

# The Flash



March 2023

Material deadline for the next Issue is 27 Mar 2023



Volume MMXXIII Issue II

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



Mark Leinmiller, Rick Alley, John Harris and John Homonek  
Enjoying a damp Saturday morning at Gateway Classics



Volume MMXXIII Issue III

## Atlanta Austin Healey Club

**President...** Charlie Moshell  
charliemoshell@aol.com  
770-831-8669

**Vice President...** Mark Leinmiller  
leinmiller@gmail.com  
770-329-3878

**Treasurer...** Sheron Moshell  
smoshell@aol.com  
770-831-8669

**Membership...** John Miner  
jrminer47@gmail.com  
770-856-4539

**National Delegate...** John May  
jdmayy@gmail.com  
770-998-9098

**Historian...** Judy Bagheri  
judybagheri@mindspring.com  
678-639-4274

In this issue... On the cover: Members of the AAHC enjoy the at Gateway Classics Garage Crawl. Photo by Charlie Moshell

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

EDITORS AND PUBLISHERS

Robb Handshuh & Kate O'Leary

ROBB -719 246-3637 // KATE 678-488-5761

E-MAIL: [ATLHEALEYFLASH@GMAIL.COM](mailto:ATLHEALEYFLASH@GMAIL.COM)

### Legal Stuff-

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### Editors' Note

It's almost Spring time. March is the month we lose that hour to shift back Daylight Saving Time and the weather can still change on a dime.

The March line up of activities begins with The Amelia concours followed by 2 Tech Sessions, a drive with the GTA group and TX Healey Round up. Then 2 more British car shows in April with another tech session in the wings.

No complaints about nuthin' ta do this time of the year.

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](mailto:b947585@gmail.com)**  
(and/or) **[kaoleary73@gmail.com](mailto:kaoleary73@gmail.com)**

**Atlanta President**  
Charlie Moshell

Have you ever wondered why the month of February seems to pass us by so quickly? Is it because the hustle and bustle of the November and December holiday season has passed, allowing us some peace and quite with a little time for reflection, meditation and a little bit of time just to chill?

Or is it just because February is the shortest month of them all? Whatever the root cause another February has come and gone. We had hopes for a Valentine Social, a Superbowl party or even a winter chili cook off. Unfortunately, the month slipped away before any volunteer host for these events materialized.

As we move forward into March, we have two Tech Sessions scheduled, one on the 11th and one on the 25th . On the 11th , Karin Gärdner has invited everyone back to participate in her ongoing project currently in the disassembly/restoration process on her big Healey "Charlie". If it's been a while since you have attended a Healey Club greasy finger session you may want to mark your calendar for this one. Kindly Text Karin @ 404-432-8097 if you plan to attend.

On the 25th we have been invited to Barry Rosenberg's tune and tweak 'em session in conjunction with the Peachtree MG registry. For your spring tune up it is suggested to bring the following parts; Parts - valve cover gasket, points, plugs, wires, cap, rotor, etc. Also a donation for the ATL Food Bank

Plans are to gather around 9:30 a.m. @British Car Service, Barry Rosenberg's new location in Jasper GA. Again, kindly RSVP to Barry at britcars@bellsouth.net or Ph: 770 689 7573 for planning.

From Gateway Classics @ McFarland and 400 to Jasper is about a 35-mile backroad 50-minute drive. This may lend itself for a wonderful morning group drive to shake some cobwebs off your Healey as well.

We will be sending out reminder news flashes for both of these gatherings with more details and directions

Along with tech sessions, we really need to get back to monthly social gatherings. In the past we experienced good turnout with the "BLD" format gathering for breakfast, lunch or dinner, either at a restaurant, a member's home or even a picnic at a park. A request was made to the membership for suggestions of places to meet as a group with the following results;

Brookwood Grill  
880 Holcomb Bridge Rd.  
Roswell, GA 30076  
[www.brookwoodgrill.com](http://www.brookwoodgrill.com)

J.R.'S Loghouse  
6601 Peachtree Industrial Blvd.  
Peachtree Corners, GA 30092  
[www.jrsloghouse.com](http://www.jrsloghouse.com)

The Mill Kitchen and Bar  
590 Mimosa Blvd.  
Roswell, GA 30075  
[www.themillkitchenandbar.com](http://www.themillkitchenandbar.com)

Tannery Row Ale House  
554 West Main Street  
Buford, GA 30518  
[www.tanneryrowalehouse.com](http://www.tanneryrowalehouse.com)

Places to meet (cont.)

The Winward Tavern  
5206 McGinnis Ferry Rd  
Alpharetta, GA 30005  
[www.thewindwardtavern.com](http://www.thewindwardtavern.com)

Atomic Biscuit  
225 Reformation Pkwy  
Canton, GA 30114  
[www.atomicbiscuit.com](http://www.atomicbiscuit.com)

Garland Mountain Sporting  
Clays/Grill  
2618 Garland Mountain Trl,  
Waleska, GA 30183  
[www.garlandmountain.com](http://www.garlandmountain.com)

Sheron and I visited the Peachtree MG Registry February monthly meeting at the Vintage Pizzeria 5510 Chamblee Dunwoody Rd, Dunwoody, GA 30338 near Perimeter Mall. They have a spacious private room for groups with a good selection of menu offerings.

The GTA has their monthly meetings at Tony's Sports Bar & Grill, 7955 North Point Pkwy, Alpharetta, GA 30022, USA which is just off the Mansell Road 400 exit, one block East overs behind the PF Chang's in the previous Hudson Grill location. They also offer a private room far to the left of the entrance. Plans are to check out this facility as well.

Finding a central location is a challenge. But lending success to the BLD format, the location is free flowing and determined by the host.

The ideal establishment should have group facility accommodations, some with a deposit or charge and others at no cost. If you are interested in visiting any of these or any others

to feel them out for a Healey group gathering, please do and report back your findings. Sheron and I will schedule a March social gathering somewhere to jumpstart the resumption of monthly gatherings.

In the meantime, if you are anxious to get out and drive, the GTA has a drive scheduled March 18th to visit the Rock-Solid Brewery in Ball Ground GA. This is an annual Brewery Run starting at 10800 Alpharetta Hwy, Roswell GA (behind the Starbucks at Mansell and Alpharetta Hwy).

The drive is about 1.25 hours and will end on Hwy 372 in Ball Ground. There are several lunch spots in the area. Plans are on arriving at the starting point around 9-9:15AM, have a short driver's meeting around 9:40 and be wheels up by 9:45, arriving in Ball Ground around 11AM. After lunch meet at Rock Solid Brewing for their noon opening to celebrate St Paddy's weekend.

Another venue we have visited many times in the past is the Memories in Monroe Car show which is also scheduled for March 18th. While some walk around kicking tires, there are plenty of old mill antique malls for those preferring shopping. For more information visit; 18th Annual Memories in Monroe Car Show | Monroe Georgia ([monroedowntown.com](http://monroedowntown.com))

Saturday, February 25th a few of us met up for the Gateway Classics monthly open house and car display. John Homonek drove the green Bugeye, Rick Alley the red over white Big Healey and I in the BJ8. John Harris and Jim Caldwell kicked tires with the rest of us for a while.

**Atlanta President**  
Charlie Moshell

From Gateway I drove over to Wagner Motor Sports for a Tech session where I met Mike Smarako from our club and about 50 other folks from the Peachtree MG Registry. Excellent turn out for a misty Saturday afternoon.

Bob Wagener shared the story of how he came into possession of a special movie of the 1966 Le Mans 24 Hr. race which was shown along with another film found in the same box. Bob recently discovered this footage, which has only been seen by very few people.

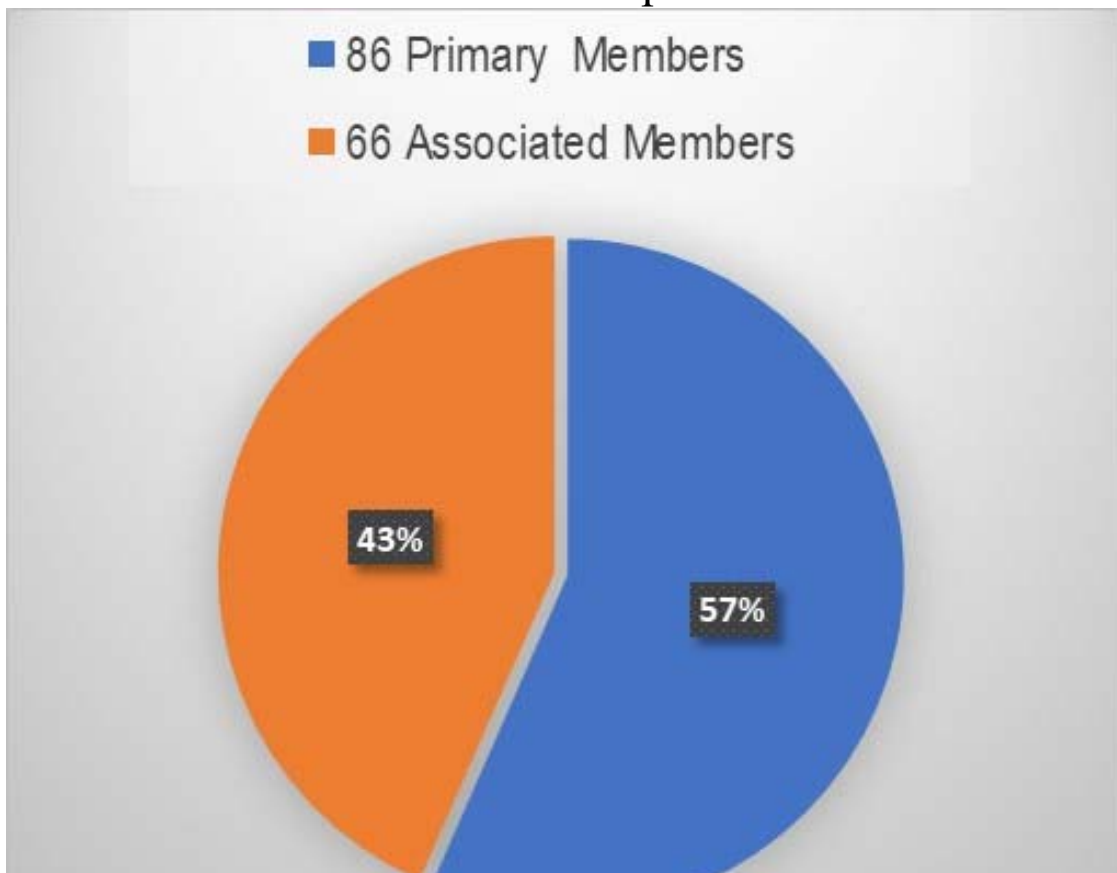
As a reminder, 2023 MEMBERSHIP RENEWALS were due by Feb 15th. If by chance your membership has expired it is not too late to renew. Please visit our club website for instructions on how to renew. Atlanta Austin Healey Club ([atlantahealeys.org](http://atlantahealeys.org))

That's about all for now. Keep a lookout for the news Flash Bulletins with more info on the upcoming Tech sessions and Monthly meetings.

Best Regards,  
Charlie Moshell  
Atlanta Austin Healey Club President

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Atlanta AHC Current Membership total 156 Total Members



**Of course it's a PIE chart. March 14th (3.14) is  $\pi$  day !!  
On 3.14 go enjoy a slice of ( $\pi$ ): fruit, cream or pizza!**

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



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

|     |   |                           |
|-----|---|---------------------------|
| TBA | Kassow Kruse rain date makeup drive<br>Bill Nagle | Watch for<br>email update |
|-----|---|---------------------------|

***March***

***Event***

|                       |  |                                  |
|-----------------------|--|----------------------------------|
| Fri - Sun<br>3rd -5th | The Amelia (Concours D'Elegance)<br>Ritz Carlton 4750 Amelia Island Pkwy, Amelia Island, FL 32034<br><a href="https://www.ameliaconcours.org/">https://www.ameliaconcours.org/</a> | Main Car<br>Show Sun-<br>day 5th |
|-----------------------|--|----------------------------------|

|          |  |                           |
|----------|--|---------------------------|
| Sat 11th | Ongoing Big Healey Resto Garage Crawl<br>Kärin Gärdner's | Watch for<br>email update |
|----------|--|---------------------------|

Sunday March 12, Daylight Savings Time begins—get your ... out of bed an hour earlier

|          |  |                             |
|----------|--|-----------------------------|
| Sat 18th | GTA drive to Rock-Solid Brewery in Ball Ground GA. <a href="https://www.gatriumph.com/upcomingevents">https://www.gatriumph.com/upcomingevents</a> | Arrive 09:00<br>Leave 09:45 |
|----------|--|-----------------------------|

|          |  |                           |
|----------|--|---------------------------|
| Sat 25th | Spring Tune Up Barry Rosenberg's British Car Service RSVP to Barry at <a href="mailto:britcars@bellsouth.net">britcars@bellsouth.net</a> or Ph: 770 689 7573 | Watch for<br>email update |
|----------|--|---------------------------|

|                       |  |             |
|-----------------------|--|-------------|
| Fri - Sun<br>24 -26th | Texas Healey Roundup 42<br>Blanco River Hotel, Blanco TX<br><a href="mailto:texashealeyroundup42@icloud.com">texashealeyroundup42@icloud.com</a> | See Page 17 |
|-----------------------|--|-------------|

***April***

***Event***

|         |   |  |
|---------|---|--|
| Sat 1st | Carolina British CarClassics<br>Historic Columbia Speedway, Columbia SC<br><a href="http://www.bccmc.com">www.bccmc.com</a> |  |
|---------|---|--|

|          |   |                     |
|----------|---|---------------------|
| Sat 15th | Brits on the BAY<br>29th Annual Pensacola British Car Show<br>Panhandle British Car Association | 09:00 -05:00<br>CST |
|----------|---|---------------------|

|     |   |                           |
|-----|---|---------------------------|
| TBA | Water Pump Rebuild Garage Crawl<br>John May/Mark Leinmiller | Watch for<br>email update |
|-----|---|---------------------------|



## Look ahead from planning meeting AACAA Events Calendar

| <b>May</b>               | <b>Event</b>   |                           |
|--------------------------|--|---------------------------|
| Sun 7th                  | Atlanta British Motorcar Day<br>Suwanee Town Center, 330 Town Center Ave,<br>Suwanee, GA 30024 | 08:00 - 02:00<br>EDT      |
| Sun - Fri<br>21st - 26th | AHCA Conclave<br>Crystal River, Florida<br>www.conclave2023.com                                | See Page 18               |
| Sat 29th                 | Macon GA Cook Out (ice cream and fish)<br>John Blanks/Denise Collins                           | Watch for<br>email update |
| <b>June</b>              | <b>Event</b>   |                           |
| Thu - Sun<br>1st - 4th   | Spring Thing<br>Bluegrass AHC, Louisville, KY  |                           |
| <b>July</b>              | <b>Event</b>   |                           |
| <b>August</b>            | <b>Event</b>   |                           |
| Sat 19th                 | Morning drive to meet for biscuits and coffee<br>Kate O'Leary                                  | Part 1 of<br>day's events |
| Sat 19th                 | Internal Engine Garage Crawl<br>Mark Leinmiller  | Part 2 of<br>day's events |
| <b>September</b>         | <b>Event</b>   |                           |
| Thu - Sun<br>21st - 24th | Austin Healey Southeastern Classic XXXVI<br>Asheville, NC                                      |                           |
| Sat 30th                 | Fall Drive to Dillard GA<br>Charlie Moshell  | Watch for<br>email update |
| <b>October</b>           | <b>Event</b>   |                           |
| Sat 14th                 | Drive to Braselton with Panoz<br>Duffee facilities visit<br>Doug Duffee                        | Watch for<br>email update |
| TBA                      | Fall Drive for apples, pumpkins and lunch  | Watch for<br>email update |
| TBA                      | Fun Day Drive North and Northwest GA Moon-<br>shine Country back roads<br>Alan White           | Watch for<br>email update |
| <b>November</b>          | <b>Event</b>   |                           |
| <b>December</b>          | <b>Event</b>   |                           |
| Sat Dec 2nd              | Kassow Kruse<br>Bill Nagle   |                           |
| TBA                      | Christmas Party<br>Sharon 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 CLASSIC CARS  
1870 McFarland Pkwy STE 300 Alpharetta, GA 30005

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**Gateway Classics February open house**  
**Photo: Charlie Moshell**

On Saturday, February 25th a few of us met up for the Gateway Classics monthly open house and car display. John Homonek drove the green Bugeye, Rick Alley the red over white Big Healey and Charlie Moshell in the green BJ8. John Harris and Jim Caldwell kicked tires with the rest of us for a while.





## The Project Car

How many of us have an old British car sitting in our garage? I have one, a 1967 TR4A IRS that needs a full restoration. TR4s have been my favorite car ever since I got my drivers license. Sorry for you other old British car owners but TR4s are the best balanced LBC produced in their era. It had an almost perfect 50/50 weight balance front/rear.

But that is not the topic for this article. All of us having a project car sitting is. I would say the majority of owners of these cars have seen at least 50 if not 60 New Years celebrations. Most of us have children and grandchildren. Some have great grandchildren. Why aren't we getting them involved in making the old relics live again?

This can have a two fold effect; one would be to get another young person interested in our hobby or passion. The other would be spending a lot of good times with said younger generation. Of course, working with your children would be an extra bonus.

If I cannot get my granddaughter interested, I have a niece who is very willing to help. The TR4A had been sitting in a barn since 1978 and when opening the hood, you could not see the engine under all the pine straw and leaves. There is not much rust, well not much BAD rust, on the car. I only see one panel that would be easier to replace than repair.

Before I start work on the car, I will write a full list or two on the items that need repairing, replacing or rebuilding. I will definitely not be building a perfectly restored 1967 TR4A; there are too many modifications I want to make. Too many items I can upgrade and make better while still maintaining the appearance and character of the original car.

When you take on a project like this, one should make a list of each item to be done from rebuilding an engine to pulling the body and a thorough paint job. So far, my list is relatively short as it has not been written down, it only exists in my mind. It is easier to make changes up their than on the computer.

Having been doing old British cars for as long as I have, I know how things work, what it takes to rebuild and what it costs. I also know how bad so many of the reproduction parts have become. I will avoid as many of these as I can and make as much stuff as possible.

For instance, I know replacement brake calipers are available but Wilwood makes such great units, 4 pistons per caliper and 7 lbs. less weight each, there is no need to use originals. I will make a much better brake system with aftermarket parts like these as I have a lathe and am not afraid to use it.

## The Project Car

Cutting and machining metal and welding or brazening is easy and effective in producing so many parts. An example are the lower control arms on the whole TR3-6 range which are very heavy castings. I mill out the inner webbing on my arms to make them lighter. There is a possibility I may make new ones from aluminum.

I know what it takes to built a very strong TR4 engine and what it costs. New non-stock rods and pistons will cost upwards of \$1,000. A proper crankshaft damper can be another \$600. There is still all the other work required to make a TR4 engine rev freely and not break that the cost gets higher than replacing the old cast iron thing with a newer light weight aluminum engine from a Ford or GM.

The newer engines put out over 220 horsepower in stock form and will do close to 300 with minor work. And a lot of them come with a 5 or 6 speed transmission that would never break in a lightweight TR4. Of course, this will require an upgraded differential as well.

Many of you may never of heard of a company called Coparts. They get all the insurance companies totaled cars and auction them at great discounts. They have about 3 location just in the Atlanta area and they are all over the United States. You can look up the year

car, make and model you seek and the list pops up telling you if they ran when they got them, what type of damage and show pictures.

Lets say I want the engine and trans from a Saturn Sky. Look up the brand, Saturn, then the model and year. A 2009 Sky can be found on many web sites for around \$10,000, running and driving. On Coparts, you can find one maybe hit in the side and still have a running engine and trans for less than \$1,000. *(How about a HONDA S2000 with 240 HP and 9,000 RPM Red Line? editor comment)*

Watching the Coparts web site, you can find most any car, even Ferraris, not that I would use one of those engines. Buying one of those cars would give me the engine, transmission, differential and fuel injection in one complete package and at a huge saving over rebuilding a very heavy; slow turning and low horse power TR4 engine.

As I progress on this route, I will write about my adventures as time permits. I hope to take lots of pictures and do detail explanations of items as they get restored or replaced. I also hope to keep a detailed, itemized list of costs. I know this is probably a mistake because we never want to know how much we spend on our fun but I want to be able to pass along my full experience with this build. It will probably be my last full build of a little old British car.

## The Project Car

I am looking forward to my tune up tech session as early in the spring as it can be scheduled. Hopefully we will be able to teach you how to tune and adjust your car and feed you a pretty good meal. Watch for the dates and time. So,

until I see yall somewhere soon.

Barry Rosenberg  
British Car Service  
770-689-7573

### The Project Car Part II Suspension Upgrades

It is a rainy day in Georgia as I type today. Most of the new year has been raining as well as a lot of last December. Our solar panels are still producing a small amount of power but not enough to power the home. Hopefully the battery will get recharged this afternoon. If not, we are still connected to the grid.

I have yet to really start on my Tr4A but I am doing research on the power train I want to use. I love the TR4 engine but it is expensive to get a lot of power from it as explained last month. I am narrowing my search to a GM or Ford 4 cylinder with or without turbo; a five speed transmission and a limited slip differential. As I said, I will probably buy a complete wrecked car from Coparts as I can get every thing I will need in one package.

So, that leaves little left for me to decide about mechanically speaking. Suspension is one big area left with which I can still get clever. I like the

basic front suspension design, un-equal length A-arms with coil springs and tube shocks. I will do very similar to the race car I once built and modify it some what. Still using the tube shocks and coil springs but the springs will be mounted to the shock body on height adjustable mounts. This will allow the cars height to be adjusted and this allows what is called weight jacking.

That is, I can balance the car's weight distribution some by raising or lowering the spring mounts on the shock. Raise the right front spring will move weight to the left rear corner. One does need a set of scales for this, one under each tire. Why you may ask. The better balanced a car's weight is, the better it will handle. If I give the car over 250 horsepower, it needs to handle better. If not for safety then for fun.

## The Project Car Part II Suspension Upgrades

The shocks I used last time were by QA1 and they were very good, pricey and beautiful. Looks is important in a build like this so QA1 it will be.



The upper A-arm has a decent shape and location but to make the system more adjustable, I will try to fit them with spherical rod ends and I will box them in the open side of the arms.

The original arms are a “C” channel steel that can twist under heavy cornering. Closing the open area, boxing them, will greatly increase their strength. The outer ball joint on the top is also a good product from the factory. It is the same as Jaguar XKEs only a little wider. For my race car, I used the XKE types as it allowed me to use shims on one side or the other to adjust caster. If I placed a shim on the front side, the suspension upright leaned back just a little bit. This would add positive caster. Moving the shims to the back side would add negative caster.

The So, what is caster? Imagine a line thru the center of the upper ball joint and the lower upright pivot. If it is perfectly vertical, there is zero caster.

Lean that line to the rear of the car



from top to bottom and you have positive caster. Lean it forward and you have negative caster.

For our cars, negative is not good. Ever have a grocery cart where the front wheels wobble like crazy? Negative caster and your car can do the same thing. Lean the line rearward and you get positive caster which up to a point is good. It gives you a car better straight line stability.

Of course, too much positive can make the car very hard to steer. Race cars, such as those that run on oval tracks will use a lot of caster in one front wheel and less in the other. This makes it easier to hold the car in the turns. Every driver feels suspension differently so in a race car or very high performance car, being able to adjust caster is important as well as in your street car.

I will use a set of spherical rod ends at the back end of my upper A-arms so I can easily adjust the caster as well as camber.



This is a spherical rod end. I will use two on each upper arm so I can adjust the length of each one individually. If I lengthen the front rod end by screwing it out a turn or two, it will have the effect of leaning the upright rearward increasing positive caster.

Now, camber is the second big alignment term we have. Camber is the lean of the tire either in or out at the top. If it leans in, it is negative camber and leaning out is positive camber. Here, negative is best. Leaning the tire in 1/2 to 1 degree will improve overall handling. Going a little more will improve handling in turns but will effect straight line braking because the more negative the camber is, the less tire tread you have touching the road. It also will wear the inside edge of the tire quicker.

Why don't cars use zero camber one would ask. And some cars did. The

## The Project Car Part II Suspension Upgrades

first year or two of the original Acura NSX had zero camber. Even as the wheel moved up and down over bumps or as the car leaned into a corner, the tire stayed perpendicular to the road. Unfortunately, as the tires moved up and down, the tire slid across the pavement and scrubbed the tires away extremely fast. The tires need to lean in as it moves about in normal suspension travel.

The stock way the Triumph adjusted camber was moving the mounting points of the lower A-arms out from the chassis by shims. They had a pretty heavy U shaped bracket that was bolted thru the chassis and the arm was attached to this by a cross bolt thru rubber bushings.



See the two studs sticking out the back? Those are what goes thru the frame. Loosening the nuts holding it in place, one would put shims between the bracket and the frame, then tighten the nuts. The more shims, the more negative camber. The car was designed so that it would be adjustable for negative camber but there is very little one can do if they did need positive camber.

## The Project Car Part II Suspension Upgrades

Unfortunately, this bracket does have a habit or strong probability of breaking off the car. To eliminate this, I will weld these brackets to my frame with no shims in between. I will still use the two studs and nuts. I will also not be using rubber bushings. I plan to use some urethane bushings instead. I could fabricate some way to use spherical rod ends down there but I like some give in the suspension and the rod ends have none.

Again, this is getting quite long. I will stop and continue next month. There is more on the front suspension you don't want to miss. Toe in or out, anti-sway bars and more all add to the handling of the car. And better handling is safer and more fun.

**Please remember the Tune Up Tech session I am having March 25<sup>th</sup> at my home shop. If you are coming, please RSVP either thru [Peachtreemg.com](http://Peachtreemg.com) or texting or emailing me directly. We need to know how much food to plan on and also remember to please bring a couple bucks (\$10 is a nice round number for the charity, the Atlanta Food Bank. They feed a large portion of north Ga. as well). Also bring a chair if you want to sit.**

So, until I see yall somewhere soon, goodbye.

Barry Rosenberg  
British Car Service  
770-689-7573

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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. And it's only February.  
Reid Trummel



## Healey Suspension Upgrades By Robb Handshuh

Part of this month's Tech article was specific to the TR-4 front suspension. Fear not intrepid Healey owners! Even with the Healey suspension design being slightly newer than the Flintstone's car, solutions are available to be able to adjust Camber Angle on Big Healeys (welding required) and Sprites (bolt-on). Caster Angle, well not just yet.

### Big Healey BN1 - BJ8

Adjustable camber is useful for a street car, but essential for racing or other high performance driving to take advantage of modern tire design. This kit replaces the original shock mount plates that are welded to the top of the Healey frame towers, using a tapped plate machined from high tensile strength steel which can be adjusted in and out with two horizontal bolts to give exactly the correct camber adjustment you desire.

Moss Motors PN 856-115 <https://mossmotors.com/>



Image from Moss Motors website

(or)

Rectify your incorrect camber angles, caused by a bent or damaged chassis, with these hollow front chassis tops which have slots and an adjuster thread to allow the inner threaded sliding plate to move with the shock absorber. Being made from top quality steel the threads will not pull out, thus holding the shock absorber more securely. Order Tops and Inner Sliding Plates separately. Denis Welch Motorsport PNs CIBP169L CIBP168L CIBP168 <https://www.bighealey.co.uk/>



Image from Denis Welch Motorsport website

### Sprites

Camber Adjusting Custom Control Arms are made by modifying the bottom A-Arm lower king pin mount to use shims allowing camber to be adjusted, More information: The Bugeye Guy <https://bugeyeguyparts.com/>



Image from Bugeye Guy website

## 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),

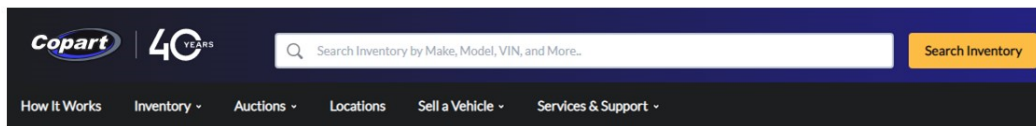
**N0 shipping**, pick up only in Marietta, can email pics of each item

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

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Following Mr. Rosenberg's recommendation to use Copart® to find doner and parts cars, your editor dove into Copart's website. <https://www.copart.com/>

This little gem came up. A 1959 BN6 2-Seat 100/6 "Flood damaged" Healey. Depending on how deep the water was, (Healeys make poor submarines) this could be an easy or extensive (expensive) restoration. Know this is an Auction and there may be a reserve. Car is listed as located in Florida



### 1959 AUSTIN HEALY |

Lot # 64521612 | Sale Location: FL - PUNTA GORDA SOUTH - /-/F050 | Sale Date: Upcoming Lot



*Your ad here -  
deadline for next issue 27 Mar 2023*

## Special Request from our Healey friends in Texas



# Texas Healey Roundup 42

## Blanco River Hotel. Blanco, Tx

### March 24-26, 2023

|                    |                 |
|--------------------|-----------------|
| Name:              | Address:        |
| Spouse/ Guest:     | City-State-Zip: |
| Additional Adults: | Phone:          |
| Club Affiliation:  | Email Address:  |

I/We will participate in (enter number participating):

Popularity (#cars) =

Rally (# of individuals) =

Funkhana (#of participants)=

| REGISTRATION & MEALS   | Cost      | Qty | Total   | Year & Model of<br><b>Big Healey</b>                     |
|--|-----------|-----|---------|--|
| Registration ( <b>Prior to 03/01/23</b> )<br>Registrant + Spouse/Guest + Children<16<br>Includes 1 patch | \$100     | X 1 | = \$100 |  |
| <b>Late Registration (After 03/01/23)</b><br><b>Additional</b>   | \$25      | X   | =       |  |
| Additional Adult(s)  | \$25      | x   | =       | Year & Model of<br><b>Sprite</b>                         |
| Additional Vehicle Registration<br>(Includes patch and car number)                                       | \$25      | X   | =       |  |
| Adult Saturday Dinner per Person   | \$40      | X   | =       |  |
| Child Saturday Dinner per Child 12 and under   | \$20      | x   | =       | Year & Model of<br><b>Other/Additional<br/>Healey(s)</b> |
| Breakfast at the hotel   | No charge |     |         |  |
| <b>Regalia</b>   |           |     |         |  |
| T Shirts - (fill in quantity below)  |           |     |         |  |
| Mens: S: M: L: XL: XXL:  | \$25      | X   | =       |  |
| Womens S: M: L: XL:  | \$25      | X   | =       |  |
| <b>Additional Logo Patch</b>   | \$5       | X   | =       |  |

**TOTAL =**

**Lodging for Texas Healey Roundup 42 will be provided by the Blanco River Hotel in Blanco, Tx. For reservations call: 830-833-5738 press 0 for reservations and reference the Texas Healey Roundup. Room rates (1 King or 2 Queen beds) are \$159/night. Book soon as rooms are limited!** If you need alternative nearby accommodation suggestions use the contact info below.

Send completed registration and check to:  
 STAHC  
 Texas Healey Roundup  
 950 Stagecoach Ranch Rd  
 Dripping Springs, Tx 78620

<https://www.visitblancotexas.com/>  
 Questions? - Contact:  
[texashealeyroundup42@icloud.com](mailto:texashealeyroundup42@icloud.com)



## 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](http://www.conclave2023.com)

Conclave 2023 Organizers

Bill Borja, Chairman, Conclave 2023

