmiller, Mark Jordon and myself assisted with bagging, labeling and wiping of various parts and assemblies for future identification while providing lots of moral support.

The day ended with a delightful Chicken salad lunch and some of Ric Anderson's yummy brownies for dessert. Kate was able to get a group photo of the entire gang.

Kärin indicated that she was entertaining selecting a navy dark blue for the primary color for this BJ8. She would like to gather any paint codes if anyone has any of a dark blue that has been used on a Healey before..

The Triumph as featured marque for the Gateway Classics Monthly open house on the 25th was rescheduled for April 29th due to the Stormy morning. My morning drive departure to Barry Rosenberg's in Jasper was delayed until 9:30 until the sun was shining and the wet roads dried out a bit. The route selected was delightful as I was reminded how nice the roads between Cumming, Sawnee Mountain, Big Canoe and Tate can be on a nice cool spring day.

All in all, approximately 30 folks attended for various tune up tasks. Barry was rebuilding HS SU's demonstrating several tricks of the trade regarding differences in his preferred float settings from the SU specs.

Some adjusted valves with a few working on some electrical wiring cooling fan modifications. Then the grill was fired up with hamburgers and hotdogs for lunch.

Now with March behind us, April will be a busy month for fun car stuff. There are lots of choices if you need an outing or an overnight drive. If you haven't been to the gulf coast in a while, there's Brits on the Bay in Pensacola April 14 and 15.

The GTA has scheduled a spirited mountain drive departing the Dawsonville IHOP at 9:am heading up to the Helen Alpine area. There's also the 45th Annual Walter Mitty Speedfest at Road Atlanta on April 27-30 for those needing some vintage racing. #

Ending the month of April, Sheron and I are hosting a back road drive to Macon Ga the 29th for the Salmon and Ice cream extravaganza hosted by John Blank and Denise Collins. This has been in the making for a while and an **RSVP** will be required for planning purposes for this event.

Atlanta President
Charlie Moshell

We anticipate attempting to stay off of the interstate as much as possible depending on the attendees' origins around the metro area.

I know some were interested in the 38th annual Chris Gore Mountain Tour, a day of fellowship, picnicking, and driving sports cars in the North Georgia mountains. We used to look forward to this drive every year and have fond memories of Chris and his love of British Auto's and their owners. Sadly, we were out of town this weekend or would otherwise be attending. Since Chris's passing, Bart Miller continues as the host for this annual drive located

at 1167 Mill Creek Trail, Cleveland, GA

For May we have British Car Day on Sunday the 7th at the Suwanee Town Center. Townsend TN Springtime car show is the 13th, (Townsend is always good for visiting the new section of the foothills Parkway), and Conclave at Chrystal River Florida the 21st thru 25th.

And then just like that it will be June!

That's all for now,
Best Regards,
Charlie Moshell
President Atlanta AHC

Hey Folks, have you checked out the new

AHCA National digital publication, take look.

<https://www.healeyclub.org>, Select "A-H Quarterly E-Zine"
From the menu on the left.



The Spring 2023 edition of the club's new electronic magazine, Austin-Healey Quarterly, is now posted on the AHCA club website and ready for viewing. Just click on that link to open the publication and read it online. This new edition of this new publication has 86 pages!

So far this year we have published the Winter 2023 edition of Austin-Healey Quarterly with 42 pages, a combined January-February 48-page edition of our print magazine, Healey Marque, and now this Spring edition of Austin-Healey Quarterly for a total of 176 of quality Healey reading.

Reid Trummel

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



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

Kassow Kruike 2022 Make-up canceled

Next run in December 2023

<i>April</i>	<i>Event</i>	
Sat 1st	Carolina British Car Club Historic (Sorry Folks Shows over) Speedway, Columbia SC www.bccmc.com	
Sat 15th	Brits on the BAY 29th Annual Pensacola British Car Show Panhandle British Car Association	09:00 -05:00 CST
Fri - Sun 28-30	THE 45TH HSR MITTY 2023 - HISTORIC SPORTS CAR RACING https:// www.roadatlanta.com/hsr-mitty	
Sat 29th	Macon GA Cook Out (ice cream and fish) John Blanks/Denise Collins	Watch for email update
<i>May</i>	<i>Event</i>	
Sun 7th	Atlanta British Motorcar Day Suwanee Town Center, 330 Town Center Ave, Suwanee, GA 30024	08:00 - 02:00 EDT
Sun - Fri 21st - 26th	AHCA Conclave Crystal River, Florida www.conclave2023.com	See Page 15
<i>June</i>	<i>Event</i>	
Thu - Sun 1st - 4th	Spring Thing Bluegrass AHC, Louisville, KY	
<i>July</i>	<i>Event</i>	
	Nuttin' planned yet	



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

August	Event	
Sat 19th	Morning drive to meet for biscuits and coffee Kate O'Leary	Part 1 of day's events
Sat 19th	Internal Engine Garage Crawl Mark Leinmiller	Part 2 of day's events
	Water Pump Rebuild Garage Crawl John May/Mark Leinmiller	Watch for email update
September	Event	
Thu - Sun 21st - 24th	Austin Healey Southeastern Classic XXXVI Asheville, NC	
Sat 30th	Fall Drive to Dillard GA Charlie Moshell	Watch for email update
October	Event	
Sat 14th	Drive to Braselton with Panoz Duffee 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
November	Event	
December	Event	
Sat Dec 2nd	Kassow Kruise Bill Nagel	
TBA	Christmas Party Sheron Moshell	

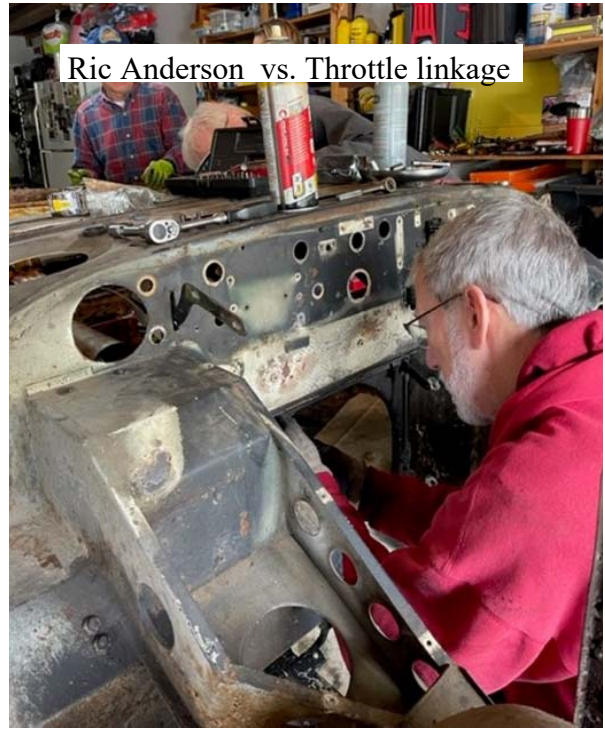
Other Auto Related Happenings#

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 CLASSIC CARS
1870 McFarland Pkwy STE 300 Alpharetta, GA 30005

Kärin's Garage Crawl
Photos By Kate O'leary

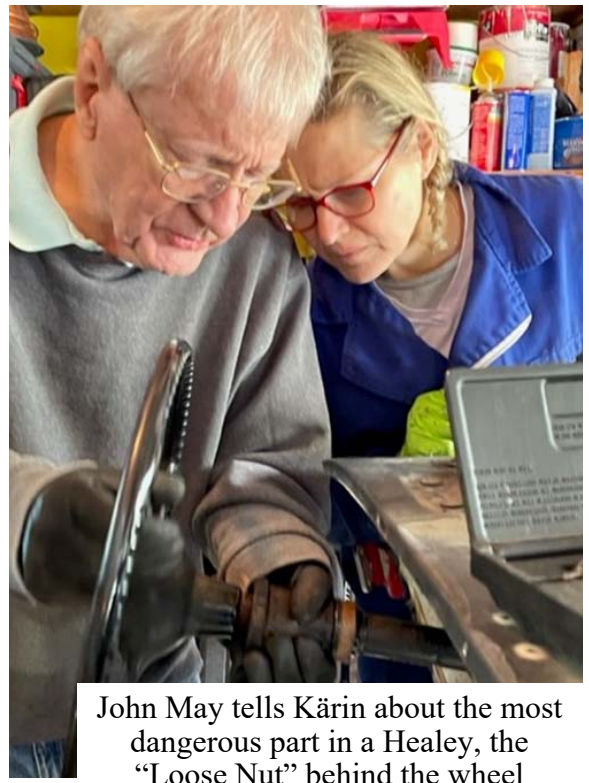
Bill Nagel, John May, Alan White, Bruce Madden, Lee Etterling, Ric Anderson, Nader Bagheri, Kärin Gärdner, Kate O'Leary, Joel Strimban, Mark Leinmiller, Mark Jordon. Charlie Moshell and Miss Aussie gathered on a Saturday to complete the disassembly of "Charlie", Kärin's BJ8 project.



Ric Anderson vs. Throttle linkage



Bruce Madden vs. rusty bolts in back



John May tells Kärin about the most dangerous part in a Healey, the "Loose Nut" behind the wheel



Nader Bagheri, John May and Mark Lienmiller vs. the front suspension (Round 1)

Kärin's Garage Crawl
Photos By Kate O'leary



Nader Bagheri, John May and Mark Lienmiller vs. the front suspension (Round 2)



Front suspension
Free at Last!



Post Mortem of the
days work



Kärin Gärdner and Miss Aussie in the
Healey Skeleton

Barry Rosenberg's Spring Tune-Up
Photos By Charlie Moshell



Barry's S.U. How to, ..



Class, Pay Attention !



Uggg, This used to easier...



A true Lunch N Learn ...



Once the weather cleared, it was nice spring day in the GA Mountains

The Project Car



Last month got a little long and I didn't even finish my thoughts on the front suspension. Let's see if it can be keep it a little shorter this month. Also, I thought I would show you what I will be building into a resto-mod.

Back to my front suspension.

As I said, I like the stock setup and I will use several parts of it. The vertical link (holds the stub axle where the wheel bearing go) is strong enough for my purposes. The link screws into a brass trunnion at it's bottom end and is good to use as well. It has one small flaw that will make me think about my decision; as you turn the wheels, the link rotates in coarse threads inside the trunnion. This raises one side of the car a minor amount and lowers the other side the same amount. Across is a vertical link (top right) and (lower right) the trunnion.



The Project Car

This does not seem to have much effect on the geometry of a street car or early race car but will need some studying before I accept it for my build. As my car has been sitting since 1978, I feel the original pieces will be fine once cleaned and crack checked. The trunion also polishes up beautifully as it is brass.

If you have an MG or Healey and have ever greased or changed your front wheel bearings, you have seen a spacer between the inner and outer bearing. It makes it a pain to adjust bearing clearances as you need to use thin shims to get the proper clearance. The purpose of this spacer is to improve the strength of the spindle or stub axle.

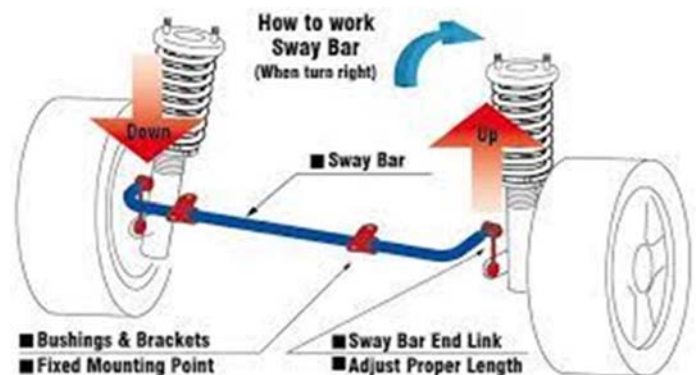
When properly assembled and torqued to specs, the spacer increases the strength of the stub axle by more than double. This is a great safety item. The TR4 thru 6 does not have this spacer, why not? I made a set for my TR4A race car and will do the same for this build. Although, I will probably use Triumph GT6 stub axles as that car uses bigger wheel bearings than the TR4s.

It will take some modifications to the stub axle or vertical link but I feel confident I can handle that. Next, is my sway bar (technically anti-sway bar) that I make myself. I like to use a hollow tube as opposed to a solid bar. The

mathematics and physics work out that the majority of the resistance to twisting of a sway bar is in the outer layer of the material.

This means in a solid bar, the center core does little to stop twisting. Some one discovered that a hollow bar slightly larger in diameter can provide as much twist resistance as a solid bar with a weight savings thrown in as a no cost extra. I have made bars before that were 1 1/4" outside diameter with a 3/4" hole and a 1" hole thru the bar. For street use, a 1" hole is better as it is not as stiff and gives a better ride on the street.

Know what a sway bar is for? As your car leans into a turn, it tries to keep the car from leaning away from the direction of turn. It wants to keep the car level thru the turn. It normally does not affect the spring rate of your car so it does not make the ride harsher. NASCAR teams learned that softer spring rates worked better with stiffer sway bars instead of the opposite.



The Project Car

The cars handle better with a softer spring which in a street car will provide a better quality ride. To make my bars, I actually use a modified MGB lower control arm for my lever arm. I adjust the length for my needs, cut the arm and weld it to my sway bar. Then I make a short connector using spherical rods ends to connect it to my suspension. The bar is attached to the chassis in polyurethane bushings that allows the bar to easily rotate in the bushing.

I talked a little about coil springs. The stock spring rate is right around 310 lbs. This means it takes 310 lbs to compress the spring 1". Add another 310 pounds and it compresses another 1" but even though it has 620 lbs on it, the rate is still 310. Race cars increase the rate and it is a closely guarded secret among teams how high they go. Suffice to say, they increase the rate.

This is good up to a point, that is when the rate is so high, the spring will not compress as the car hits a bump or leans into a turn. I plans on staying close to stock with maybe a 400 lb spring rate. As I am using QA1 assemblies, I will have the springs made to fit my use. Custom springs don't cost much more than stock but will improve the handling.

I think I have pretty much covered the front suspension. Next month, the rear suspension. This is an area where I have not made any decisions as yet. It requires more thought.

Well, until next time, hope to see yall somewhere soon. Don't forget about the tech session on March 25th at my place. RSVP please.

Barry Rosenberg
British Car Service
568 Bent Tree Drive
Jasper, Ga. 30143
770-689-7573
britcars@bellsouth.net



Custom Sway Bar

Members Classified

- 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

*Your ad here -
deadline for next issue 28 April 2023*

Healey Enthusiasts!

Our 2023 Conclave in Crystal River, Florida, is just around the corner. Coming May 21 – 26 at the Plantation Resort, it promises to be a special spring event. If you haven't registered yet, [be sure to sign up at hyperlink below](#).

Our tech sessions will focus on several areas of importance to every Healey owner, starting with the following.

Austin-Healey Upgrade Solutions: James Morris and Glenn Lenhard will be discussing how to steer easier, brake better, leak less oil, run cooler, shift better, start better and other ideas that can make your Healey into a car that will get much more use. Learn the latest ideas in improving classic cars and making them more reliable, using methods that the factory would have used if the technology was available way back then.

Jewelry and Wine Retreat: Under the guidance of master teacher and silversmith Susan H. Maxon, you will design and etch your own one-of-a-kind piece of real jewelry. With 50 years of teaching experience behind her, Susan is very adept at bringing out the best in her students and making them feel comfortable and confident.

Participants will make a pair of sterling silver earrings or two sterling silver charms. You will learn how low-tech etching is done and produce unique pieces of jewelry that you can wear right away.

Artistic ability is not required; ideas and patterns will be available if you need them. All materials and tools will be provided for you to etch designs on sterling silver blanks. Bring your apron and be prepared to spend some time just having fun doing something creative. Your fee will include wine and all materials. Susan is the proud owner of an award winning 1954 MG TF 1250 and is an active member of the Tampa Bay Austin-Healey Club and the Florida Suncoast MG Car Club.

Register at => www.conclave2023.com

Conclave 2023 Organizers

Bill Borja, Chairman, Conclave 2023

