

The Flash



Jan / Feb 2024

Material deadline for the next Issue is 25 Feb 2024



Volume MMXXIV Issue I

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



Not easy to find, I bought and installed a new clutch. While at the machine shop I also worked on the brakes, fuel pumps, carbs, and electrical.



An Austin Healey purchased for \$100 in 1974 still makes headlines today. See the story of Patrick and Anne William's 1960 A/H 3000 inside.



Volume MMXXIV Issue I

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In this issue...On the cover: Patrick and Anne William's 3000 when purchased for \$100 circa 1974, now 50 years later in the WSJ !

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

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Editors' Note

Happy, Healthy & Safe New Year to y'all. As a "Leap Year" 2024 gives us an extra day to enjoy our Healeys. Check out the calendar of events. Winter's Grip is not quite over, with some of us still dealing with a white crystalline substance that emanates from the firmament from time to time. Fear not spring will be here soon and "Spring Forward" time change is only 5 weeks away. Time to start planning your 2024 Healey adventures.

BTW guys, stay out of the Dog House. Feb 14th Valentine's Day is only 9 days away. Don't miss it.

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

President's Message January/February, 2024

For those of you who don't know me very well, allow me to share a little about myself. I was first smitten with Austin-Healeys as a teenager the first time I saw one; the body lines and the sounds were so different from the muscle cars of the late '60s and early '70s. I bought my first Healey in 1984 when I was in my 20s; it was 17 years old and in a terrible state. It had been sitting in a carport, the top was in tatters and the cockpit was filled with leaves. The engine was painted blue (I had no idea that meant it had been out of the car and repainted) and did not run.

It was in sad shape, and I was going to rescue it. The following year I returned home to Atlanta, married Pam and we got involved in the newly formed Atlanta Austin-Healey Club. Members were very helpful in directing me to parts sources (much rarer then than today) and guided me in finally getting our BJ8 on the road.

As DINKs (dual income, no kids) we were able to participate in most every trip the club took. Our first Conclave was 1989 in Niagara Falls. We drove to Detroit, crossed the Bluewater Bridge into Canada, and toured Amish country roads, the Trent-Severn Waterway (where we stayed in Lenard & Martha Thomas' cottage), the wooden boat-building town of Peterborough past the outskirts of Toronto and into Niagara Falls, Ontario.

We took several days getting back, visiting friends in the Finger Lakes region of New York and Pam's family near Philly, then meeting up with other AAHC members at the Peaks of Otter in Virginia. That was a really fun trip. And it taught me that our cars are reliable and resilient as we travelled about 2,700 miles.

It was time to restore "Smokey" so we began searching for another car to drive with our friends in the club. 1989-90 was not the time to be buying since the exchange rate favored Europeans and they were snapping up everything. If you could roll a rusty hulk out of the woods and into a shipping container it was worth \$5,000.

A club member heard about a 1960 BT7 that was in pieces at a body shop in Douglasville. John May helped by flat-towing the rolling chassis to my house, his van filled with body panels and boxes of parts. A month later I heard from a fellow I'd met at Conclave whose sister was selling their green BJ8; did I know anyone interested? "Why, yes! Yes I do!"

That's when Paddy joined us for St. Patrick's Day and became our driver. We took that car to Conclave 1990 and ran it hard at Blackhawk Farms racetrack. There are so many stories from that trip! Pam was seven months pregnant with our first child. Life happened and we were less and less involved in the club; I'd get an occasional call saying, "I've got a friend looking for a Healey" and by the late '90s they had all found new homes.

Fast forward to 2018 and the Healey bug was back. We got involved with the AAHC again and I started looking for "the right car". We took a gamble and brought home a red 1959 BT7 in January, 2020 behind Doug Duffee's truck on his trailer. It had been sitting for about 10 years. A tech session in my garage had a swarm of club members helping remove carbs, fuel tank, radiator, heater; anything that needed to be cleaned out or rebuilt. A club member helped me rebuild the engine.

Atlanta President
Mark Leinmiller

What is the common thread of these stories? The club members and the cars we enjoy together. What a diverse group of helpful people with a common interest! I've made great friends through our club, and I hope that you, too, can (or soon will) say the same. Please let me know how the Atlanta club can better meet your needs and desires for a car club.

Many thanks to Charlie Moshell for his service to the club as president these past two years and for all he and Sheron have done for the club since the 1980s!
See you on the road!

Mark Leinmiller
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770-329-3878

The Winter 2024 edition of the club's electronic magazine, Austin-Healey Quarterly, is now posted on the club website and ready for viewing.

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 a try. We think you'll be pleasantly surprised. And remember, Healey Marque is now produced in both printed and electronic formats, but Austin-Healey Quarterly is available only in electronic format.

Also very important, the Quarterly is freely available without logging in to the club website, and 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 printed magazine, Healey Marque, is the January-February issue, and it is due to be mailed soon. In the meantime, we hope you'll give Austin-Healey Quarterly a look – there are 75 pages of quality Healey content waiting there for you to enjoy.

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

Initial Draft - Calendar for 2024 Atlanta Austin-Healey Club

Watch for updates as the year progresses

- ◆ February 17: BLD, 4pm, Vintage Pizzeria, 5510 Chamblee Dunwoody Rd, Dunwoody, GA 30338
- ◆ February 29 – March 3: Amelia Island Concours d'Elegance, Ritz Calton, 4750 Amelia Island Pkwy, Amelia Island, FL. More info: <https://www.ameliaconcours.com/>
- ◆ March 2: Garage Crawl, McCollum Airport, Kennesaw, GA (Hosted by John Miner)
- ◆ March 16: Drive to 19th annual Memories in Monroe Car Show, 8 AM – 4 PM (Hosted by CJ Johnson) More info: <https://www.monroedowntown.com/downtown/page/19th-annual-memories-monroe-car-show>
- ◆ April 4-7: Texas Healey Roundup 43, Crazy Water Hotel, Mineral Wells, Texas Hosted by the North Texas Austin-Healey Club
- ◆ April 6: Chris Gore Memorial Drive & Events, Dahlonaga, GA
- ◆ April 20: Drive To Helen Back, 8:30 AM – 2:00 PM. Meet at IHOP, 4117 Dawson Forest Rd E, Dawsonville, GA 30534 (Hosted by Georgia Triumph Association). Spirited drive on some of Georgia's best mountain roads! RSVP please (<https://www.gatriumph.com/upcomingevents>)
- ◆ April 26-28: Walter Mitty Challenge, Road Atlanta, 5300 Winder Highway, Braselton, Georgia 30517 More info: <https://www.roadatlanta.com/hsr-mitty>
- ◆ May 4: Christening Homonek's Healey Boat, 566 Lakeshore Drive, Berkeley Lake, GA 30096 (Hosted by Dana & John Homonek)
- ◆ May 16-19: Bluegrass AHC Spring Thing
- ◆ May 19: British Motorcar Day, 10 AM, Suwanee Town Center, 330 Town Center Ave Suwanee, Gwinnett County 30024. More info: <https://www.atlantabritishmotorcarday.org/>

Look ahead from planning meeting AACA Events Calendar

Initial Draft - Calendar for 2024 Atlanta Austin-Healey Club

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- ◆ June 1: Fish Fry, 440 Havenmist Landing, Suwanee, GA 30024 (Hosted by Sheron & Charlie Moshell)
- ◆ June 22: Aristocrat Boat Works Drive to Dawsonville, Saturday, 9:00 AM – 2:00 PM. Meet at Kroger Crabapple, 12460 Crabapple Rd, Alpharetta, GA 30004, USA (Hosted by GA Triumph Assoc.)
- ◆ July 20: AAHC Tour of British Pubs, location TBD
- ◆ August 1-4: Carolina's Club Annual Mountain Trip, Oak Park Inn, 196 S Main St, Waynesville, NC 28786, 828-456-5328 (Hosted by Chuck & Monique Reeves) MAKE RESERVATIONS NOW
- ◆ August 17: AAHC Tour of British Pubs, location TBD
- ◆ September 7: British Car Fayre, Main Street, Downtown Norcross (Date to be confirmed)
- ◆ More info: <https://www.atlantabritishcarfayre.com/>
- ◆ September 12-15: Southeast British Car Festival, Dillard, GA: Dillard House 706-746-5348 (Hosted by Peachtree MG Registry) MAKE RESERVATIONS NOW. More info: <https://peachtreemg.com/Dillard-2024>
- ◆ September 13-15: VSCDA/HEALEY WORLD CHALLENGE vintage racing weekend. Prior to Conclave 2024, VSCDA will feature races at Road America, Wisconsin. Conclave participants coming to the races will have the opportunity to purchase VIP packages in advance.
- ◆ September 15-20: CONCLAVE, Road America, Elkhart Lake, WI (Host hotel is Blue Harbor Resort & Conference Center, Sheboygan, Wisconsin MAKE RESERVATIONS NOW More info: <https://2024conclave.com/>
- ◆ September 20-22: HSR Fall Historic Races, Road Atlanta, 5300 Winder Highway, Braselton, Georgia 30517. More info: <https://roadatlanta.com/calendar/atlanta-historic-races>
- ◆ October 11-13: Barber Motorsports Vintage Motorcycle Festival, Leeds, AL. More info: <https://www.barbermuseum.org/barber-vintage-festival/>
- ◆ October ??: Pumpkin Run, TBD Weekday
- ◆ October 19: AAHC Tour of British Pubs, TBD

Look ahead from planning meeting AACA Events Calendar

Initial Draft - Calendar for 2024 Atlanta Austin-Healey Club

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- ◆ October 31-November 3: SE Classic XXXVII, new location at the Shelton Vineyards, Dobson NC Host hotel is Hampton Inn 336-353-9400 (Hosted by Triad Austin-Healey Club)
- ◆ November 1-3: Hilton Head Island Concours d'Elegance & Motoring Festival, Port Royal Golf & Racquet Club, Hilton Head Island, SC More info: <https://www.hhiconcours.com/>
- ◆ November 17: Friendsgiving at Edenborough Country Club
- ◆ December 7: Kassow Kruse, Location TBD (Hosted by Bill & Mary Ellen Nagel)
- ◆ December 28: Polar Bear Run (ALS fund-raiser hosted by Georgia Triumph Association)

Other Auto Related Happenings

Gateway Classic Cars Caffeine & Chrome – Last Saturday of almost every month. Open to the public. No admission fee. Cruise in with your collectible car or daily driver. Donuts and coffee while supplies last. All makes and models are welcome, with plenty of parking space. This is a family and pet friendly event.

2024 Dates: January 27 • February 24 • March 30 • April 27 • May 25 - 25th Anniversary Celebration • June 29 • July 27 • August 31 - Cause for Paws • September 28 • October 26 - Trunk or Treat • December 7 - Holiday Party
8:00 AM to Noon New location: 2705 Ronald Reagan Blvd, Suite 200, Cumming, GA 30041

Worship Monthly Vintage & Classic Car Event – First Sunday of every month rain, snow, holidays. Families are always welcome. Open to the public. No admission fee. Vintage and classic (18 years or older) cars, trucks, and motorcycles are the vehicles of choice.

8:00 AM to 11:00 AM Laid-back alternative to Caffeine and Testosterone... err Octane, which meets 9 am to Noon
Location: 1135 Woodstock Rd, Roswell, GA 30075 (Target & Panera Bread shopping Center)

Caffeine & Octane Atlanta - First Sunday of every month, rain or shine.

A nationally recognized “all makes, all models” car show.

9 AM - Noon

Location: Town Center at Cobb, 400 Ernest W Barrett Pkwy NW, Kennesaw, GA 30144

Greetings as we ring in the New Year.

We ended the year with the Kassow Cruise hosted by Bill Nagel in December. After the drive and auto shop tour, we ended up for lunch at my favorite restaurant in Jasper, "The Last Catch" for some yummy seafood. (see page XX for more info.)

Sheron and I celebrated New Years weekend at the beach and missed out on the 2023 Polar Bear Run hosted by the Georgia Triumph Association,(GTA).

Hopefully those Polar Bears in attendance submitted lots of photos and few notes about the event Thanks to the GTA team for another successful end of year event. (*maybe next year - ed.*)



January 20th, we conducted our planning meeting at the St. Marlo Country Club with a mid-morning brunch.

The meeting started with a welcome greeting with about 20 folks in attendance. The big news was the installation of Mark Leinmiller as our club's president for the next two years. The floor was opened for nominations for the VP position which at this time remains vacant.

The usual meeting format including , Old business; New business Treasury report; Membership report; National Delegate report; and general discussion occurred seamlessly before moving on with brunch and award presentations. We voted to move forward with making a charity donation as a scholarship to a trade school specializing in auto restoration and repair. Once the calendar was reviewed and events identified we move on with award presentations before adjourning..

The Little Rodney Award (AKA The Doolittle Award), which is awarded to the person who does the most of the little things behind the scenes, silently, humbly and without seeking recognition, glory or affirmation was the first award to be presented.

A new improved version of the Little Rodney Award 2.0 was commissioned to replace the never found original officially declare lost in action. This award was presented to John Miner for 2022 for all of his meticulous work spearheading support services with our Club Express experiences with both event and membership processes and managing our Web site.

This year it is passed along to and awarded to Kate O'Leary and Robb Handshuh in recognition for their ongoing dedication and perseverance in the production and publication of our club's newsletter. Putting out the newsletter is one of the most time extensive , tedious task for our volunteers. Kate and Robb's hard work and dedication to this endeavor is greatly appreciated by all.

The Len Thomas Technical Achievement Award, (LTAA) was brought up to date with Mark Leinmiller indicated as recipient for 2023 for all of his Tech session assistance to fellow Healey enthusiast. He provided assistance to those in need with their cars on several occasions, in addition to hosting and coordinating tech sessions, complete with photos and info included in our Healey Marque club magazine.

This year it is passed along to John Homonek for his technical achievements assisting long time comrade and member Sam Marble with his relocation to Florida. John along with several other members assisted Sam moving and starting cars that have been sitting idle for a while. Sam went through the process of downsizing, thinning of the herd of British Cars shortly before his move. John went above and beyond offering trailer towing service help out with Sam's move.

Mark Leinmiller and I presented the Rodney Award this year with a twist. The award was established long ago as a tribute to Rodney Lee Martin, our Club's very first president who passed away April 15th, 2022 at the age of 70. We moved Mark from the 2022 slot to 2023. This allowed us to pay a tribute to the life of Rodney utilizing the 2022 slot in his memory. The 2024 slot will be awarded at our next 2025 planning meeting. This gives everyone the opportunity to show outstanding participation, demonstrate contributions to the wellbeing of our club and provide leadership whenever the occasion rises throughout 2024.

The club goofy giant pacifier award remains unclaimed for 2023, which is a good indication that any whining or complaining went unnoticed or was nonexistent. It is my understanding that this may become a traveling trophy to events just waiting on the side-

lines for an opportunity to discover a whiner, I mean winner.

Another coveted plaque was revealed known as the “Atlanta Austin Healey Club Royal Bruised Knuckle Award.” A detailed description of the tale of valor and misfortune, where knuckles meet destiny is found elsewhere in this month's newsletter.

The presentation of this honor requires a bit more formality known as Royal Bruised Knuckle Award Ceremony. The trophy, forged from the finest substituted materials, gleamed under the chandeliers. Gemstones adorned its surface, each one a fractured starlight captured in stone.

And so, under the watchful gaze of the Knuckle Oracle, it was announced that only the bravest among our club will emerge victorious. This year's nominations included Sir Mark Leinmiller the Relentless, Lady Karin Gärdner the Resilient, and Sir Lee Etterling the Determined.

To end the meeting, our High Knuckle-master stepped forward, holding the coveted trophy aloft. Announcing; “To the one who has shattered the most barriers,” he declared, “we bestow this honor.” To Sir Mark Leinmiller for relentlessly tackling the ongoing challenges encountered upon Austin engine disassembly, engine mounting redesign and reinforcement, failure analysis, remediation and execution of required repairs, and all necessary fabrication and ingenuity needed for task completion.

Amidst cheers, groans and gasps, Mark graciously accepted the grand trophy. Congratulations to Mark for a job well done.

That's about all for now. See you at the next gathering. *Charlie Moshell*

**Atlanta Austin Healey Club
Royal Bruised Knuckle Award
by Charlie Moshell**



Ah, the coveted Atlanta Austin Healey Club Royal Bruised Knuckle Award!

Allow me to weave a tale of valor and misfortune, where knuckles meet destiny.

Once upon a time, in the mystical realm of Georgia Austin Healey Owners, there existed a noble order known as the Knights of the Bruised Knuckle which was established during the pandemic years and officially deemed official during the year of 2023.

Several gallant warriors and members of the Atlanta AHC are renowned for their unwavering courage, their unyielding fists, and their uncanny ability to break things related to Austin Healey including to but not limited to their spirits during discouraging repairs, both mental and physical challenges associated with Austin Healey Automobiles and specifically, their own knuckles.

The Royal Bruised Knuckle Award is bestowed upon those who have demonstrated exceptional skill in the art of knuckle-bruising. This is a coveted honor, to be celebrated with great fanfare each year at the annual planning meeting.

The award itself is a magnificent trophy forged from the finest adamantium flesh substitute and adorned with gemstones that sparkle like fractured starlight.

To qualify for this prestigious accolade, a club member in good standing has to endure a series of grueling trials:

1. **The Endless Repair:** With clenched fists, they continue contemplating the same repair needed over and over with delayed success, aiming to break not only the curse on the given repair but also their own knuckles. The louder the crack, the greater the acclaim.
2. **The Hammer Persuader:** Armed with a mighty extra-large ball peen hammer, the participants take turns pounding those stubborn stuck parts held firmly in vise, or loosely secured to an anvil. Sparks have been known to fly, epidermis to be torn, bones and muscles aching, with the only result of legends being born. The crowd of bystanders when present usually roars, "Oh Phooey for the fractured phalanges and psychophysiological phenomena!" "endured by those brave souls trying to whatever is required in order to Get ER Done!"
3. **The Scroll of Pain:** In a dimly lit chamber, such as a garage or basement, the knights read aloud from the ancient Scroll of Pain. Its cryptic verses spoke of agony, resilience, and the healing power of ice packs. Those who shed tears are disqualified; true champions shed only blood.
4. **The Healing Balm Duel:** Sometimes in a busy year of projects and frustration, where there is more than one deserving candidate for this award, finalists may be required to engage in a duel, armed not with swords or swear words, but with healing balms, ice packs and band aids. Their task: to mend their bruised knuckles swiftly and elegantly. The crowd of attendees hold their breaths as one applies soothing ointments, mutters incantations, and flexes their digits while taking a swig of the prescribed medication.

**Atlanta Austin Healey Club
Royal Bruised Knuckle Award
by Charlie Moshell**

And so, under the watchful gaze of the Knuckle Oracle, the bravest among them will emerge victorious.

This year's nominations include Sir Mark Leinmiller the Relentless, Lady Kärin Gärdner the Resilient, and Sir Lee Eterling the Determined.

Finally, this year the day has arrived for the Royal Bruised Knuckle Award Ceremony. At our planning meeting, the trophy, when presented, gleamed under the chandeliers. The High Knuckle-master stepped forward, holding the coveted trophy aloft.

“To the one who has shattered the most barriers,” he declared, “we bestow this honor.” And there, amidst cheers and gasps, the legend maker stepped forward. With knuckles bearing the scars of battles won, and eyes holding the fire of relentlessness,

He, Sir Mark Leinmiller approached, and the trophy was placed upon his outreached hands.

The members on hand, hushed as the gemstones pulsed with otherworldly light. The knight's bruised knuckles have healed, stronger than ever. He was now the bearer of the Royal Bruised Knuckle Award—a legend etched in bone and stone.

And so, dear reader, remember this tale when you clench your own fist. For within each of you lies the spirit of the Knights of the Bruised Knuckle—the courage to break barriers, the strength to endure, and the honor earned. We will all have to wait with anticipation until our next planning meeting to see who the next valiant repair master is who earns the honor of this award by demonstrating unwavering courage regarding Austin Healey repairs.

Images from the planning meeting



Instead of Selling Their 1960 Classic, They Road-Tripped Through Norway

My Ride, Wall Street Journal, By A.J. Baime | Photographs by Gem Hale, 05 January 2024
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Patrick Williams, 69, a retired mathematician, and his wife, Anne Williams, 63, who live in Newnan, Ga., on their 1960 Austin-Healey 3000, as told to A.J. Baime. (WSJ)

Patrick: When I was in college, I wanted a car I could fix up. I met a guy who said he could get me an Austin-Healey for free. I met the owner's father, who got \$100 out of me, in 1974. The car was in horrid shape and not running. I worked on it through college and graduate school in southern California. I ended up buying a second Austin-Healey for parts. By 1977, the car was running. By 1980, I had the bodywork done. Six years later, I married Anne, and on our honeymoon we went to Moss Motors, a parts shop specializing in British sports cars in Goleta, Calif.



Anne: I knew who Patrick was, so to do that on our honeymoon was not a surprise. He can fix anything, and he uses me to reach down into small places where his hands can't fit.

Patrick: Around 1999, we moved to Huntsville, Ala., where things were a lot cheaper. I had money, so I took the car to a guy in South Carolina to bring the interior back to the original quality and colors. I love this cream color with red piping; it's just so Brit-

ish. Then we moved to the Atlanta area to be closer to our daughter and granddaughter.



Anne: We had to find a house with garage space. Patrick said, "I think I'm going to sell the car. It's just too much trouble." I said, "You can't do that! Our granddaughter loves this car!" The question was, now that he was retired: What were we going to do with it?

Patrick: I resurrected an old email about something called the European Healey Meeting. I said, "How about this absolutely nutty thing to do? We can put the car in a container and ship it to Norway." Anne said, "Let's do it!" I practically fell over on the floor.

Anne: The Euro Healey Meet is held every five years at different locations in Europe. We shipped the car out of Savannah, Ga., in March 2023. We landed in Oslo on June 8. Days later, we arrived in a town called Geiranger, on this Norwegian fiord, where the trip was to start. There we were, with one of about 240 Healeys from all over the world.

Patrick: Austin-Healey is kind of a weird, specialty car. In the early '50s, a carmaker named Donald Healey partnered with the British brand Austin. Austin-Healey sports cars were built from 1953 to 1967, and today, they have a big fan base.



Instead of Selling Their 1960 Classic, They Road-Tripped Through Norway
My Ride, Wall Street Journal, By A.J. Baime | Photographs by Gem Hale, 05 January 2024
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Anne: The Euro Healey Meet was a week-long rally. The drives were insanely beautiful. We had a tiny tool bag, and we felt so much confidence in the car. We never had any problems.



Anne: Our plan this year is to drive the Natchez Trace, a historic road through three states that goes by Elvis's hometown of Tupelo, Miss. Then we're driving to Wisconsin, where there is a big Austin-Healey meet planned at the Road America racetrack in September.

Patrick: We traveled thousands of feet above sea level—rolling hills with snow everywhere, freezing cold. This was in June! You go through switchbacks as you drive from what feels like winter into spring, and by the time you reach sea level again, it feels like summer. It was breathtaking. We spent three weeks total with the car in Norway and Denmark. The trip reaffirmed how much we love driving this Austin-Healey together.

Patrick: The new year marks the 50th since I bought the Austin-Healey. I'm looking forward to 50 more.



**16th Annual Kassow Kruiise
Article & Photos by Bill Nagel**

Our annual Kassow Kruiise Drive was originally scheduled for Saturday December 2nd, but was rained out and re-scheduled to December 16th. The Kassow Kruiise is in honor of our good friend Bob Kassow, an avid British car enthusiast who, unfortunately, passed away in a car accident some 17 years ago on December 2nd, 2006.

This year we had 23 classic and modern cars participate ranging from 3000/Sprite Healeys, MGAs, MGBs, Triumphs, AC Cobras, Jaguar XKE, Pontiac GTO, BMW 2002, an early Miata, Honda S2000 and on the modern side a Porsche 911 and a couple of Toyotas. Thirty one folks came out for the drive from various local clubs including 8 members from our local Atlanta Austin Healey Club - Pam & Mark Leinmiller, Martha & Len Thomas, Charlie Moshell, Rick Alley, Alan White, and Bill Nagel.

Our drive started out in Kennesaw, GA, driving on scenic back roads to Canton and to White, GA ending up at Vintage Motorcar Restorations in Jasper. Ray Morgan, the owner of VMR gave a tour of his shop, describing some of the various projects they are currently working on which included “ground-up” restora-

tions of a 1958 Porsche 356A Speedster, 1963 Porsche 356B and other classics. Ray shared stories of his 1964 Merlyn Mk6 made by Cholechester Racing Development in Manningtree, England. There were only 29 made, and he has two of them in his shop; one he vintage races and the other he is repairing for a fellow racer who crashed it.

After discussing VMR’s various projects, Ray then gave a tour of his showroom and spoke about some of his private collection on display consisting of 1963 Porsche 356B Super 90, early ‘50s Volkswagen Beetle with split rear window and semaphore turn signals, 1972 Ferrari Dino 246GT, 1952 Morgan +4 Drop Head Coupe with only 1400 miles, and 1948 Simca Gordini Race Car of which only 2 were built.

Ray told the story of each car and other collected memorabilia in his facility which makes this hobby so interesting and great. After the visit to Vintage Motorcar many folks stayed in the area for lunch at various local restaurants. Needless to say a good time was had by all!

Bill Nagel



**International Incident
by Mark Leinmiller**



What do you see different about this Healey 100? First, the steering wheel is on the opposite side, and second, the license tag is not anything issued for US roadways.

Pam & I recently returned from a couple of weeks in New Zealand. The best way to see that country (besides by helicopter) is a road trip, and the roads would have been great in a Healey! We were in Christchurch for an event related to Antarctica. Before we left, I looked at the Austin-Healey Car Club of New Zealand (AHCCNZ) Canterbury Chapter's events calendar and realized they had their monthly "meet and eat" the day after our event. I reached out to Joan Mechen, Canterbury's Area Executive letting her know our plans, and she welcomed us with open arms (as most fellow Healey enthusiasts would!). After a day in Akaroa and at the Pohuta Penguin Sanctuary observing researchers weighing & measuring the chicks and inserting tiny tracking chips we made our way back just in time for dinner ("tea"). The Canterbury club was delightful, and one of the couples had just completed a two-week tour of the North Island in their BJ8. |



AHCCNZ Canterbury Chapter members (L to R): Martin & Joan Mechen, Len Rickard, Kay Smith, Barry Ricketts, Jeni & Russell Lane, Diane & Peter Nelligan, AHCA Atlanta's Pam & Mark Leinmiller

International Incident by Mark Leinmiller

The city of Christchurch is still recovering from the massive earthquakes that damaged 80% of the buildings about 12 years ago. It is known as The Garden City with flowering plants everywhere. The weather was a bit like Seattle with rain, fog and mists and the occasional glorious day.

After leaving Christchurch we put in over 1,000 road miles in the South Island starting with our drive to Queenstown, which is about a 6-hour drive. We started across the Canterbury Plains through fields and farms and soon came to the longest bridge in New Zealand across the Rakaia River, a typical New Zealand 'braided river' where numerous channels of water flow across a wide gravel bed. There we encountered the 12-meter high salmon statue (the area is known for its salmon fishing). Pam's brothers always send photos of their latest catch to one another, so we posed Pam with the statue as if she'd just landed a big one.



From there we headed more inland toward the many lakes in the central Mackenzie Basin. We stopped for a coffee at Lake Tekapo; this became an afternoon ritual as we were still adjusting to the 18 hour time change.



Lake Tekapo with the Southern Alps in the distance and Church of the Good Shepherd in center

There is a nice racing complex and museum in Cromwell, Highlands Motorsports Park, but we pulled in right at closing time, so motored on. As we descended into Queenstown we passed the vineyards of the Gibbston area, and the bungy jumpers at the Kawarau River Bridge had already called it a day.



Above: Snow-covered Southern Alps and Donne Glacier enroute to the Fjordlands

Queenstown is a year-round alpine resort located on the shores of Lake Wakatipu and surrounded by the jagged peaks of the Remarkables Range. While it is an outpost for adventure travelers, it was just a waypoint for us. There are only two ways to get to where we wanted to go, which was Milford Sound. The first is to take THE road (singular) for 4 hours in each direction (outbound & return), and the second is to take a small plane ride for 35 minutes. We opted for the plane and are so thankful we did; the scenery of the Southern Alps was spectacular, and we didn't spend the whole day driving and retracing our steps.

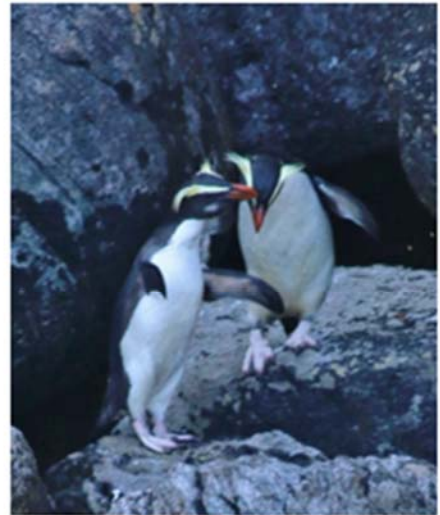


Right: Aboard a small catamaran touring the fjord known as Milford Sound

International Incident by Mark Leinmiller

Both the airplane pilot and the captain of our small boat commented on how extraordinary the weather was. It is springtime in the Southern Hemisphere this time of year, and Milford is typically wet & rainy. There is a brief window of time when the Fjordland Crested Penguins are mating, and we were able to stop and watch a couple of them waddling and hopping their way from the beach back up to their burrowed nest. A Kiwi (New Zealander) friend told me it took him over 60 years to ever see one.

After returning to Queenstown, it was time to hit the road for the rugged West Coast via the Crown Range. There were many hilly, winding roads and single-lane bridges. We had a late lunch at Lake Wanaka (rhymes with Hannukah) before taking on the dramatic twists and turns of the Haast Pass. Once on the other side of the Crown Range we enjoyed waterfalls and river scenery, including a rainbow that ran from the riverbed to the nearby mountain peaks as we arrived in rainforest country. That's one of the interesting things about the South Island; they have just about every kind of climate and environment.



Fjordland Crested Penguins



The rainforests came all the way down to the ocean, which is about 200 yards to the left.

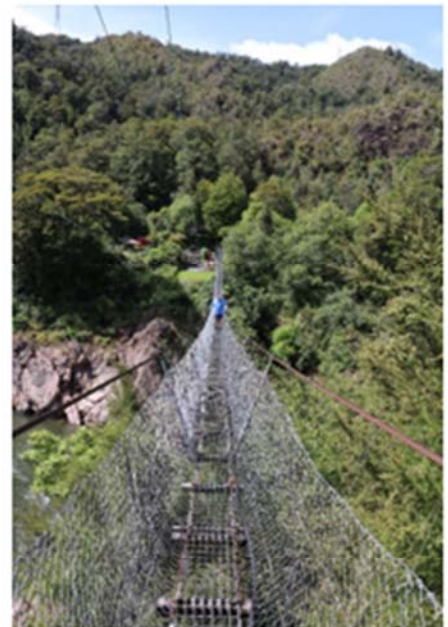
We passed through the little hamlet of Fox Glacier before arriving at our destination in Franz Josef. Our plan was to go heli-hiking on the Franz Josef Glacier the next day, but all-day rain and dense fog cancelled helicopter operations for the day. We hiked up towards the glacier as far as we were allowed, explored the village, had a nice meal, and made our way further up the Great Coast Road (touted as "one of the most scenic touring routes in the world") alongside the Paparoa National Park to Punakaiki beach, where we had a magnificent sunset from our hotel porch. Punakaiki is famous for its "pancake stack" rock formations, carved over millennia by wind, sea and West Coast rain.

Our next day was to be our last of the real road trip. We wound our way up the Great Coast Road, making a side trip to Cape

Foulwind (I kid you not!) to see the lighthouse and the seal colony. The seals were at sea,

but it was a scenic walk and it felt good to stretch our legs after a couple of days of driving. We then headed inland from Westport through the Buller Gorge. This is where our friend suggested we stop and experience "the longest swing bridge in New Zealand". It was worth the stop and the small entrance fee. One thing I learned about driving in NZ is that when you see the "Last gas for 90k" sign it means the station you passed a mile ago. Petrol stations are

few and far between, and when we got to Murchison we were on fumes.



Mark in the middle of the longest swing bridge. No gephyrophobia here!



Sticker shock! These are NZ dollars, and the conversion is about the same as from kilometers to miles (x 0.62). This fill-up cost \$92.39 and the conversion is \$6.88 per gallon.

International Incident by Mark Leinmiller



The Great Coast Road follows the coastline of the mostly undeveloped West Coast

We spent a couple of days in the Nelson area with Antarctic friends. They took us around to their favorite spots; shopping & coffee at Mapua Wharf, then on to the beaches of Kaiteriteri on the Tasman Sea. We had hoped to connect with another Healey Club couple for lunch in Motueka, but they were still on holiday down the coast for a few more days. From sunny Nelson it was a flight to Auckland. The airport and security were so refreshing! We were able to hang out with our friends in the terminal and then walk out to our plane

while they waved good-bye. I guess you can do that when you only have two gates!

Auckland is the largest city in New Zealand with about 1.5 million people, and our ride from the airport felt like being in any large city in the US. Since we were in "The City of Sails" we stayed by the waterfront, and enjoyed the restaurants and a trip to the local planetarium to see what the southern sky and its constellations were all about.

For our last day in NZ we took a ferry over to Waiheke Island, which is about 35 square miles of beautiful beaches, vineyards, olive groves, and laid-back seaside villages. The "hop-on, hop-off tour bus" we had booked didn't run on Mondays, so we rented e-bikes instead. These aren't electric motorcycles, but require a strong pedaling cadence before they kick in to assist your efforts; this was really helpful since the entire island is comprised of steep hills. We toured most of the island and visited three of the almost 30 wineries. We started with lunch at Casita Miro, a TripAdvisor "Best of the Best" for last year. Then it was on to see more of the beach communities and wend our way to one of the highest points on the island where Batch Winery commands beautiful views. After a snack and enjoying the views, I was coasting back down the steep 1.6 mile hill well in excess of the posted speed limit! One of the little shopping areas was too hard to pass up, and by then it was time to get the bikes back. As it turns out, we had ridden over 20 miles!



Mid-afternoon break near the top of the island at Batch Winery



Sunset at Mudbrick Vineyard & Restaurant

International Incident by Mark Leinmiller

Based on several recommendations to finish the day at Mudbrick Vineyard & Restaurant for dinner and sunset, we hiked over there. We chose to dine at the patio bistro; the meal was great, the wines very good and the sunset was gorgeous. It got chilly and the staff brought us blankets, then we had one last glass of wine by the lodge's roaring fireplace before heading back to catch the last ferry of the night back to Auckland. The next morning, we were on our way home.

It takes a long time to get to New Zealand, and I feel like we missed so much by trying to see it in only two weeks; three weeks would be better, and a month would be ideal. We both heartily recommend going; the people are delightful, the scenery is gorgeous,

the roads are fun. Delta has recently started flying from Los Angeles to Auckland (we were on their fourth flight), so we were able to use frequent flyer miles for all but the Air New Zealand (in-country) flights. You can do it without ruining your retirement nest egg! And the NZ Healey Club folks are an added bonus!!



Auckland waterfront and Sky Tower at night

Tech Corner

By Barry Rosenberg

Hard to believe the years is over. It just makes us all another year older. And I feel the difference every day and I don't care for it at all. Working on these little cars is not for the weak or old. You find that a lot of things you used to be able to do are a whole lot harder now. Pieces are much heavier now. Do metal parts actually gain weight over the years? I have a small 20" x 24" cast iron surface plate that is so heavy now that I almost need my engine hoist or a friend (and most of my friends can't add a lot of lift) to move it. It was all I could muster to move it from the warehouse where it was stored to the back of my Subaru.

A surface plate is a perfectly ground flat piece of cast iron. And it is perfectly flat, probably no variation over .0001" across the surface. Mine came from Lockheed. They are used when you need a solid smooth surface to do exact measuring. I use it when I balance engine parts like the rods or pistons. This time I am using it for a solid surface as a very solid surface for using my hardness tester. I am tired of soft parts that do not last as long as they should. With my new Chinese tester, I can test most metals for hardness and compare them with old factory original parts.



The tester is not one of my favorite tools but it has become a necessary tool with the poor quality standards to which they make our reproduction/replacement parts. Mine is a simple unit that drops a known weight onto the part being

tested. The device measures the speed and height of rebound of the weight and calculates the hardness. It came with a very heavy test block for calibration before each use. Hopefully, this will help in the future when buying parts. I will be able to test things like lifters before they go into an engine.

Another specialty tool that an engine builder needs is a cam bearing installer/remover. Not all engines have cam bearing like the MGB, Midget, TR3/4. TR6 does not have them. Some engines like Jaguars have two piece bearings very similar the main bearings but a lot smaller. I like to install my own cam bearing because I have seen a couple of engines where the bearings were installed incorrectly. Most of the bearings have at least one oil hole. This is supposed to line up with the oil passages cast into the block. If you miss, your cam will not get lubrication.



On MGA/B engines, the rocker assembly gets oil thru the rear cam bearing. I have seen engines where there is no oil to the rockers. The rear cam bearing is out of position and the oil hole is blocked. I like to set my rear cam bearing with about 1/4 of the oil passage blocked to reduce the oil to the rockers. They don't need that much oil being pushed to the head and the main and rod bearing can better use it. It is so much easier to get this spec than to trust a machine shop. If you get that rear bearing in wrong, the correct way to fix the problem is to rebuild the engine. Cam bearings are the first thing I install in a motor and they are the last thing to remove.

Tech Corner

By Barry Rosenberg

Mechanics need many different measuring devices. From a standard tape measure to micrometers to calipers to bore gauges, they all are necessary to do a proper job. One should not trust a machine shop when having work done. I always check the crank journal diameters when I get a crank back. The best and most accurate tool for this is a micrometer. This is a set of outside diameter measuring micrometers that has one for under 1" up to 4" diameters.

Other sets, this one goes up to 12", have one base unit and several extenders. All the pieces on the left are the anvils used to close the gap for smaller measurements and those on the right are very precise measuring test rods for checking the accuracy of the micrometer.



None of these are cheap but to do accurate work, they are required. There are many other measuring tools and some can be obtained from Harbor Freight. I like their digital caliper which is very accurate to .001". One needs to be careful when buying cheap micrometers though because if they are not accurate, then you could end up with a rod knock in your engine. This is one tool no mechanic likes to loan out so don't ask.

Every mechanics should have a tool box or two full of a variety of tools. If they just have a small cardboard box full, ask how long they have been at it. Snap On Tools (one of the worlds largest finance companies) manages to sell every new mechanic a big fancy tool box. If the mechanic just does simple jobs such as

brakes and maybe tune ups (now days this can require special scanners that cost thousands of dollars) they do not require the specialty tools like I have been writing about. Do not underestimate the ability of a mechanic with a cardboard box full of miscellaneous tools as my first tool box was a PBR (Pabst Blue Ribbon) beer box that I still have 50 years later.

A mechanic that can do anything and everything to a car today is pretty rare. Especially if we are talking about the knowledge and ability to build engines, transmissions, differentials, do electrical, etc. on newer cars. To me, newer is any car built after 1980! Each manufacturer has their own way of putting their cars together and it takes a lot of time and tools to learn each one. This is why I stick to old British cars. A mechanic trained in cars built after 2000 would have as much trouble building and tuning triple SUs on a Jaguar as I would have tuning any new car. It all depends on what you like and I like the old cars.

You have heard about the huge oil tanker foundering in the Atlantic with a dead engine? They helicoptered a mechanic out to the ship who went straight to the engine room. He spent a quite a few minutes looking over the engine and listening to it thru his stethoscope. Then he took out a medium sized ball peen hammer and rapped with great might on the side of the engine. He gave to command to hit the starter button and the engine roared to life as if it were new.

The ships captain was astounded and asked what the shipping company owed him and the mechanic said \$10,050. The captain was upset and asked why so much as he only hit the engine once. The mechanic replied; \$50 for hitting the engine and \$10,000 for knowing where to hit it.

Tech Corner
By Barry Rosenberg

Even though it seems expensive having your car repaired, remember how much in tools it takes. And besides the tools, it takes a lot of knowledge that we acquire over time with study and experience. If you have any questions or want more info on tools, get in touch. I like showing you how to do stuff. Maybe with enough learning, you to could become a mechanic.

Well, time for my lunch so I will quit now. Hope every one had a very Merry Christmas or a very happy Hanukkah. Until me meet somewhere soon.

Barry Rosenberg
britcars@bellsouth.net
770-689-7573

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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



Members Classified

For Sale: 1960 or possibly a 1961 Austin Healey Sprite

I believe that we are the 3rd or 4th owner. Purchased on a Bill of Sale from the late owner's stepson. I bought it last February to restore and keep.

- Replaced the carpets and all of vinyl panels in the car.
- Replaced the master cylinder. (By Dan Dougherty)
- The front brakes have been converted to disc brakes with new pads and rotors. (Dan Dougherty)
- Converted the bonnet to a flip from the firewall.
- 5 useable tires with plenty of tread and a spare never on the ground.
- Tuned up by (Phillip Middleton)
- Carburetor's adjusted by (Phillip Middleton)
- Top is in excellent shape. Clear back window,
- 2 or 3 sets of side curtains, Boxes full of spare parts.
- Work shop and parts manuals.
- The car is a good 5 footer. It needs a good paint job.
- All the gages work except the petrol gage.
- Runs good it may need a clutch. It is hard to get into first gear. (I don't have any trouble)
- Passenger rear wheel bearing and seal replaced.

Price - \$14,500 firm

Nice little car always wanted one.

Reason for selling: enough on my plate with my 1963 BJ7 and to old to get in and out!

Contact John Harris

Cell: 678.296.3796

