

The Flash



October 2023

Material deadline for the next Issue is 31 October



Volume MMXXIII Issue IX

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



Unknown hotel employee and aspiring artist's welcome sign at the entrance of the South Eastern Classic host hotel in Asheville, North Carolina



Volume MMXXIII Issue VIII

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

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Editors' Note

Christmas decorations are in the stores, pumpkin spice anything is here as well. October is here, starting the final quarter of 2023. While the events calendar is down to one page, The final quarter of the year has a lot going on! Multiple chances to strut your stuff in a Healey in Oct!

Get out there with your Healey friends and family.

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.

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1179 Wingate Drive SW
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Members may also submit items of interest via e-mail by sending them to: b947585@gmail.com (and/or) kaoleary73@gmail.com

Atlanta President

Charlie Moshell

A great big shout out and thanks goes to all of our club members who participated in the September local British Car Fayre in Norcross and those who attended the SE Classic driving and social event in Asheville NC.

As we anticipate the turn from summer to fall for cooler temperatures, we were treated to a break from the heat with delightful weather for this event. We had a great turn out and nice location for the Car Fayre. The Fish and Chips were as enjoyable as always.

Thank You Carolina's Club members, who were hard at work the whole time pulling off another wonderful SE CLASSIC event. The host hotel (DoubleTree @ Biltmore Village), was great and most agreed it should be selected for future events in the area.

We also were treated to early Fall temperatures during SE Classic. The drive up to Asheville Thursday was very enjoyable with a cool Georgia morning thru Clayton which is usually brutally hot. To give you an idea about the break in the summer heat wave, it was reported to be 44 degrees at the top of Mount Mitchell early Saturday morning for the Poker run drive. Yes, tops down and jackets zipped up. Nice mid 70's by afternoon.

While driving the Blue Ridge Parkway on the Poker Run Friday, I began reminiscing about all of the good times and memories of riding alongside and with the various Austin Healey groups on the Parkway. For over the past 40 or so years, many, many fun & long-term friendships and relationships have been forged with our Austin Healey family.

Upon returning from Mount Mitchell heading down the incline to the Folk Art center, that old melancholy mood crept up around me. How many more times will I be able to enjoy this drive,

in this area, in my BJ8 with my Austin Healey Family? Sheron and I enjoyed having our youngest son Chad and daughter in law Helvi join us at this SE Classic experience. Chad had the opportunity to rekindle acquaintances from his childhood growing up attending Austin Healey events.

Sometimes we take things or events for granted. We need to slow down and cherish as many of the Austin Healey gatherings while we can.

I can only hope that the same camaraderie I hold dear and close can be experienced for those 30 plus first timers who attended this years SE Classic along with the rest of us still out and about enjoying the Austin Healey lifestyle. Oh! Oh! Oh! what a ride we have had, and are looking towards many more.

With about 119 cars this year, it is evident the event was well attended. With this turnout, there was no issue on filling up the grassy field located in the residential town of Biltmore Village near the golf course for the show Saturday.

At the SE Classic meeting, the schedule of rotation is being revised to include the Middle Tennessee Club as a host. Thus far, the tentative schedule is as follows:

- 2024 Triad Little Switzerland NC September 26-29, 2024
- 2025 Middle Tennessee TN, date & location TBA
- 2026 Tampa Bay FL, date & location TBA
- 2027 Atlanta GA, date/location TBA
- 2028 Carolinas, date & location TBA (DoubleTree Biltmore Village ???)

Atlanta President Charlie Moshell

Little Switzerland is a very laid back rest and relaxation weekend event. The Inn is an ideal setting on the Blue Ridge Parkway, complete with multi bedroom cabins, A-frames, with lodging in newer buildings or the old historic lodge with full-service restaurant.

Conclave 2024 has yet to set a specific date, however, Triad has moved forward selecting our traditional end of September weekend so that hotel reservations can be locked in and hopefully avoid the wetter rain season and higher room rates experienced during October.

Rumor has it that the old Rally Master & Rally King and auctioneer extraordinaire himself, Gary Brierton will be returning from retirement to put together one of his infamous routes through the mountains. Mark your Calander for this event now, September 26-29, 2024.

Keep in mind that Atlanta's turn to host SE Classic we be upon us giving about three years to plan and execute. It has recently come to my attention that the Peachtree MG Registry's Dillard House all British car gathering is held on even years. Since our turn for SE Classic falls on an odd year this time around, Dillard House may be in contention for a location. If you are not familiar with the Dillard House, we have an opportunity to visit during the Triumph VTR show Saturday Sept 30th. This event is hosted by the Georgia Triumph Association and the British Auto Owners Group.

It is my understanding that the VTR is similar to our national club, The Vintage Triumph Register (VTR) is a North American Triumph car club of over 2,800 Triumph owners and enthusiasts supporting and showcasing all models of Triumphs. Triumph Club – Vintage Triumph Register – Website for all things Triumph

As of this writing, over 250 Triumphs are registered. We will send out a news-flash with details and more information for an impromptu drive to go see some great looking old Triumphs, do lunch and return home.

Saturday September 30th weather looks very promising as well. Plans are to drive straight up I 985 from Buford and establish some meet up places along the way. One group will meet at the Ingles parking lot in Clayton around 10 am and head to Dillard as a group at 10:30am estimated arrival 10:45am. I will be meeting up with others wishing to caravan at the Ingles Market located at 199 Habersham Co Shopping Center, Cornelia, GA 30531 around 9 am or sooner departing promptly at 9:15am. Kindly RSVP to me if you plan to join the group.

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

If you are still itching for a fall drive this one may be for you.

Scott McAllister a member of AAHC but also a member of the Southern British Car Club in Chattanooga, is the show chairman. September 6th, he sent out a group email to our club indicating that Austin Healey's are in short supply for the October 7th show with Healey registrations including only one 100, one 3000, and one Sprite.

For this year's 2023 Brits at the Commons, The SBCC is partnering with the Peachtree MG Registry and adding the 100-year MG celebration to this year's show. This location of the venue has been moved to the beautiful Collegedale Commons Park, located at 4750 Swinyar Drive, Collegedale near Ooltewah TN. (<https://thecommonstn.com/>). **See Page 5**

Atlanta President
Charlie Moshell

As you may recall we usually had groups of 10-20 Healeys making our way to the Chattanooga Choo! Choo! each year for this event. There are several group drive meeting spots being formulated with more information to follow.

<https://www.southernbritishcarclub.net/>

Be sure to pencil in October 28th in for a drive to Braselton for A Duffee Infusion social and shop visit. **NOTE THE DATE CHANGE FROM 10/14 to 10/28.** With a little luck the Hornet Club and longtime Healey Pal Henry Dabrowski may be joining us.

In the meantime, Keep October 21st open on your calendar as Sheron is tentatively planning on an end of summer gathering of sorts. In the event the calendar gets too full we may move this to November if needed.

We will also be holding election of officers this year for 2024 positions with a slate being prepared by the Board of Directors. If you have any interest in volunteering for a club position, kindly make your desires known to any current Club Board Member or Club Officer.

Best Regards,
Charlie Moshell
Atlanta AHC President

**WELCOME TO
THE SOUTHERN
BRITISH CAR CLUB**



Home **Events** Contact Us Newsletters Membership Form What we do

2023 Brits at the Commons

Partnering with the **Peachtree MG Registry** and adding the 100 year MG celebration to this year's show, we have decided to move the venue to the beautiful [Collegedale Commons park, located at 4750 Swinyar Drive, Collegedale \(https://thecommonstn.com/\)](https://thecommonstn.com/).

Event Schedule

Friday Welcome Reception: October 6, 6pm to 8pm, hors d'oeuvres, deserts, and soft drinks provided. No charge but please RSVP on the pre-registration form (link below)

Saturday October 7 : Registration – 8am to 11am
Show - 10am to 1pm
Ballots place in cars: 11am
Awards – 2pm

Scott McAllister
Southern British Car Club
Show Chairman
(423) 310-8506
scott_mcallister2008@yahoo.com

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



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

October	Event	
Sat 7th	2023 Brits at the Common, Collegedale, TN	See Page 5
	Healeys WANTED!!	
Sat 14th	The Triumph Club of North Florida (TCNF) British Car Classic, October 14, 2023.	See Flyer Page 26
Sat 21st	AAHC end of summer gathering More to Come!	Watch for email update
Sat 21st	38th Annual British Car Day, The British Car Club of Charleston, SC	See Flyer Page 26
TBA	Fun Day Drive North and Northwest GA Moonshine Country back roads Alan White	Watch for email update
Sat 28th Change !!	Date Drive to Braselton with Panoz facilities visit Doug Duffee	Watch for email update
November	Event	
TBA	Water Pump Rebuild Garage Crawl John May/Mark Leinmiller	Watch for email update
Thur 23	Happy Thanksgiving	
December	Event	
Sat Dec 2nd	Kassow Kruse 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 CLASSIC CARS
1870 McFarland Pkwy STE 300 Alpharetta, GA 30005

Roadside Assistance
by Mark Leinmiller

Those of us of a certain age may remember an Anacin[®] commercial where someone yells “Mother *PLEASE*, I’d rather do it myself!”, which became a tag line for many late night TV comedy skits. (*Editor*)

Well, don’t ever be shy about asking for help with the Healey Club. Sam Marble is relocating to Florida and needed to get the four

cars he is keeping ready to be transported. Nader Bagheri, John Homonek, Kate O’Leary and Mark Leinmiller helped drain old fuel from the tanks, change or charge old batteries, air up the tires and get them running after being mothballed for a few years.

The remainder of Sam’s collection will be inventoried and details published soon.



Cindy’s Bugeye, 98 point Concours Sprite, Midget, MGB, Jensen GT project, 100-6 and Jensen-Healey. The Midget and the Jensens are for sale



John Homonek works on getting fuel flowing in the Bugeye



Sam Marble, Mark Leinmiller and John Homonek add coolant to the radiator on the 100-6. Not pictured are Nader Bagheri and Kate O’Leary. Jensen GT is in the background.

**Good Times on the Blue Ridge Parkway
by Mark Leinmiller**

What a great weekend! The weather was perfect; just a slight nip in the air, a little Smoky Mountains cloudiness in the morning and the roads were mostly clear. Great for driving! And the scenery was terrific.

Several groups of Atlanta club members wound their way through the north Georgia and western Carolina mountains to Asheville for the 36th annual Southeastern Classic. Pam and I had obligations Thursday morning so we (Pam, me, John Miner) took the speedy I-575/515/76 route through Blue Ridge, Blairsville, Franklin, Sylva and Waynesville. It would be interesting to hear about the scenic drives that others took to get there. We arrived to big hugs from Monique Reeves as part of the welcoming committee. She had spent the entire day out front making sure everyone had what they needed and felt welcome.

By Thursday evening most of the attendees had arrived. The hospitality area was open and food trucks with Italian, German and Cuban food catered to everyone's tastes. The club had many nice items for the silent auction and the raffles. One thing to note is that they only sell additional raffle tickets for a short while so their club members can enjoy the event as participants. Next time, I will have to remember that and buy early, buy often! It was great catching up with old friend and making new ones while being entertained by live music. The Carolinas Club also held the inaugural "First Timers' Car Show". All first-time Southeastern Classic participants were eligible to have their cars voted on by the attendees during the evening festivities.



Atlanta club members Allen & Ione Williams on the Blue Ridge Parkway during the Poker Run as the clouds roll over the mountains.

**Good Times on the Blue Ridge Parkway
by Mark Leinmiller**

Friday morning started off with a hot breakfast then the drivers' meeting for the Poker Run. We had five stops along the 46-mile route where tenured Carolinas Club members handed out a sealed envelope with a playing card at each stop. This assured a random hand (no swapping cards at the overlooks!), and John Miner came in second with three of a kind, the best hand of the Atlanta Club.

We wound our way up to Mount Mitchell, the highest peak east of the Mississippi River at 6,684 feet elevation where Rick Lee was

handing out card envelopes. When we arrived, we were enveloped in clouds; five minutes later it was brilliant sunshine! Some of us strolled the 300 yards to the summit, where you can see for miles in every direction. As so often happens, some of the folks we met at the summit had Healey stories to share.



Debra and Glenn Hoffer pulling out of the Glassmine Falls overlook after getting their poker card and enjoying the view

Good Times on the Blue Ridge Parkway by Mark Leinmiller



Atlanta club members coming and going! Denise Collins & John Blanks, CJ Johnson and Mary Ellen & Bill Nagel descending Mount Mitchell while the Hoffers ascend.

Tech Sessions – Classroom

There were about 60 people in the Friday afternoon tech sessions, which began with Bill Walton showing how and why to measure your points' gap using a dwell meter without opening your distributor cap. He demonstrated how to do it in less than a minute. He will be sending out the PowerPoint he created and we will look into posting that on our website. It was very informative.

The other two sessions included Carl Brown showing how to maximize the use of the AHCA website. Then Charlie and Sherri Ulrich shared highlights of their trip to Scandinavia for International Healey Week. There were 30+ cars from the USA and a total of 250 from around the world. If you are interested the next one will be hosted by the Holland club in 2027.

Bingo Night

Our own Sheron Moshell was the Bingo caller while Charlie handled the number verification. The Carolinas club had some fun and interesting prizes for the winners. The Moshell's daughter-in-law, Helvi is from Namibia; this was her first Bingo game and she won a prize.

Good Times on the Blue Ridge Parkway by Mark Leinmiller



Bill Walton explains implications of too wide and too narrow points gap, and how to quickly and easily check without removing the distributor cap (hint Dwell Meter required)

Car Show

Saturday morning was the car show. Chuck Reeves had arranged with the nearby village of Biltmore Forest to use their park, and it was the perfect setting; just enough sun and just enough shade on the freshly cut grass. There were about 90 cars on the show field.

My focus was on getting ideas for the BJ8 we are restoring, so I was talking with owners and crawling in/over/around just a handful of cars. They had multiple ballot boxes on posts on the show field, so it was easy to know where you could turn in your ballots. Of the 14 registrations from the Atlanta Club, we had a good showing on the podium:

Charles "CJ" & Janice Johnson (Watkinsville, GA) - 1st place BJ7

John Blanks & Denise Collins (Macon, GA) - 1st place BJ8 Single Light

Bill & Mary Ellen Nagel (Marietta, GA) - 1st place Square Body Sprite

John Planky (Blairsville, GA) - 1st place Jensen Healey

**Good Times on the Blue Ridge Parkway
by Mark Leinmiller**

After the car show was lunch on your own and a self-directed drive up to Mount Pisgah and the Mt Pisgah Inn. We tried making reservations for lunch at the inn, but the first available table was at 8:30pm! We opted for one of our favorite little places in Asheville called Biscuit Head, which features biscuits the size of a cats head and some really unique flavor pairings. I had the “Fried Green Tomato Biscuit” while Pam had the “Pulled Pork Biscuit”.

Tech Sessions – Parking Lot

Points

Rick Alley and some friends opted for the pub rather than the tech sessions. Bill Walton offered to check everyone’s points dwell at the “repair tent” Friday afternoon. If Rick had done this he would have found that his points rubbing block had worn down, which closed his points gap, causing the car to run poorly on his trip up to Mount Pisgah on Saturday. Fortunately, there were a bunch of folks who had attended the tech session on Friday and knew exactly what was wrong. With a new set of points in place and the engine timed correctly Rick’s car was back to running as good as ever, so he and John Harris may have set new land speed records on the return trip to Atlanta



Nader Bagheri (Atlanta) look on while Rick Alley installs new points, condenser and rotor. First Timer (Kansas City Club) talks with Vince Barnell (Texas)

**Good Times on the Blue Ridge Parkway
by Mark Leinmiller**

Overserved!

Glenn Hoffer found out what happens when you put too much fuel in the tank. It was coming out from the gasket at the fuel sending unit and spreading into the trunk/boot. Sometimes you will see fuel coming out of the fuel cap and running down the rear shroud when the tank is filled into the filler tube and the sun warms up the car; Boyle's Law in action! At least there is one thing that stuck with me from freshman Chemistry! Glenn, Sam Allen and John Miner had a creative fuel removal technique which helped the situation. Some large wine bottles were procured from the hospitality area and then they pulled the fuel line from the carburetors and used the fuel pump to fill the bottles until the leaking stopped. Genius!



Glenn Hoffer, John Miner, Sam Allen and Dick Lunney removing excess fuel from Glenn's BJ8

Okay, who needs a top up?

Kudos to the Carolinas Club for hosting a terrific event! They had all the little touches that made it really special.

By the numbers:

- 114 registrations,
- 235 people,
- 98 Healeys,
- 150 Bingo players,
- 100% Good Times had by All !!

South Eastern Classic Photo Journal
by Kate O'Leary



Field of Healeys



Helvi (center) takes in her 1st South Eastern Classic



Healeys to the left



Healeys to the right

**South Eastern Classic Photo Journal
by Kate O'Leary**



Janet Harris & Sheron Moshell



Rick Alley, Bill Borja, Robb Handshuh



Bill & Mary Ellen Nagel, Judy & Nader Bagheri
John Blanks & Denise Collins (back)



John Miner



The Flash Editors Getting High

**Norcross British Car Fayre Photo Journal
by Kate O'Leary**



Dan Dougherty and his newly 'minted' Bugeye



Charlie Moshell speaking with Connie Carros



Connie Carros' Sprite



A real head "Turner"
1962 Turner MKII



The V8 powered Daimler Dart "When your behind the wheel, you don't see it's so ugly"
Anonymous Dart Owner



1945 Triumph Standard 8Tourer



Beloved "Fido" 3rd Generation Owned
Rover 105-S

**Norcross British Car Fayre Photo Journal
by Kate O'Leary**



A trio of Triumph TR6s show their stuff



Unmistakable Healey Style



Gerry Coker's "People's Ferrari" or that was the plan...

Tech Corner

By Barry Rosenberg

I haven't been doing too much in the shop recently due to old age; bad back, knees, loss of dexterity in hands, bad eye sight (due to cataract surgery that did not help), and tired. To all my customers, I do apologize. I am getting back into it some now. One car I really need to finish, and it is very close, is a MGB I have been working on for way too long.

It has received an engine rebuild, brakes, clutch hydraulics, suspension and electrical work. It is running and I just need to drive it some more; change the oil and filter and send it home. Some may ask; why change the oil and filter of a new engine. Let me explain some.

In an engine rebuild, there are several machining operations that should be done; bore the block; turn the crank, shave the head; line bore the block; etc. Not every rebuild requires each step but they should be done if there is any indication of need. Let your trusted machine shop determine if there is need. If you have a shop you trust to do what is necessary and not what is most profitable to them, follow their suggestions. A good machine shop will first clean all the parts you take in so they can get accurate measurements and good visual inspection.

So items may require extra examination using test methods as crack testing, bore taper check, line bore checking. This is where some of the cost comes in. An example is the line bore where the center line of the crankshaft holes is checked. Line bore testing requires the block be cleaned, the main caps torqued in place and special dial gauges be run thru all the bearing surfaces making sure they are still in perfect alignment. When not perfectly aligned, the block is positioned on a very expensive machine that has a boring bar

with cutters placed in appropriate locations along the bar. The block is secured to the machines table and the main caps are removed and have a small amount machined from the surface that mates with the block.

When torqued back into place, the holes where the crank runs are no longer round. The bar is rotated and moved back and forth thru the holes cutting them round again until they are exactly at what the factory called for. Now, on a lot of standard rebuilds this is not required but recommended to at least be checked. Believe it or not, blocks do warp and twist and wear. Personally, if a crank can be torqued into a block one cap at a time, using new bearings, and the crank continues to spin freely, boring is not needed. On a engine build for performance, have it done.

One slight drawback to line boring; it brings the center of the crankshaft a little closer to the center of the cam. This decreases the distance between the two making the timing chain just a tad loose. It isn't much of a problem as there is enough adjustment in our timing chain tensioners to compensate. It also brings the pistons a tad higher in the cylinders because the center of the crank is now closer to the top of the block. We are only talking about .001" to .003" so most engines can tolerate this

But now, the crank spins in perfectly aligned holes and the crank center is perfectly parallel to the top of the block where the heads sits. On performance engines, this makes a difference when you are performing computations on compression height and ratio. Seeing how much work the machine shop has to do for just this one operation, you can understand how it could cost \$200 to \$350 to perform it on a small 4 cylinder engine.

Tech Corner

By Barry Rosenberg

Each of the required machining steps are similar. The block gets moved to another machine for boring and final honing. They will bore the block (boring uses carbide cutters to cut the metal away but leaves a rough surface) then finish hone. Honing cleans up the cutter marks and leaves a finish required for the best ring seating. Yes, there are different finishes depending on the rings you use. Most of our engines use a standard cast iron ring package so the standard cylinder bore finish is fine. Race engines are a different animal.

New technology on full race engines now use a coarse hone to clean up the cutter marks and then use a super fine hone on top of the coarse hone. This polishes off the sharp edges left but not the deeper scratches. The deeper scratches keep a thin coat of oil for lubrication and allow the race engine to use extremely thin rings that would not last long in a street engine.

One final step would be to check the top of the block to make sure it is perfectly parallel to the center of the crank. If not or if there is pitting on the top, then the block gets decked. Yes, another machine with a large diameter cutter head with multiple cutters is the choice. The block gets secured to the base of the machine and the cutter spins over the top taking small amounts off until it is clean and parallel with the center of the crank.

Cranks are chucked in a special lathe that has huge diameter cutting stones costing thousands each. They move the rotating stone in and out depending on the bearing journal they are doing. For the rod journals, the crank is mounted off center so the rod journals, at least two of them, are now centered in the machine. All the time the stone is grinding, there is a spray of cooling fluid flowing over the stone.

Rods need to be checked for twist and size. The big end that goes around the rod journal on the crank, needs to be checked that all rods are the same exact size and within factory specs. If not, they come apart, the mating surface of the cap and rod are machines slightly then bolted back together. The hole is now smaller and out of round. Another special tool is used to hone the big end hole back to factory specs. This step is required quite frequently as the big end takes a lot of beating, especially when a rod bearing has failed. Next is the small end of the rod to make sure it only has .0005" (one half of one thousandths clearance) to the wrist pin, also known as the gudgeon pin, in the pistons. If not, a new bushing can be fitted and reamed out to the correct clearance.

I have discussed several different machine steps for an engine rebuild. Each step produces metal waste that will get into all the small passages that run throughout an engine. Each should be cleaned. Machine shops give us back what looks like a clean engine but they are not. NEVER trust that your machinist has given you a block ready for assembly. It takes a lot of extra time to clean one completely. Most good machine shops will remove galley (channels thru the block for oil to flow) plugs to let their cleaning fluid thru but not all will.

Cleaner, I use a petroleum cleaner to flush thru the galleries, must be used that can dissolve any gunk left behind. And there will be gunk left. A good bath with soapy water then helps, but watch for flash rusting in machined areas. Bore brushes, similar to those used in rifle cleaning, are used to run thru as many galleries as you can and then flush again with a good cleaner.

Tech Corner

By Barry Rosenberg

My opinion (and if you have been reading my stuff for long, you know only my opinions count here) only use a good petroleum based cleaner. I have found no water based cleaner that works worth a damn. (*Agree with that comment, Editor*)

You clean like this until your rag and cleaner flow is clear and clean. Use a clean rag, lint free, with some cleaner to wipe down the bores until the rag comes out clean. Then wash with soapy water and lubricate quickly to avoid flash rust. One final wipe and the rag should come out oily but clean. Do the same to every part the machine shop touched. The biggest cause for owner built engine failure is improper cleaning. Except for the ones building late MGB engines and using the incorrect early oil pump gasket, seen that more than once.

I am helping a 50 years long friend in Charleston on a 1959 Mercedes 190SL engine rebuild he texted me some questions concerning aspects of his rebuild. After several texts back and forth including another great friend and ex business partner, we told him to stop; put down your tools; and step away. He was having problems with his rings which was the start of the texts. One piston, when fitted with rings would not fit thru the cylinder bore. He said he could not pull the piston thru with all his might. We discussed ring end gap and he was sure his "best in Charleston machine shop" said they were all correct. He even tried a different set of rings, then he mixed up the sets. We knew he was way over his head in this rebuild.

Someone had to go to Charleston and check on his problem. I went, we needed a short vacation away for the dogs and yard work and they did live on Isle of Palms, one block

from the beach. What I found astounded me. First was no clean shop area. Actually, no shop, no work benches, no tool boxes with proper tools. Lucky I took some of my own. The first problem with the engine was an out of round piston. We had tried to explain to him how to check piston to wall clearance but he did not test the bad piston. I had him mark up the sides of the pistons with magic marker and pull them up and down the cylinders and report what happened to the markings. Only one showed the marks were rubbed away, the bent piston. Someone had dropped it and the skirt section was distorted.

There were also large pitting in two cylinders where the rings had rusted at some time and his machine shop said it was ok. My only option was to load up all his engine parts that go to a machine shop and bring them back home. After waiting several months, be prepared to wait for a good machine shop to get to your parts as they are all backed up, the parts were returned. I discussed options with my shop, Bruce's Performance, in Jasper about what to do with the rust pits. As the block was already bored out to the maximum size pistons available, we were limited in options.

They do sell liners for the engine but you have to really overbore the engine, press in the liners, buy new pistons and have the new liners bored to fit the new pistons. Lots of steps and expense. I suggested that we hone the block until the pitting is gone, only a few thousandths, and then order custom pistons to fit the slight over size. It only took a couple of months to get four beautiful pistons custom made for us. for less weight and drag, and more power for less than sleeving.

Tech Corner

By Barry Rosenberg

The wrist pin is big block Chevy and only required a very slight clean up hone of the small end of the rod. Slightly bigger bore, fewer number of rings for less weight and drag, and more power for less than sleeving.

The big end of the rods were not all the same size so they were resized as described above. The block needed line boring because the best machine shop in Charleston did not bore them all the exact same size. The crank was so far out of balance because they balanced it with improper alignment of the front crank pulley. It was so far out, he had to drill holes and fill them with heavy metal (Mallory 3000 or Tungsten alloy) and drill lightening holes opposite those. Then he had to clean the flywheel which the best Charleston machine shop left nasty with debris in the bolt holes before he could balance it.

Now we have a bored and decked block with beautiful new lighter pistons, straight line bore, straight crank that is perfectly balanced, straight rods of the correct dimensions and surfaced flywheel. All this to correct improper machine work and someone clumsy enough to drop a piston.

What does all this cost, you may wonder? Total for all the machine work and the custom (only set like them in the world) pistons and rings was \$2,900!! But, if you look at all the time, work and effort it took, the cost is reasonable. Think about how many hours went into the measuring of each item and step. The time it took to mount and machine each item. The cost of the machines to perform each machine step. And now, it needs to be thoroughly cleaned before assembly. It looks clean now but it isn't.

Bruce even suggested that since the pistons were special made, I take a Scotch Brite pad and brush off the skirts to remove any microscopic pieces of aluminum left behind by the cutters on the lathe that made them. So, now back to my question from the beginning of the article.

Even the best cleaning will not guarantee that every bit of machine debris will be removed. You cannot even guarantee the oil filter will get it all. By changing the oil and filter after a short break in period you will remove most of anything left behind. There can always be some debris left, what we want to do is remove as much as possible. Any debris left can act as a grinding medium in the oil and will cause bearing wear.

This now leaves me with a Mercedes 190SL engine I have no idea how it goes back together. Yes, I know how to check piston to wall clearance and ring gap (even after spending \$2,900, all tolerances will be rechecked) and the order of reassembly of an engine but what little nuances are there that aren't known? And, how many parts are still in Charleston, like the cylinder head, that I don't have? It will need to be taken back for final assembly and lots of tools will need to go as well. But you know, the one special tool that is needed will not be taken. Luckily, it will not be until mid September before new ARP head bolts will be available so there is time to plan.

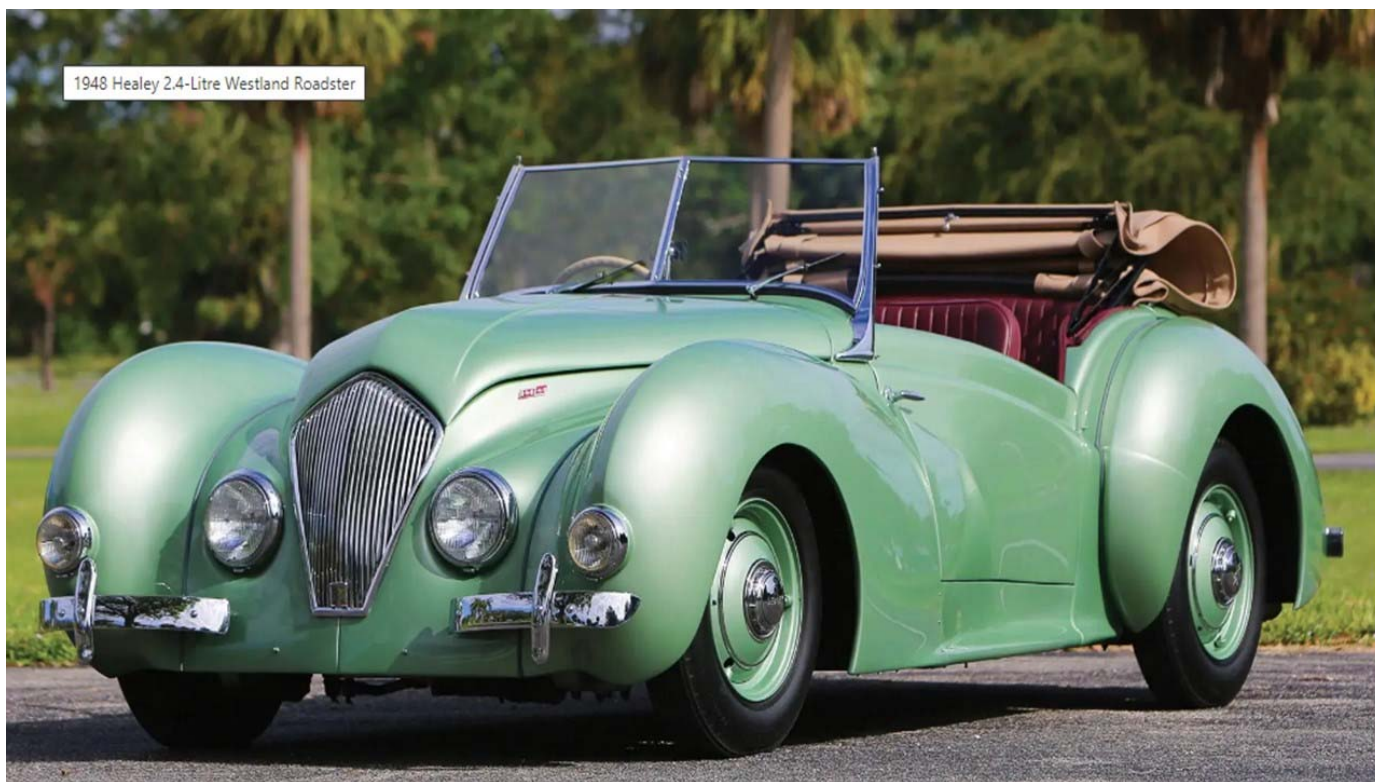
In the mean time, I will drive the MGB and then change the oil and filter, do a full re-service on the engine and send it home at last.

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Would anyone be interested in a tour of a real automotive machine shop? Maybe I can convince Bruce to show ya'll around. His real meat and taters so to speak, are high rpm racing engines but he does our little engines with the same attention to detail. My typist helper has joined me, must be getting ready to rain.

So, until we meet somewhere soon, ya'll be careful out there.

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



1948 Healey 2.4-Litre Westland Roadster

Members Classified

Your ad here -
deadline for next issue 31Oct 2023

- 2 each 48 Spoke Wire Wheels (MOSS 454-617)
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- 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

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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.

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

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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)





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)
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