

The Flash



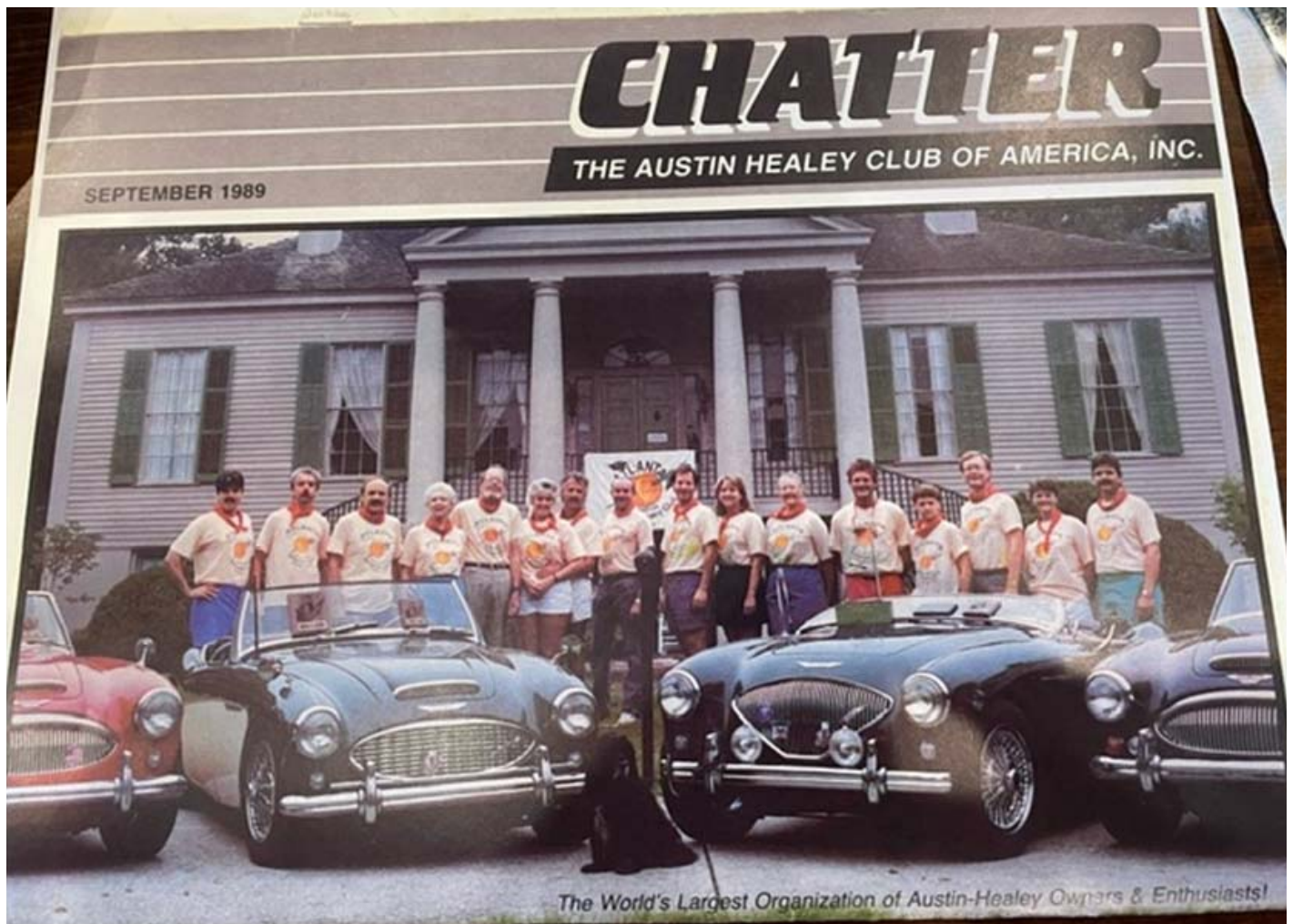
March 2024

Material deadline for the next Issue is 29 Mar 2024



Volume MMXXIV Issue II

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



The Way We were...

The AAHC on the cover of CHATTER after winning the DMH award at Conclave 1989.



Volume MMXXIV Issue II

Atlanta Austin Healey Club

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In this issue...On the cover: AAHC member post for the cover of The Chatter, AACH's National Magazine back in the day. L -R: Mark Leinmiller, Bill Kalway, Lenard Thomas, Lily Delk, Lyman Delk, Pat Carroll, (Later to be Ballard), Lou Ballard, Richard Orr, Tom Long, Jama Long, Martha Thomas, Adrian Westrate, Chris May, John May, Sheron Moshell, Charlie Moshell, and Midnight the cocker Spaniel

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

The Flash is a publication of the Atlanta Austin-Healey Club. All material presented in the publication may be used in other clubs' publications provided The Flash and the author are given credit.

Contributions to The Flash are greatly appreciated and welcomed. It is preferred that material be e-mailed or submitted electronic media using Microsoft Compatible Word and labeled with the name of the article and author. Please convert Apple or MAC files to MS format. A printed copy accompanying the electronic file would be appreciated. Articles are also accepted on plain old paper.

The technical articles that appear in The Flash represent the opinion of the author and do not necessarily reflect the views of the Atlanta Austin-Healey Club, or the editor.

Advertising

The Atlanta Austin-Healey Club accepts commercial advertising for publication in The Flash. To inquire about advertising rates contact the editor.

Non-commercial ads are free of charge to AHCA members. The normal run time for an ad is three issues. The ad may run longer with notification to the editor prior to the publication deadline.

The acceptance of advertising for any product or service in The Flash does not imply endorsement for that product or the service by either the Atlanta Austin-Healey Club or the Austin-Healey Club of America.

Editors' Note

March is here and we still have a full calendar of events. Daylight savings time has begun, giving a few more hours in the evening for drives or wrenching in the garage getting your Healey out of it's Winter nap and road ready again.

Spring will seem short, giving way to Summer's heat and humidity, so enjoy these days of cool mornings and evenings.

Your editors, Robb & Kate.

Your input is more important than ever! Members are encouraged to submit articles, photographs or other materials of interest by mailing them to the address shown below.

Atlanta Austin Healey Club Editor
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

Mark Leinmiller
Photos Mark Leinmiller

Garage Envy

We had a great turnout at McCollum Field for John Miner's "Hangar Crawl". One of his neighbors bought a hangar at McCollum to create the ultimate toy storage and maintenance facility. I have serious "garage envy" since he has room for four 4-post lifts for storage and one 2-post lift for maintenance. And the 4 post lifts are all full!

Keith purchased his uncle's BJ7 in Destin shortly before his passing, and it came with loads of extra parts. Some were new, some used, some were extra bits; however, after years in the base-

ment it was time to clear them out. John & Keith moved everything to the hangar and arranged them on tables for a brief "garage sale".

Then it was time to talk about some of his toys: the 800 hp '66 Corvette convertible, '69 Porsche 911SC, Shelby GT 350 Fastback, 911 Targa, '50s Corvette C1, etc.

A group of us headed over to Marlow's Tavern for lunch afterward. It was great seeing everyone.



The hangers on at the end of the event: Dick Martin, John May, Len Thomas, John Homonek, Rick Alley, Kate O'Leary, John Harris, Bill Kalway, Bill Nagel, John Miner, Dietmar Breitkruz



Club members peruse the parts and literature displayed in the hangar: (L>R) Joel Strimban, Brian Johnstone, Bill Kalway, John Harris, Nader Bagheri, Bill Nagel, Keith Foust, John Miner, Joe Keith

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

- ◆ 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>
- ◆ March 23: Covington, LA. - 32nd Annual British Motoring Festival
The British Motoring Club of New Orleans celebrates the 32nd annual British Motoring Festival info 985-264-3448. email: colinmcc65@gmail.com.
- ◆ 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, Dahlonega, GA
- ◆ April 6: Cayce, SC. - Carolina British Classics XVI
Classic British Car and Motorcycle Show held in conjunction with Tartan Day South at the Historic Columbia Speedway at 2001 Charleston Highway in Cayce, South Carolina. Randy Yaussy. Phone: 419-834-4657. email: mgtctd@gmail.com.
- ◆ 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/> **Registration Now OPEN**

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Watch for updates as the year progresses



- ◆ 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/> **Effective March 15th, registration for this year's Conclave will be going up to \$165.**
- ◆ 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

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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

A few stray random thoughts. . . .
By Charlie Moshell

Well, another February has come and gone. We had healthy turnout for our first post Valentine Social and Breakfast, Lunch, Dinner (BLD) at the Vintage Pizzeria in Dunwoody Saturday the 17th of February. Of the 32 attendees, we welcomed Bob and Wendy Probst along with Dave Davis. The venue was very accommodating for our group. We will plan to revisit them again in the future.

The width of the true competitors amongst us was teased with a bit of trivia regarding the first winner of Donald Healey Award in 1989. The photo from the cover of the September 1989 Chatter was passed around. Attendees attempted to name everyone in the picture along with the owners of the Healey's displayed. This was Sheron's and my very first Austin Healey Conclave. Hard to believe we drove our Healey to Canada to tour with Lenard Thomas for a week before ending up in Niagara Falls for the event. Returning home, we ventured through DC with a visit and tour of Healey Surgeons before driving the Blue Ridge Parkway most of the to Georgia.

On the Cover - The Way We Were...

Pictured from left to right are; Mark Leinmiller, Bill Kalway, Lenard Thomas, Lily Delk, Lyman Delk, Pat Carroll, (Later to be Ballard), Lou Ballard, Richard Orr, Tom Long, Jama Long, Martha Thomas, Adrian Westrate, Chris May, John May, Sheron Moshell, Charlie Moshell, and Midnight the cocker Spaniel

On the Cover - The Way We Were...

Healey's from left to right belonged to, Lou Ballard, Tom & Jama Long, Lenard & Martha Thomas, and John & Linda May.

One of our founding members, Lawrie Jordan was at our BLD and regaled us with a brief, humorous rendition of how and when the design of the Atlanta Logo (Peach with Healey Flash) was inspired.

If you are interested in Weber Carburetors, Lawrie Jordan is your contact with a wealth of Weber info with the do's and don'ts.

Along with tech sessions, and driving events, we really need to get back to monthly social gatherings. Hopefully we can continue to experience good turnout with the "BLD" format gathering for breakfast, lunch or dinner, either at a restaurant, a member's home or even a picnic at a park. Keep in mind if you host an event at your home, the club will provide paper products and utensils.

As a reminder, MEMBERSHIP RENEWALS are due. If by chance your membership has expired it is not too late to renew. Please visit our club website for instructions on how to renew. Atlanta Austin Healey Club (atlantahealeys.org)

That about all for now. Keep a lookout for the news Flash Bulletins with more info on the upcoming tech sessions, BLD meetings and drives.

Best Regards,
Charlie Moshell

February BLD @ vintage Pizzeria
Photos By Charlie Moshell & Kate O'Leary

Images from the Feb 17th BLD



Mark Leinmiller lays out the plan for 2024



Lawrie Jordan reflects on the 'unusual' creativity making the AAHC logo



DMH Award goes to AAHC 1989



Judy & Nader Bagheri, George & Sheila Govignon, Karen Meinzen, Lawrie Jordan



Pam & Mark Leinmiller, Bill & Ellen Kalway, Dave Davis, Sheron & Charlie Moshell



Hal Smith, George & Debbie Pope, Pat Kent, Wendy & Bob Probst, Janice & C.J. Johnson,



Connie & Voula Carros, Sandy Alley, John & Janet Harris, Rick Alley, John & Lynda May

**AAHC March 2nd Hangar Crawl:
by John Miner
Photos Mark Leinmiller**

The first Atlanta Chapter event of March was well-attended by (20+) members. Hosted by Kennesaw Austin-Healey BJ7 owner Keith Foust in his hangar at McCollum Airport, the event started on Saturday morning at 10:00, officially, and ran until noon. There were a couple of anxious club members who showed up early; one at 9:00 AM and the other on Friday!

Event Background:

Don Hambrick, a member of the Tampa A-H Club, did a well-documented restoration on his Austin Healey BJ7 over a five-year period ending in 2002. As the second owner (since 1976) it had become a family treasure (sound familiar?).

In 2018 Don sold it to his avid car collector / enthusiast, and nephew, Keith Foust. As many of us know, during a restoration process and over time, one tends to accumulate “necessary” extra parts, components, and pieces. All those “extras” arrived at Keiths house with his newly acquired Healey.

Knowing what it is like to be passionate about collectible vehicles Keith’s goal was to find a way to get all these extra ‘Healey parts’ into the hands of Healey enthusiasts, while gaining space in his basement!

After discussions with neighbor and Club member John Miner about sales alternatives like EBay, they agreed that the best way forward was to get this ‘accumulation of treasures’ in front of local AAHC members. John got it on the AAHC Calendar and website. The location was a no-brainer: Keith’s hangar where he stores his Healey and other collectible cars.

Those club members who attended seemed pleased with the opportunity to acquire ‘just the “thing they couldn’t do without” as well as the camaraderie. Keith was pleased with the outcome; smiles on the faces of other car (Healey) enthusiasts; more space in his basement; and a few extra bucks to spend on ‘toys’. Thanks to Keith Foust for the opportunity and your hospitality!



Tech Corner

By Barry Rosenberg

Wow, a new year; it feels just like the old year. At least I am returning to the shop a little more this year.

There are a few projects I need to finish and one new to begin. I am assembling the bottom end of a 1959 Mercedes 190SL engine for a very good friend who has the equivalent ability to build it as does a bumble bee does to do it. He is extremely intelligent but zero automotive ability.

He had machine work done in Charleston and it did not meet my standards so I brought it back to my machine shop here in Jasper, Ga. I will put in a plug for it; Danny Bruce at Bruce Performance does excellent work. His forte is high performance boat racing V-8s. However, I will still check all my clearances before assembly.

This being a pretty old engine, we did some extra work to make sure it lasts a long time. The stud holes for the head bolts had severely worn threads and we feared they would strip. All the bad holes were drilled out a heli-coiled. This was done not by a hand held drill but on the machine that bores and hones. This guarantees the holes are perfectly perpendicular to the surface.

With new ARP (Automotive Racing Products) studs and factory head gasket, we should be good. Let me say that I am not the biggest fan of ARP studs, especially on old British cars. To keep the proper “clench” of a bolt or stud, it has to stretch. That is what you actually measure when you torque a bolt or stud, how much it stretches. As most people do not have the tools needed to measure the actual stretch, they give you a torque spec that under their testing gives the amount of stretch needed to hold tight.

Some ARP studs need more torque than the old British specs called for and this can stress the old threads in the block. I especially do not like to use them when installing an aluminum head on a cast iron block. As the parts get hot and expand, and they do, the ARP studs do not stretch as much as original style studs.

Over time, this causes the washers under the nuts to create slight depressions in the aluminum head and eventually, the torque gets reduced and the clamping load lessens. This also happens with stock studs but to a much lesser degree. Stock studs expand a bit more and contract when cooling to keep proper torque. However, to show the importance of stud design and metallurgy; look no further than the original Triumph TR7 head studs.

They would stretch so much and not contract nearly enough that after 6 months of running, some head nuts were just past finger tight and the engine would blow the head gasket. They had to redesign the studs by putting a waist into them so they would stretch and contract properly with the head. There were other design problems with that engine but they are off topic.

And I am re-building a GT6 engine that burned a hole in a piston after running extremely hot. We are having a very hard time finding new pistons .040” oversize for this engine. Everyone is out of that one size. So, our option is to have a custom set made from the same company, CPCarillo, who made my Mercedes pistons. And we now wait some more on the new set. The cost of custom new as opposed to a standard overbore set is considerable under normal conditions.

Tech Corner
By Barry Rosenberg

Due to the burned piston, we had to hone the block an extra .003” to clean up the damage. With a standard set, we were going to have the piston skirt coated with a special coating that would take up the extra clearance.

Then we would need to balance the set. With the added costs of coating and balancing, the custom set is just a little more and we will be getting a much better piston. The design will still be a flat top piston but the skirt will be slightly smaller reducing friction and the rings will be thinner, also reducing friction.

Due to the new style rings, the final hone on the block will be different as the cross-hatch pattern will need to be finer than for thicker rings. Most people don't think much about the crosshatch pattern of a cylinder but new piston and ring technology requires a lot of study.

They used to want a supper smooth cylinder surface. Now, they want the cylinder wall to have a pattern with deeper grooves but the tops of the hone scratches removed for a smooth surface. This leaves a deeper

groove for oil retention. Retaining a film of oil helps the rings seal. Cutting the tops off the hone scratches leaves the smooth surface the rings need.

(Lesson learned the hard way, Cast Iron Rings and Chromoly rings need different cross hatch patterns, or the ring don't seat / seal properly. Editor)

The degree of each aspect is what you pay your machinist to know all about. With a good, no an excellent, machine shop, you get that expertise. The day of a straight glaze breaker hone or dingleberry hone are about over. As I do not re-ring an engine, my dingleberry hones will just hang on the wall.

As I was elected by a vast majority vote to be VP of the Peachtree MG Registry (I voted against myself) I will be writing a VP column for our news letter. I will also be updating events on our web site, Peachtreemg.com, and our Facebook page.

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

Around GA ...

The Savoy Automobile Museum in Cartersville GA, this month; **Rolling Sculptures : European Art Deco Vehicles**; Showcases 1930's European Art Deco vehicles. Now through March 31st.

Info (770) 228-2375 savoy-museum.org



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

