

# The Flash



September 2023

Material deadline for the next Issue is 29 September



Volume MMXXIII Issue VIII

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<http://www.atlantahealeys.org>



**Young Patrick Leardo helps install the main bearing caps which hold the crankshaft as Mark Leinmiller, Nader Bagheri, Patrick Leardo, Sr and John Harris look on.**



Volume MMXXIII Issue VIII

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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.

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.

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### Editors' Note

Here it is Labor Day weekend, the unofficial end of summer and beginning of the fall car show and gatherings. Get your cars out and ready!  
(Hope to see Y'all at S/E Classic)

Sad note we are losing long time member and fellow Healey / LBC expert & enthusiast Sam Marble to Florida. He has a auction / garage sale next weekend. We hate to see Sam go but he has other priorities now. All the best in your new endeavors, Sam. Your editors, Robb & Kate.

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  
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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

A great big shout out and thanks goes out to Kate O'Leary and Mark Leinmiller for hosting our August Biscuits and Engines gatherings. Several of us met up with Kate at the Honeysuckle Café and Bakery for breakfast before heading over to Mark's. It is my understanding that the engine discussion at Marks continued all day ending around 4:30pm.

Consider hosting a tech session to share that project you are working on.

Evidently our members enjoy meeting for biscuits or any food, too. Consider picking your favorite eating establishment and hosting a gathering. Breakfast, lunch or dinner anyone? The outdoor patio seating seems to work well, especially on fair weather days, where private rooms are not available.

I ended the month of August with a very nice visit with long time club member and friend Sam Marble. As many of you may know, Sam is in the process of packing up and relocating from Loganville Georgia moving to enjoy his golden years in Florida. He is headed to a retirement community near some family members in Ocala. The assistance provided by Kate O'Leary, John Homonek, Nader Bagheri and Mark Leinmiller in waking up several cars that have been resting for a while was greatly appreciated.

Sam may need some additional assistance this month before the big move. In the meantime, he has an estate sale scheduled for the first week in September. Several project cars, lots of parts tools and miscellaneous household furnishings and antiques will be available. Hopefully time permitting, we can plan an impromptu farewell party to wish Sam the best on his move.

Our first multi-British Car gathering event for the month of September will be the 22nd British Car Fayre in Norcross Saturday September 9th 10am-3pm. This is always a well-attended event. Be sure to bring your travel chair and stories to share. MG is the featured marque celebrating 100 years.

The following week a dozen or so of us at last count will venture up to Ashville NC for SE Classic. The host hotel in the Biltmore Village area is just around the corner from a Blue Ridge Parkway entrance ramp. We are all looking forward to some fun drives, fellowship and entertainment.

Keep in mind that Atlanta's turn to host SE Classic we be upon us before you know it. Now is the time to put on your "Tom Terrific Thinking Cap" and share any potential locations that come to mind. We usually figure on 80 registrations as our break-event point when planning and establishing budgets. We also usually look for a host hotel or venue with around 100 rooms we can reserve. Ideal locations are away from congested high-density areas with traffic. Remote locations situated with in short distances from winding, rural less traveled country roads are preferred.

We still have our two-part (Leinmiller/May), water pump rebuild tech sessions coming up soon.

Upon returning from SE Classic, Summer will have officially ended (9/23), and our Autumn fun time with cooler temperatures will be here.

Keep October 21st open on your calendar as Sheron is tentatively planning on an end of summer gathering of sorts. More to follow.

Best Regards, Charlie Moshell  
Atlanta AHC President

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



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

**September**

**Event**

<b>September</b>	<b>Event</b>	
Thu - Sat Sep 7, 8, 9 (10 am to 4 pm)	Sam Marble's Estate & Super Garage Sale Old Mill Antiques and Estate Auction Company <a href="https://www.estatesales.net/GA/Loganville/30052/3790035">https://www.estatesales.net/GA/Loganville/30052/3790035</a> 404 547 8400	See Pages 14, 15
Sat Sep 9th	22nd British Car Fayre in Norcross <a href="http://www.atlantabritishcarfayre.com/">www.atlantabritishcarfayre.com/</a>	Register On-line or day of show
Thu - Sun 21st - 24th	<b>Austin Healey Southeastern Classic XXXVI</b> Double Tree Inn at Biltmore Village Asheville, NC <b>Use this link to get the preferred room rate:</b> <a href="https://www.hilton.com/en/attend-my-event/avlbumdt-ahc-31bb06b6-9e20-4053-8d42-bd567c82806e/">https://www.hilton.com/en/attend-my-event/avlbumdt-ahc-31bb06b6-9e20-4053-8d42-bd567c82806e/</a>	Registration Now Open! See Page 19
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>October</b>	<b>Event</b>	
Sat 14th	Drive to Braselton with Panoz facilities visit Doug Duffee	Watch for email update
Sat 14th	The Triumph Club of North Florida (TCNF) British Car Classic, October 14, 2023.	See Flyer Page 20
Sat 21st	AAHC end of summer gathering More to Come!	Watch for email update
TBA	Fun Day Drive North and Northwest GA Moon- shine Country back roads Alan White	Watch for email update
<b>November</b>	<b>Event</b>	
TBA	Water Pump Rebuild Garage Crawl John May/Mark Leinmiller	Watch for email update
Thur 23	Happy Thanksgiving	
<b>December</b>	<b>Event</b>	
Sat Dec 2nd	Kassow Kruise Bill Nagel	Info Coming Soon
TBA	Christmas Party Sheron Moshell	Info Coming Soon

## 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

**Biscuit Run Success!**  
by Kate O'Leary#

On Saturday August 26, several Healey people gathered at Honeysuckle Biscuits & Bakery in downtown Kennesaw for a selection of breakfast entrees. I was joined Ric Anderson and Pam Campbell, Brian Johnstone, who drove his Healey and parked right up front so we could see it, John Miner, Charlie Moshell, and George and Debbie Pope.

Once everyone had ordered their choices to be delivered to table #47, we adjourned to said table for several conversations. We discussed successful children, car issues, upcoming trips, past trips, Southeastern Clas-

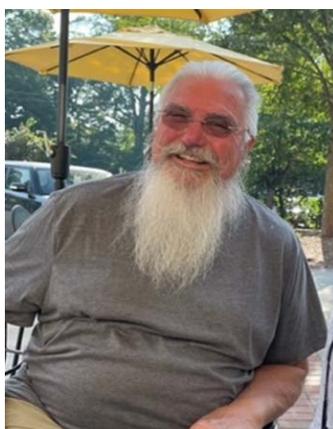
sic, Norcross BCD, and what to expect at Mark's upcoming tech session.

Once the food arrived there was a slight lull in the chatter. I am hoping that everyone was happy with their selection. I had previously been to Honeysuckle a couple times, and I tried something new and delicious that day. I had set up this event in the morning, 8-10am, to take advantage of the cooler hours of the day.

Apparently, the cooler hours had last been in May, as it was blazing hot at 930.



Ric Anderson & Pam Campbell



Charlie Moshell



Debbie & George Pope



Mr. Biscuit



His Cousin Sausage & Cheese



The Avocado 'n Toast Bunch

**Engine Internals Tech Session**  
by Mark Leinmiller #  
Photo by Kate O'Leary

We had a great turnout of twelve people (13 if you include 15-month-old Patrick Leardo!) at Mark Leinmiller's townhouse garage for this tech session. We "built" a demo engine using castoff engine parts from Charlie Moshell's and Mark's early 3000 engines. The session was an overview of how everything goes together and how everything is interrelated as a system.

Starting with an empty engine block we added the crankshaft after some discussion on main bearings and what they can tell you. We also learned that main bearing caps are NOT interchangeable parts. Charlie and Mark learned this when delivering Charlie's old block to Wagner Motorsports only to be told by Bob to "get that \$x!7@ to the scrapyard" within 10 seconds of unloading it. This block was part of a purchase Charlie made decades ago, and it had apparently been scavenged for parts. With today's manufacturing tolerances, these parts are interchangeable, but when our cars were built, the repeatability was not achievable, and each block and four main bearing caps were machined as a unit.

Adding the number one piston came next. There are a few tricks to doing this correctly. Obviously, there has to be a way to compress the rings so that you can get them into the cylinder bore. Using a piston ring compression tool requires some care not to break one of the rings. Mark found this out the hard way when building his first engine; piston rings come in sets, so it was an expensive lesson. Also, when installing pistons, they are all numbered (1-6) and the side with the numbers must face the camshaft side of the engine.



Mark Leinmiller with engine block (foreground); crankshaft and cylinder head on workbench

Once connected to the crankshaft we rotated it until the #1 piston was at "top dead center" (TDC). This is the coordination point for all other systems when getting your timing, valve clearances, etc. correct.

We then added the camshaft after some discussion of what the lobes (or cams) do. Essentially their function is to open and close the fuel and exhaust valves at the correct times. The timing chain came next and we learned that the chain has "bright links" which align to points on the crankshaft gear and the camshaft gear. The gears are both keyed to their respective shafts, so there is only one way to assemble them. This is all part of getting everything "timed" or working in sync.

**Engine Internals Tech Session  
by Mark Leinmiller #**

At this point we added the cylinder head upon which Mark had already installed the valves for the #1 cylinder. The tappets (or lifters) were added along with their respective push-rods. We adjusted the valve clearance or “valve lash” to the recommended .012 inch using a feeler gauge. This measurement is important because it allows the smooth opening and closing of the valves. If too small of a gap, the valves may not seat properly which causes a loss of compression. Too much gap causes you to miss the gentle beginning and ending parts of the cam lobe and you basically slam the valves open and closed; this causes valve train noise or “chatter”.

Now it was time to add the distributor. We saw how there are two sets of gear teeth on the camshaft, one for driving the oil pump and the other for rotating the distributor. We also discussed the proper firing sequence and how the placement of the wires in the distributor cap makes this happen. With all these items in place, rotating the crankshaft showed

everyone how everything worked in unison. Rotating the distributor base is the “fine tuning” of getting the timing perfect.

After a couple of hours in the garage it was time for lunch and socializing. In addition to Mark’s selection of sandwich options Lee Etterling brought a fresh-from-the-garden cucumber salad and Karin Gärdner brought some yummy gluten-free brownies. It was nice getting caught up with one another and hearing about what everyone has been up to.

After lunch a few folks headed back to the garage with more questions and we called it a wrap about 3:30pm.

Participants included:

Karin Gärdner & Mark Jordan, John Harris, Bruce McDonald, Nader Bagheri, Alan White, John Miner, Kate O’Leary, Charlie Moshell, Lee Etterling, Patrick & Patrick Leardo, Mark Leinmiller



Nader Bagheri describes how he was sidelined during a road trip because he didn’t tighten something properly in his distributor. Pictured are Kate O’Leary, John Harris, Bruce McDonald, Mark Jordan Nader Bagheri, Lee Etterling, Karin Gärdner and Alan White.

## **Lessons Learned:**

1. Machine shop filings: clean, Clean, CLEAN! The Machine shop may not do this.



*While the block looked brand new we didn't make sure all of the machine shop filings were removed from every passageway, nook and cranny. Bob Wagner says he spends four hours scrubbing engine blocks before doing a rebuild. The bearing on the left only has 400 miles on it, and the top bearing layer is scraped away; the original bearing on the right has many tens of thousands of miles yet the copper layer is just barely showing. This loss of material caused significant loss of oil pressure leading to catastrophic failure.*

*(Editor Note: This also happened to another AAHCA member when rebuilding a engine as a gift for his father. Filings from the turning the crankshaft ended up seizing the crank after 3 rotations attempting 1st start.*

**Lessons Learned:**

2. It's never too early to get the youngsters turning wrenches!



*Young Patrick Leardo helps install the main bearing caps which hold the crankshaft as Mark Leinmiller, Nader Bagheri, Patrick Leardo, Sr and John Harris look on*

## **Lessons Learned:**

### **3. There are many places that can reduce oil pressure**

Among them are worn rocker shaft, worn bearing surfaces, and the oil pressure relief valve.

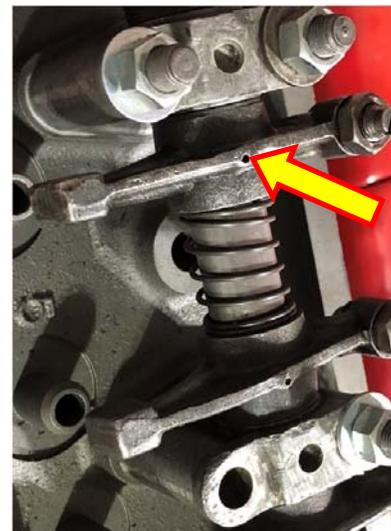


You saw the worn main bearings above. Here is a photo of the oil pressure relief valve. Note the flat shiny spots that have worn (from vibration) on the spring; these areas of lost metal will reduce the spring's strength.

Short term you can add a washer or two to increase the pressure, but eventually you need to replace the spring. The sides of the valve show a lot of wear, but not the face where it meets the block.

Here is a worn rocker shaft. The areas under the rockers wears, and when the gap is large enough to reduce oil pressure you will see a dribble (or a stream) of oil rather than just a few drips at a time coming from the top of the rocker when the engine is running.

You can typically replace just the rocker shaft to fix this; however, with enough miles you might have to have the rockers re-bushed, too.



### **4. Make sure everything is torqued according to specifications**

With six cylinders firing during every rotation at 3,000 rpms your engine has 18,000 explosions every minute. Things vibrate loose if not properly tightened. Torque specs can be found in the various workshop manuals as well as some parts vendors catalogs.

I found it interesting that Dave Peck, the VP of the Peachtree Mg Registry, wrote an article about not having enough people involved in actively supporting the club. It kind of follows my last article about not enough, or any, actively getting into LBC repair. To keep a club alive and thriving is the same as the repair industry; we need more active people and we need the younger, now that I am in the older generation I consider anyone under 55 young, to participate.

If you have anyone in your family that is the least bit interested in the old LBCs, encourage them as much as you can. The Georgia Triumph Assc. is hosting the VTR (Vintage Triumph Registry) national show this September at the Dillard House. They will have tech sessions and an autocross and funkahna. Both are fun driving events and well worth the cost of registration to participate. Or, it costs nothing to drive up and watch (insurance rules allowing). This is the perfect type event to get younger people interested. Bringing your teenage kids or grand kids to watch will get them interested in your old LBC and maybe get them involved. And then, you will not have to sell your car before you depart this earth; you can pass it down to someone who will appreciate it.

Off the soap box now. I have been reading some old Motor Trend, Car & Drivers and Road & Tracks again. One has a long article describing the 1964 offerings of Ford and Chevy. They had a long laundry list of options for the cars unlike the British of the same era. Each had at least 5 different engine sizes with options for most of carburation and compression. They offered automatics and 3 speed manuals at first and only by 1964 were any 4 speeds available. The automatics had their own options. Differentials

had many options for gear ratios and posi-traction worked in several different ways.

Even brakes and suspension had many options; standard drum brakes all around were the only option, they had not accepted disc brakes yet, but the width of the drums and the lining material could be varied. The suspension had a few options as well but not as many as other aspects of the cars. Interiors could be varied as much as your imagination could carry you. It was as if you ordered a bare body; selected your paint color or combinations; picked what you wanted for the interior; choose your engine depending on your use of the car from city driving in traffic to racing on the track.

When ordering, most people did not go to the dealer to buy off the lot back then, you could have several pages of options so your car could be quite unique. I understand they did have someone at the factory reading the orders so if someone had picked pink and green for their exterior color with blue and yellow interior, they would pull the order and verify with the dealer before producing the car although there were a few of those sitting unsold on dealer lots.

It was a great time to be buying a car. Unless you were looking at buying a British car. A lot of cars from Britain were sold with disc brakes on the front, Jag had 4 wheel disc, but there was no other option. You could not buy a TR3 (after 1956) or TR4 with front drum brakes. MGAs had disc after mid 1959. But these cars had one engine option, one transmission option (no automatics) and only a limited color pallet for interior and exterior.

## Tech Corner

By Barry Rosenberg

There was a wheel option for either steel wheels or wire wheels. The option list was very short. Even the British sedans, such as TR2000 and Jag MK1 or MK11 had very few options and those were almost the top of the line below Rolls which were custom built.

One went to the Triumph dealer and you had your pick of 6 or 7 colors with maybe 4 interior choices and 2 wheel choices. One transmission choice for most cars, Triumph and Jag had an overdrive option and later MGB offered one, and only one engine per manufacturer. As the Chevy and Ford changed every year and their list of options varied with each new model, it could be quite confusing when it comes to repairing the cars.

Oh, but the British hardly changed at all over the years. If you could build a MGA front suspension, you could do all the way to the last MGB in 1980. Same with a Triumph engine although they did offer 2 choices but not at the same time or in the same car. The sedans came with a 6 cylinder that did increase in displacement over the years but the convertibles all had 4 cylinders until they added a GT6, which was almost a totally new car. Austin Healeys had one basic body and 4 cylinder engine and then changed the body and went to a 6 cylinder engine. Again, you can see a huge family resemblance in all the big Healeys from beginning to end.

If the cars hardly changes over their life span, then why is it so hard to convince young people to get interested in them. They can easily learn the repair processes for them all while it took huge, thick books for the Fords and Chevys.

You have to be careful who you let work on your old LBC. Some people that are seriously involved with LBCs think they can watch

a tech session or a YouTube video and become a mechanic. Maybe you get to watch a skilled mechanic do something and think you know it all. It ain't so. It would be like watching a video of a doctor performing a vasectomy on a patient and think you can do one on yourself. OUCH! It will hurt and never be successful. There are a lot of "finesse" operations one must learn to be successful.

Sure, you can build your own engine but do you know how or have the tools to check ring end gap? Do you know what that is and why it is important. Do you know that you should start every nut and/or bolt by finger to make sure they don't go together cross threaded? Do you know how to use a feeler guage and how much "drag" it should have? Do you have all the tools to do the job you are attempting? Some jobs do require specialized tools where some can be done with a crescent wrench, screwdriver and a hammer (not many though).

It takes a fair amount of practice before you can do some jobs (most jobs) correctly. That is why we always tried to have an apprentice learning the ropes before freeing them to do repairs. One of the most asked questions old mechanics get is how tight do you make the nuts and bolts? The most popular answer is to tighten them until they break then back off half a turn. It takes practice to know when you get it too tight or leave it too loose.

Have you ever had to change a tire after some mechanic has installed your wheels with an air impact gun? Sometimes they get them so tight, it takes another impact or long breaker bar (know what that is?) that you probably don't have with you when you are out in booneyville. Even wheels require a certain torque to hold tight but still be removable.

**Tech Corner**  
By Barry Rosenberg

The art, yes I consider it an art, of being able to repair and make run an old British car is or can be fun or exasperating. But it is well worth the effort once you learn.

There are many opportunities open to those that choose this field. No, I don't believe you will ever get rich or make as much as a good welder but look at all the fun you can have test driving so many different cars. Get young people interested and let's keep our old car running.

Well, it is storming pretty good again and our dogs are scared and sitting between my feet. A few weeks ago, we just got missed by a tornado that went about 100 yards

north of our house. Took out hundreds of trees but only a few big limbs fell in our yard. People were without power for up to 4 days but not us. The solar system and battery back up kept us cool with AC, drying clothes, cooking in electric oven and watching TV. Finally, it works as it should.

Until I see yall somewhere soon.

Barry Rosenberg  
British Car Service  
770-689-7573

**AAHC Sam Marble's Auction**

**Information Next Page !!  
Antiques, Tools, Cars, Memorabilia**



# Atlanta AHC News Flash

Our Atlanta Austin Healey Club and Peachtree MG Registry long time member and friend, Sam Marble is in the process of leaving Loganville Georgia moving to enjoy his golden years in a Florida retirement community.

As part of downsizing and moving, he has contracted with Old Mill Antiques and Estate Auction Company to liquidate various household furnishings, antiques and Vintage British Autos, miscellaneous British auto parts, assembly's and components, air tools, welders and various items utilized in the auto restoration hobby.

Sam's Red Jensen Healey, Yellow MG Midget, Blue MGB GT project, Austin Healey 3000 BJ8 project and Jensen project autos will be included to mention a few.

You can visit the Auction company website for photos and more specific information as it becomes available.

<https://www.estatesales.net/GA/Loganville/30052/3790035>

Phone 404 547 8400

Currently the Auction is set for Thursday Sept 7 thru Saturday September 9<sup>th</sup> between 10am-4pm each day.

Kindly pass along this information to anyone you know that may be interested.

Best Regards,

Atlanta AHCA President

Charlie Moshell

## Members Classified

Your ad here -  
deadline for next issue 29 Sep 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

## 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

Humor Submitted by John Cork



The Flash



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)





**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)**



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## British Car Classic (BCC) XXXIV



**14 October 2023    Saturday    9:00 a.m. - 2:00 pm**

*Historic Saint Augustine, FL at The King's Head Pub (6460 US Rt 1)*

*(Arrival 8-9 a.m. - Voting until Noon - Awards 1:30 p.m.)*

**British Cars & Bikes WELCOME~ Open to the public ~music, awards & door prizes!**

*The BCC & The King's Head Pub - over 30 years of Great British Cars & Bikes*

Registration: \$30 per car by Sep 7th (late reg.\$40)      Register at: [www.tcnf.org](http://www.tcnf.org)

**Awards:** 1<sup>st</sup> & 2<sup>nd</sup> per class (3<sup>rd</sup> place based on pre-registration) & Participants Choice

Hosted by the Triumph Club of North Florida (TCNF) & The King's Head Pub

(Questions? email or text [triumphclubofnorthflorida@gmail.com](mailto:triumphclubofnorthflorida@gmail.com))