

The Flash



November 2023

Material deadline for the
next Issue is 30 Jan 2024



Volume MMXXIII Issue X

Visit our Web Site:
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Cifford "Red" O'Grady takes the checkered flag in his 1959 1000/6 at an SCCA event in the early 1960's.

The Flash



Volume MMXXIII Issue X

Atlanta Austin Healey Club

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

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Editors' Note

Fall is here, the leaves are falling from the trees, time has 'fallen back', and some of us had to deal with the season's 1st snow.



It's been quite a year, with the Holidays coming fast, it may be time to put our cars away for that long winter nap so they can dream of Spring and new adventures in 2024.

NOTE: The next Flash publication will be the Jan/Feb Issue 2024

*****Happy Holidays*****

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
Marietta, GA 30064

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

Atlanta President
Charlie Moshell

Goodbye October, Hello November? You have got to be kidding ! Just 7 more weeks until Christmas, Yikes, where did the year go?

Sheron and I enjoyed a Fall Drive to the Triumph Car Festival similar to our conclave at the Dillard House on Saturday September 30th. It was another drop-dead gorgeous day for a drive to the north Georgia mountains. We stumbled on an interesting local farm to table restaurant, (Blue Creek Farmhouse Market), for lunch in Hollywood GA.

The Café/Market seems have been around for a while established in 1998 and has a group meeting room on the south side of the building. We have passed this location many times but never stopped. Evidently it started as Blue Creek BBQ in Cleveland for 14 years before relocating . Now, in Hollywood, they are still a restaurant, but offer many more things. The restaurant that includes BBQ, hot dogs, hamburgers, and sandwiches. The store has items such as milk, bread, honey, sauces, ciders, vegetables, and more. They are known for half chickens that are barbequed and have a special seasoning. They are also known for their AUTHENTIC FRIED APPLE PIES! We will definitely put this place on the map for future stops.



The Fall apple run scheduled for October 12th was postponed due to lack of participation response.

The October 21st fish fry was a success, again a beautiful day to be outside. During the business discussions after lunch, it was recommended to schedule our January 2024 planning meeting , hopefully at the St Marlo Country Club in Johns Creek or similar location, for a midday or early afternoon brunch. The club will pick up a portion, (portion TBD), of each participant's brunch cost if they have renewed their membership for 2024 prior to the planning meeting date. Our club Christmas party plans were scrapped this year due to not being able to find a suitable facility with reasonable cost. Overall feeling expressed was that, especially nighttime driving, and driving around Atlanta holiday traffic is not desirable.

Our search continues for a restaurant with adequate meeting facilities centrally located near the I 400 corridor to reestablish our monthly meetings. Facility should hold at group of at least 20 folks, a no cost private room is desirable as well. If you have any suggestions or ideas let me know.

We were again blessed with optimum Healey October Fall Weather on the 28th for the Doug Duffee Panoz museum and shop tour. We were joined by the Hudson Hornet club and enjoyed a BBQ lunch set up in the museum. It was great visiting with Walter Duffee along with our Healey pals. Thanks to Doug and his family for setting up, hosting and providing lunch for this gathering.

Atlanta President
Charlie Moshell

Looking over my calendar, it appears pretty much open with exception to the Holidays for November and December. There is a possibility of the water pump rebuild tech session coming into fruition suitable for cooler days where indoor activities are desired.

Hopefully the good weather blessings will continue for the Kasso Cruise hosted by Bill and Ellen Nagle scheduled for Saturday December 2nd. We have had many good weather days and turnout for this annual drive. Be sure to pencil 12/2/23 in on you calendar.

The annual Polar Bear Run attended by local car clubs is currently scheduled

for Saturday Dec 30th . More info will be sent out as it becomes available.

And then “Just Like That”, we will be turning the corner into 2024. If you are a member in good standing and interested in holding a club office or position, just drop myself or Mark Leinmiller a line with your interest.

That about all for now.
Hope everyone enjoys a Happy Thanksgiving Holliday.

Best Regards,
Charlie Moshell

President Atlanta Austin Healey Club

The Fall 2023 edition of the club’s new electronic magazine, Austin-Healey Quarterly, is now posted on the club website. This is the fourth edition of Austin-Healey Quarterly published during 2023 and each of them are available on our club website for your pleasure.

Copy & paste to your browser
[https://www.healeyclub.org/content.aspx?
page_id=22&club_id=215328&module_id=549959](https://www.healeyclub.org/content.aspx?page_id=22&club_id=215328&module_id=549959)

We know that some of you are reluctant to embrace electronic magazines, but we encourage you to give it try. We think you’ll be pleasantly surprised.

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

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

Happy Healey Reading!

Reid Trummel
Editor the Healey Marque



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



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

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
Sat Dec 30th	GTA Polar Bear Run Dudley's Sports Bar parking lot, 1525 E Park PI Blvd, Stone Mountain, GA 30087, USA	9:00 am ~ 2: pm
January 2024		Event
January 2024	Holiday Party Sheron Moshell Information to be emailed	Delay of Game (TBA)

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

The Southeastern classic XXXVI, my first experience!

by By Helvi Inotila Moshell

Pictures by Debbie White & S. Mochell

As was noted last month, this year's Southeastern Classic had a number of 1st timers. Here, as Monte Python might say, "Now for something completely different", the perspective of someone not only attended her 1st Healey Event, but did not grow up in the USA.



Growing up in a small village of Omaalala in northern Namibia, the sight of classic cars cruising down our roads was a rarity. Instead, I often gazed upon broken-down classic cars resting in the yards of nearby houses. In our household, my father owned a 1970s Mazda pickup truck that we considered a classic gem due to its unique features, like the gear shift on the steering wheel and the absence of airbags. It was a car that seemed easy to fix, and my dad's love for the Mazda brand was evident. In the mid-90s, when our beloved Mazda broke down, my father's dedication to the brand led him to purchase the exact same model and color. It was a testament to his devotion.

Fast forward to 2018, when I had the pleasure of meeting my husband Chad Lindsey Moshell from Atlanta, Georgia in Swakopmund, Namibia, I didn't know that I will be introduced to the world of classic cars enthusiasts. In

2019, I visited his family's home, where I was warmly welcomed into their world. As I explored their house, I couldn't help but notice the exquisite collection of classic car pictures adorning the walls. One car, in particular, stood out—the 1967 Austin Healey 300 that belonged to Chad's father, Charles Moshell. To my surprise, Charles still owned and occasionally drove the Healey. Although I was curious about the car, being relatively new to the family, I refrained from immediately asking to see it. I held onto the hope of one day experiencing a ride in that iconic vehicle.

In January 2023, I participated in an event that finally granted me the opportunity to ride in Charles's Austin Healey. It was a moment of pure excitement, and my beaming smile in the accompanying photo reflected my joy. Despite the chilly January weather in Georgia, we started the ride with the convertible top up, but as the day bathed us in sunshine, we decided to lower the top, allowing us to savor the true Austin Healey experience. It was a memorable and exhilarating ride, despite the cold wind that made my cheeks grow colder by the minute. By the time we reached home, only my sunglasses remained visible as I shielded my face from the frigid breeze, but it was a moment well worth it.



The Southeastern classic XXXVI, my first experience!

by By Helvi Inotila Moshell

Pictures by Debbie White & R. Handshuh



Come September 2023, Lindsey and I received an invitation to be part of the Southeastern Classic XXXVI event for the Austin Healey club in Ashville. I was eagerly anticipating the chance to admire various Austin Healey models and explore the scenic town of Ashville, which did not disappoint. Upon arriving at the hotel, I encountered many classic car enthusiasts, primarily in a specific age group, all of whom struck me as incredibly welcoming, courteous, and genuinely delighted to reunite with old friends. Their decades-long camaraderie was evident, thanks to my mother-in-law Sheron Moshell, I was already embraced as part of their extended family. Handshakes and warm greetings were all that were needed for introductions.

With Sheron's guidance, I took part in a raffle and tried my hand at playing BINGO for the first time—a game I had only seen in American movies. To my astonishment, I won a prize, which I attributed to "beginner's luck." I could

now appreciate why senior citizens enjoyed the game; it was an absolute blast. As I engaged in various planned activities, including the car show, I came to the realization that this gathering wasn't solely about the cars; it was a chance for friends to spend quality time together, catching up on each other's lives and have a great time. Some shared with me stories of friendships spanning more than four decades, underscoring their commitment and camaraderie within the world of classic cars.

At the car show, one could clearly observe the progression of car designs, both in terms of mechanics and style. Owners spoke enthusiastically about their beloved vehicles, and some even shared images depicting their cars before and after restoration. This served as a strong testament to the enduring passion and commitment that unites classic car enthusiasts. The organizers did an excellent job, and everything went according to schedule, and it was nice ambiance atmosphere with music and fun. If my schedule permits, I would certainly attend this event again in the future..



**Roadside Assistance – Old Race Car
by Mark Leinmiller**



The Eddie Family & the 100/6 racer campaigned by 'Red' O'Grady in the 1960s

I got a call from a woman who told me she had inherited her father's old race car and that her son wanted to keep it in the family. It was not running, but her son had spent a fair amount of money to get it running a few years before. Did we have any recommendations? "Sure! We'll come take a look at it!" That was my introduction to Kathie Eddy and the Eddy family. I asked who her father was, and it was Clifford "Red" O'Grady who campaigned his 1957 100-6 in the early 1960's.

She shared several photos of him racing the Healey and a Shelby Cobra. As it turns out, his Cobra is the historically significant CSX2009, the second factory racer from Shelby. It initially raced at Nassau Speed Week (Augie Pabst) in 1962 with a 260 cu.

in. engine, then was upgraded to a 289 for the 1963 Sebring Race (Peter Jopp and Jocko Maggiacomo). In the summer of 1963, CSX2009 would pass to works-associated driver Tom Payne who would campaign the car heavily throughout 1963 and '64 with either himself or American ace Ray Cuomo driving. CSX2009 would be a multiple winner in USRRC and SCCA events while run by Payne's team.

In 1965 Red O'Grady bought it, painted it "silver blue" and only raced a few races with it before selling it to a Corvette Racer named Bob Beinerth, who used it to take 6th place overall in the 1966 Central Division SCCA championship. Best I can tell the car sold at a Russo & Steele auction in 2009 for \$1.1M. It was later sold through Duncan Hamilton Company in the UK, but I cannot discern when nor for how much.

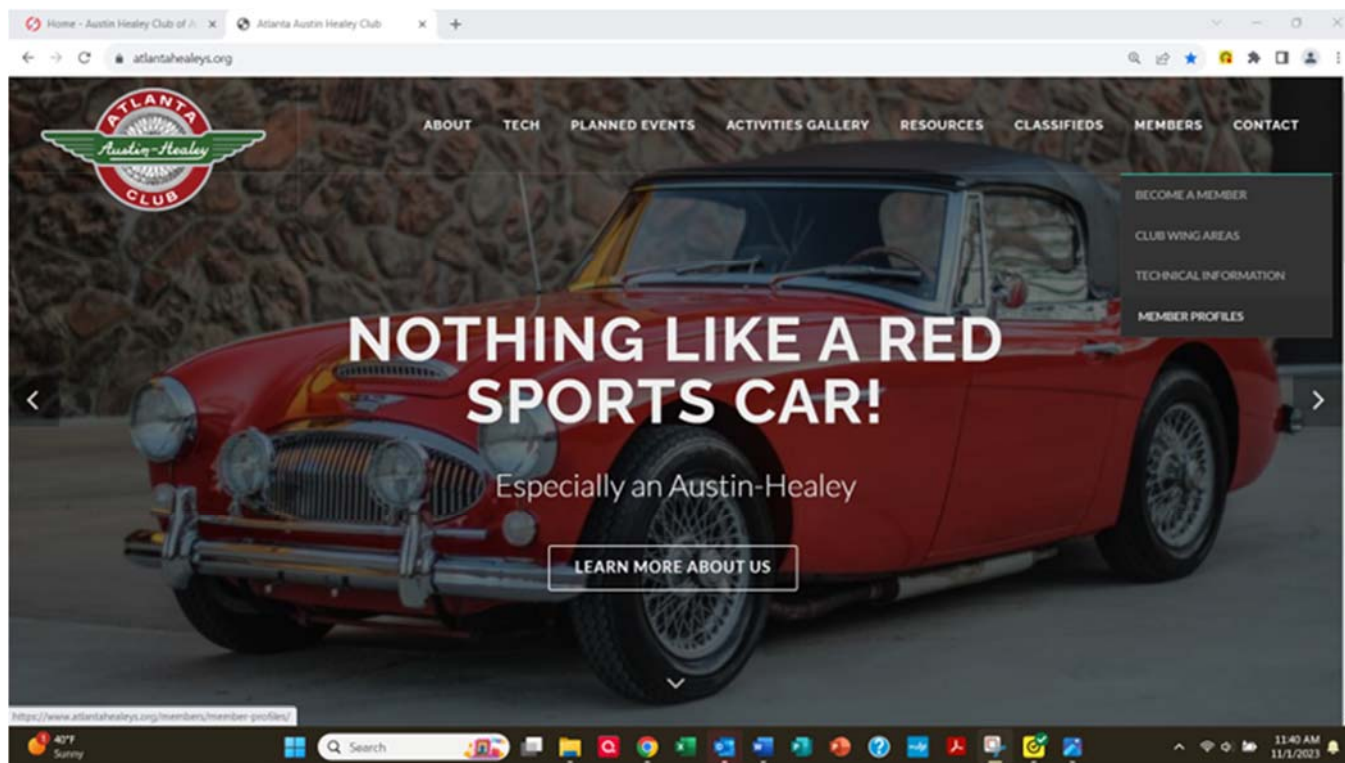
A big shoutout to Rick Alley, John Harris and David McClellan for joining me as we sorted out what was wrong. After swapping in my battery, getting the fuel pump wiring tidied up and the pump's ethanol "glue" loosened with a few thumps the engine fired right up.

On our next visit we will see why it is bogging down under load. My first inclination is that there is a timing issue, especially since it has already had a Pertronix electronic ignition added.

**Update YOUR Membership Profile
by John Miner**

Dear Member,
December begins the annual renewal period for our club membership for 2024. When renewal time is officially open, you will hear more about how to renew using “Club Express” on the National Club Website: <https://healeyclub.org/>
The National Club and our Atlanta Chapter each maintain Profile Information for each member, as they are used for different functions. There has

been an ongoing effort in 2023 to make sure the Profiles in each are correct and match. I believe we have achieved that goal.
In preparation for the upcoming renewal process, I am asking that each of you go to our local Atlanta Chapter website: <https://www.atlantahealeys.org> , go to Members/Member Profiles and using the Password “test”, access the member profiles to see if yours is there, and that the information is correct.



If your information is missing, or incorrect, please send an email to me with your correct information, which I will promptly update.

jrminer47@gmail.com

YOU best know the details of how YOUR life has changed in the past year. Our goal is to make sure that your membership profile is correct for our use and for your fellow members. I'm asking that you do this by Thanksgiving, for which I will give Thanks!

So, don't be a turkey, do it now !! Please :-)

Happy Thanksgiving to all,



John Miner
Membership Chair
jrminer47@gmail.com
770-856-4599



Fish Fry at the Moshell's
Photos by C. Moshell



Lunch is Served, Judy Bagheri, Kate O'leary and Linda Miner.



Afternoon with friends, Judy Bagheri, Rick Alley, Nader Bagheri, Pam Campbell



The crew, listed below enjoying the early fall weather



Pat Kent

Gathering for a Fish Fry at Charlie & Sheron Moshell's .

Beautiful weather, great food and good friends made for another exquisite event.

Attendees:

Charlie and Sheron Moshell (Hosts), Pat Kent, Kate O'Leary, Ric Anderson & Pam Campbell, Rick Alley, Nader & Judy Bagheri, Mark & Pam Leinmiller, John & Linda Miner.

Visit to the Panoz Factory
Photos by C. Moshell



Someone once said “The two of the most recognizable engine sounds are Harleys and Healeys”



The crew assembles for lunch



Nader Bagheri, & Walter Duffee



Doug Mills, John Homonek, Kate O'leary



Listening to the presentation
(No purchase was required)



Rick Alley and Doug Duffee
Thanks to Doug for setting up this event!

A Triumph-ant day
Photos by C. Moshell



Another fabulous late summer day for the Triumph Car Festival at Dillard House in the North Ga mountains

Tech Corner

By Barry Rosenberg

I was supposed to discuss two different problems on two different cars last month. But I didn't. Reason being is that I haven't really gotten into either one. Here are the problems:

1st) A MGB engine rebuild that has 12,000 miles on a rebuilt engine had all the lifters go bad at the same time; the other 2 are flared too much to lift out.



2nd) A GT6 engine that burned a hole in a piston. This is not the piston but a similar picture from the internet.



Let's look into the theories of both problems. In the MGB engine with the bad lifters. As the engine is still in the car, we cannot tell if the cam is worn as bad as the lifters. It looks good from looking thru the lifter holes and rotating the engine. Still, we probably will not use it again. But, what caused them to go bad? The interface of the lifter and cam lobe is the hardest wear point in the engine. That point gets the least lubrication as it only get

splash oiling and not pressure oiling. When installing a new cam and lifter set, there are special steps to be taken. First, special cam lube MUST be used on the cam lobe and bottom of the lifter. The sides of the lifters also need lubrication but petroleum jelly can be used there.

Next, an oil containing at least 1,200 ppm (parts per million) of ZDDP additive MUST be used. No options on this. Upon the first cranking of the engine, the idle should be set about 2,000 to 2,500 rpm for at least 20 minutes. If it is a competition engine your have built, some suggest you use a weaker set of valve springs during this first break in run. Street engines do not require this as the spring tension isn't that high. Once the engine cools, the head should be re-torqued and the valve adjustment set. As long as everything else went well with the initial run in; no leaks or noises, the car can be driven. It takes some time for the rings to seat in but the bearings have no seating in period. They must be correct from the start.

After 300 miles, some go 500 miles, the engine gets a reservice where the head torque is checked and adjusted if found too loose. The oil gets changed and again it MUST be an oil containing at least 1,200 ppm ZDDP. ZDDP is a special lubricant that works between the lifters and cam lobes; picture it as microscopic ball bearings (it isn't). Then the engine is ready for normal service.

Some cam grinders specify that you are NOT to use full synthetic oils especially during the break in period and up to 5,000 miles on the engine! Full synthetic oils are too slippery to rotate the lifters properly. If you look at the bottom of a lifter, it looks flat but they are not.

Tech Corner

By Barry Rosenberg

. They have a extremely small dome shape. The cam lobe that looks flat is not. They have a very slight angle ground in. And the lifter bores are not centered over the cam lobe; they are slightly offset. All this is done so as the cam lobe raises the lifter, it causes it to spin. This is what helps save lifters and extend their life. You should be able to see the pushrods rotate if the valve cover is off.

Another item that extends the lifter life is the materials they are made from as well as what the cam lobes are made from. After a cam grinder finishes with the cams, they get a surface hardness performed on them. The lifters are supposed to be hardened as well. The test for hardness is called Rockwell hardness testing. A special instrument will strike the item being tested with a diamond tip and measure the depth of the indentation. This is an expensive tool that very few people have.

Lifters need to be between 55 and 57 Rockwell hardness. I have been using a brand of lifter called AE for dozens of years. It was an original equipment item back in the day and are still produced today. However, after some research, it has been shown that lately, the AE, and many other brands, are only hardened to about 46 on the Rockwell scale. Doesn't sound like much difference but it is huge in metallurgy. It is like the difference between balsa wood and oak. One is hard and the other soft.

This is the most prevalent cause of premature lifter wear. There are other causes as well. Too much valve spring tension; constant over revving the engine; spring bind (this is when the coils of the valve spring touch when the valve is opened all the way and should have been checked before ever cranking the en-

gine). Coil bind can occur with over revving an engine. And of course using non-ZDDP oil.

Knowing the owner of the car, I am positive the problem was not caused by over revving. As the builder, under supervision of the owner, I know it was not coil bind as I described it to him when setting the valves the first time and checking for bind. I know the oil used had 1,200 ppm of ZDDP after talking to the tech department at Shell Oil. The items we did not check was the angle of the cam lobe as it again takes specialized equipment to do that. It is the same as checking the dome of the lifter bottom. We have to trust the cam grinder but now we see we may not be able to do so. My best conclusion is that the set of lifters were not properly hardened by the manufacturer.

I am trying to find some one who can test the lifters to see what level of Rockwell hardness they are. It is ridiculous that anything used in a car can't be made to factory specs and made to last. I have had the same brand of lifters last 300,000 miles in a Healey engine!

Now lets discuss the second problem; burned piston. Pistons burn in a few different ways and have different causes. Some will burn a hole close to the center where it is generally the thinnest area of the top. Others burn a hole along the outer edge which is what this engine did. Some of the causes for a piston burning or melting near the middle are: excessive heat from detonation caused by too high compression; carbon build up on the piston top; excessive ignition timing; way lean mixture; and severe overheating.

Tech Corner

By Barry Rosenberg

The pistons that get a hole along the outer edges usually have a ring problem over severe overheating. This car had a special custom double pass radiator and twin electric fans. Under normal conditions, it would not run hot. However, at some point the car was on a drive and started running poorly. Several people tried to diagnose the problem and the timing was advanced; to at least 50 degrees BTDC! After just a few more miles, the car overheated and blew the head gasket. This was replaced and the timing reset to 32 degrees BTDC at 3,000 rpm. This is my standard setting for these engines using today's gas. The car then proceeded to be driven on several long drives, even losing a left rear wheel at one time.

The car seemed to run great. It was driven 20 miles to a body shop (for the lost wheel event) and on the way home over heated again. The car following it said white smoke came out the tail pipe but I think it was the light blue of oil smoke. And again the car died. Several tests were done and since the compression in #1 cylinder had escaped, the head was pulled. You could see a small section along the outer edge of the piston missing. Until the engine is disassembled, we will not know for sure what caused this but I have my suspicions.

Again, this engine was assembled under the owners watchful eye and helpful hands. Everything was done to make it the best we could. The pistons from a supplier in the cars homeland came with rings that had too big of a gap. So did the second set of rings (again from England). A set was sourced from an American company and we were able to set the gap at factory specs. You might ask why you put a gap in the rings if they are supposed to seal the combustion chamber form

loosing compression and keeping out excessive oil.

And there is good reason. Pistons rings are metal rings that fit around the piston in grooves. The tolerances are very tight for proper fitment. As the engine runs, the rings expand in length and as they expand, the gap closes. We are only talking a gap about .017". When this gap closes and the ends of the ring butt together, they create tremendous friction along the cylinder walls. This causes the engine to overheat. Eventually, the rings fail. One way they fail is to shatter as they are brittle.

Once a ring breaks, the pieces vibrate up and down as the piston moves in the bore. This vibration wears away at the aluminum rings groove in the piston until a small piece breaks thru to the top of the piston creating a small hole. We should see, when the pistons are removed, a polished spot on the side of the piston where the broken pieces vibrated. As other cylinders were low on compression, I expect to see other broken rings but they just have not worked their way to the top. Here is a picture of what I expect to see. You see how the ring only broke thru the top in a small area but the damage is much more severe.



Tech Corner
By Barry Rosenberg

Both engines need to be fully disassembled for inspection. Because both problems can generate tiny particles that travel thru with the oil, they need thorough cleaning. And so it goes. No matter how careful you are when working on these cars, you can't trust the parts you buy. What is one to do.

Well, until I see yall somewhere soon;

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

Daja' Vu?
What's old is new again?



2023
BMW - Triumph TR25



1952 Le Mans
Nash-Healey

Members Classified

Your ad here -
deadline for next issue 30 Jan 2024

- 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.

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