The Flash

May - Jun 2025

Volume MMXXV Issue III

Material deadline for the next Issue is 27 Jun 2025

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

Rick's long-awaited award!

No, it is not a stocking-clad leg lamp, but The Rodney Award. Rick served as club president until work necessitated a move to Texas. Since his return Rick is always there, whether it is for a tech session in someone's garage, a drive, or a car show.

The Flash

Volume MMXXV Issue III

Atlanta Austin Healey Club

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In this issue…On the cover: Award Presentation at British Motorcar Day, Pictured (L>R) are George Pope, Chris & Dena Manzo, John Harris, Doug Mills, John Homonek, Kate O'Leary, Rick Alley, Mark & Pam Leinmiller.

NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB, "THE FLASH"
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Editors' Note

Memorial Day has come and gone, ushering in the 'unofficial' start of Summer. Perfect time to get in your Healey and go for a ride, show or drive with friends, before the blazing heat and humid days of July and August saunter in.

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 Corner
Mark Leinmiller

The month of May is cranking up the driving season calendar! To our club members and friends on their way to Conclave in Branson, Godspeed; wish we were going with you. We have British Motorcar Day in Suwanee on the 18th and "Meet the Healeys" at Chastain Park on May 31. Then it is off to Cartersville to enjoy a poolside cookout with Vickie and Dean Meyer on June 14th. Details for these events follow.

Something I appreciate is when one of our members reaches out to the club spontaneously and says, "Let's go for coffee". Or for a drive, or a garage session. John Homonek did that in April and we met at a new cars and coffee location in Free Home (near Canton) at the B&B Tavern. I'm fairly certain you can find a cars and coffee event every weekend somewhere around the metro area. It was a beautiful day for a drive and we met some interesting folks. You can always send an email to the club's Google Group if you feel like taking a drive or need a hand with something in the garage. Just send an email to:

aahc-members@googlegroups.com

Some of the last to leave B&B Tavern's Cars & Coffee are John Harris and John Homonek

When we went to the Savoy Museum, Lenard Thomas saw my unprotected battery terminals and suggested I do something to prevent a short circuit. He regaled me with a story of a Canadian couple on one of their club's annual trips who had some metal object (tonneau bar, folding lawn chair, etc.) that made its way over to the right side of the car, contacted the battery terminal and ground (which is almost everything metal on the car), which caused a bit of lightning in the boot and caused something in the car to ignite. With the fuel tank there you can imagine how this escalated into a serious situation. Thankfully one of their club members noticed something was wrong and got them to stop just in time to get out of the car before it erupted into an inferno. At least, that's the way I heard it.

I decided to prevent such a catastrophe by purchasing some thick insulating boots for the terminals. Most of what I found was too small to go onto my aftermarket replacement terminals. Then I found some that literally slide over the terminals without removing them from the cabling. You still must lift the terminals off the battery, but that was a simple task. Here is what one looks like installed in my car:

For $6.99 the set of terminal covers include one red and one black as well as felt washers to go between the terminals and the battery. They are thick, cover everything conductive, and should prevent incidental short circuits.

Atlanta President
Mark Leinmiller

For an investment of 7 bucks and 10 minutes you can minimize (dare I say "eliminate"?) the potential of electrical damage from a short circuit from your battery terminals. You can see what I bought here:

https://www.amazon.com/Ampper-Flexible-Military-Insulator-Protector/dp/B0CZ74BNVD

We got some sad news about long-time club member Walter Duffee. His health had been declining, and finally he went to that Healey haven in the sky. Doug and Barbara Duffee hosted a celebration of Walter's life on April 26th. It was very uplifting and I enjoyed seeing some old friends from our club as well as some of Doug and Pam's Roswell High School classmates. I have not seen Hoke & Beverly Smith since we were active back in the '90s. They were good friends with Walter & Barbara Duffee.

AAHC club members at Walter Duffee's Celebration of Life: Nader & Judith Bagheri, John & Lynda May, Hoke & Beverly Smith, Mark Leinmiller, Barbara Duffee, Ric Anderson, John Homonek and Walter's BJ8.

We never could get Doug and Barbara in the same photo. Club members Mark Leinmiller, Nader & Judith Bagheri, Beverly & Hoke Smith, Doug Duffee, Ric Anderson, John Homonek.

I found this photo of Walter Duffee and Hoke Smith in the club photo albums. I can just imagine the smart-aleck remark Walter is sharing as they prepare to tow Hoke's Sprite.

Note the tow rope - Safety 1st … *NOT*

By the time you get this, British Motorcar Day will have already happened. Look for photos and a write-up in a separate article. (*See Page 9 Editor*)

Atlanta President
Mark Leinmiller

British Car Week starts the end of the May and runs through June 8th. British Car Week is an annual awareness week intended for owners of classic British cars to get their cars out of the garage and drive them to help create awareness of the classic British car hobby in local communities.

It doesn't matter whether your car is in better-than-new condition, or perhaps it's a less-than-perfect unrestored gem, we love them all! As long as it can be safely driven down the road, this is a great opportunity to show off your favorite car and take advantage of what British car motoring is all about.

We will be gathering May 31 from Noon 'til 4pm at Chastain Horse Park parking lot, a.k.a. the Red Lot if you attend concerts at Chastain amphitheater. Bring a picnic lunch and folding chairs. My car can be one of the designated "touchable" cars. We attended a large picnic at our old neighborhood, and I drove the Healey. A couple of friends wanted to see it and while we were talking, an inquisitive 8-year-old who LOVES cars joined us. I let him sit in it and beep the horn. That opened the floodgates, and I had a line of kids on both sides of the car waiting their turn to "drive" or navigate. There were usually two kids per seat. I made the decision a while back that if a child wants to touch my car, they are welcome to. I remember being smitten with cars as a kid. I regret not taking any photos even though I can imagine a few of you with pristine cars cringing at the sight.

Next Up

June Cookout at the Meyer's house on June 14th.

Vickie and Dean have invited us to join them for a cookout at their home on Flag Day. The plan is to start arriving at 11am, fire up the grill and get cooking around 1pm and eat about 1:30. If the weather is good, we can be poolside or take a swim; if the weather is less than ideal we can be inside their spacious home.

The Meyers will take care of the entrée and everyone is asked to bring a side dish or dessert. I will send out a reminder to RSVP as we get closer to the event.

Details: (Map next page)

Cookout and Club Social

Saturday, June 14, 2025

11am - ???

Dean & Vickie Meyer's house

180 Cline Smith Road, Cartersville, GA 30121

We will park on their "show field" behind the house. To get there from GA Hwy20 go north on Cline Smith Road for ½ mile. You will see Liberty Square Drive on your left. Go 100 feet past Liberty Square and turn left on a gravel road. You will see a large grassy area on your right; this is the Meyer's back yard where we will be parking. If it has been rainy we will have alternative parking instructions. If you have mobility issues, park in the driveway at the house.

Since we are hosting Southeastern Classic in 2026, let's set aside some time at the cookout for updates and planning. I promise to keep the business aspect of the gathering short! Looking forward to seeing you at Chastain Park and at Vickie and Dean's cookout!

Mark

Atlanta President
Mark Leinmiller

Cookout and Club Social

Details:

Saturday, June 14, 2025

11am - ???

Dean & Vickie Meyer's house

180 Cline Smith Road, Cartersville, GA 30121

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

Look ahead from planning meeting
AACA Events Calendar

Calendar for 2025 Atlanta Austin-Healey Club

Watch for updates as the year progresses

June 21: AAHC Club Dinner (TBD)
July 12 or 19: Tech Session at Charlie Moshell's garage

July 31-August 3: Carolinas Mountain Trip, Oak Park Inn, Waynesville, NC (reserve your room now!)

August 23: Ice Cream Social at Linda & John Miner's house

September 6, 10am-3pm: British Car Fayre, Downtown Norcross, GA (register in advance)
September 18-21: Southeastern Classic XXXVIII, Franklin, TN

October 4: Hands-on Explanation of Concours Judging Criteria w/ George Pope, Location TBD

October 26: Chastain Park Car Show, Atlanta, GA (register early)

November 15, Noon-4pm: Friendsgiving, Location TBD

December 6: Kassow Kruise, Location TBD

December 27: Polar Bear Run, Location TBD

Look ahead from planning meeting
AACA Events Calendar

Initial Draft - Calendar for 2025 Atlanta Austin-Healey Club

June 12-15: Highlands Motoring Festival, Highland, NC

September 26-28: HSR 10 Hours @ Road Atlanta

October 4: Brits at Cambridge Square, Ooltewah, TN
October 11: Roswell Motoring Festival, Roswell, GA (register in advance)
October 17-19: SVRA @ Barber Motorsports Park, Leeds, AL
October 25: Trunk or Treat at Gateway Classic Cars
November 1-2: Hilton Head Island Motoring Festival & Concours D'Elegance, Port Royal Golf Club

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.

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: 1195 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

British Motorcar Day

Mark Leinmiller

"Top up or top down? It is not supposed to rain."
"I'd feel better having the top up."
"Yeah, me, too."

It was heavily overcast when we left for Suwanee. The weather forecasters had been improving the outlook for Sunday all week, and when we checked that morning, we had the "all clear". That wasn't quite right, but we had a solid turnout of stalwart Healey fans who braved the initial rains and enjoyed the beautiful weather that followed.

There was a passing rain shower for about 15 minutes, then the weather cleared, and the day was gorgeous. Early arrivals include (front to back) George Rosselle, Dena & Chris Manzo, John Homonek, Pam & Mark Leinmiller, Rick Alley and John Harris.

I was excited to meet new members Dena and Chris Manzo. They bought their Camine Red 100-4 in December, and this is their first club event. In fact, it is the first time they have driven it more than about 4 miles from home in Gainesville while getting to know their new toy.

AAHC members Bennet Aiken and Chris Manzo in animated conversation. These two play with airplanes together, too. One of these days we are going to see Bennet's green BJ8; it is getting close to having body panels put back on.

Three of the most consistent attendees to club events: John Homonek, John Harris and Rick Alley after the rain passed.

There were three Bugeyes and six Big Healeys, including George Pope's BMCD debut with his beautifully restored 1965 BJ8, "Scarlet". Club members from L>R: George Pope, Bennet Aiken, Rick Alley, John Homonek, Kate O'Leary, Dena Manzo, Chris Manzo and John Harris.

British Motorcar Day
Mark Leinmiller

Healeys in attendance:

Doug Mills, BJ8 (AAHC member)
George Pope, BJ8 (AAHC member)
John Harris, BJ7 (AAHC member)
Rick Alley, BJ7 (AAHC member)
Mark & Pam Leinmiller, BT7 (AAHC member)
Chris & Dena Manzo, BN1 (AAHC member)
John Homonek, Bugeye (AAHC member)
Trey Forrest, Bugeye
George Rosselle, Bugeye

Chilling in the shade while eating lunch

Doug Mills timed his arrival to miss the rain. It's always fun when Doug is around!

Healeys lined up for the show

Lunch is served! The club provided lunch of chicken street tacos, roast turkey sandwiches, pinwheel sandwiches, fruit, chips, cookies, water and sodas. Pictured are John Harris, John Homonek, Bennet Aiken, Chris Manzo, Kate O'Leary, George Pope's hatband, Rick Alley and Doug Mills.

A big shoutout to Kate O'Leary for hauling the tent, table, coolers, etc. for our lunch! BMCD is a charitable event and this year their fundraising efforts benefit Concerns of Police Survivors (C.O.P.S.). Each year, between 140 and 160 law enforcement officers are killed in the line of duty and their families and co-workers are left to cope with the tragic loss. C.O.P.S. provides resources to help them rebuild their shattered lives. I'd say about 2/3 of the total registered cars braved the clouds and enjoyed the fun, the cars, and the friends, both old and new.

The next event like this will be British Car Fayre in downtown Norcross; it is scheduled for Saturday, September 6th.

Mark

Distributor Timing Advance

Mark Leinmiller

I was having an issue with my ignition timing. Your first thought might be, "Yeah, what's new?" This is common across our hobby. However, what perplexed me was that if I got timing dialed-in at low revs, it wasn't happy at higher RPMs and vice-versa. I knew Bob Wagner has a distributor tester, so I arranged to take my car and a spare DM6A distributor that I had bought from Dick Martin to Bob's shop.

While Bob was testing the loose distributor, I removed the one from my car, then watched as he went through a series of tests to find out at what RPM the distributor hit specific degrees of centrifugal advance. As it turns out, the springs in the distributor that came with my car had weakened over time and were causing it to have too much advance way too soon. Did you know that your distributor has weights and springs under the breaker (points) plate?

These are the weights and springs in my distributor. I put a touch of white paint on the various pieces to ensure I put them back the way they came out.

Bob also tested the vacuum advance to see if it was giving the correct amount of advance across the range. This is measured in inches of Mercury (Hq); the vacuum range is Zero degrees at 5 inches of Hg up to 16 degrees at 12 in. Hg. This is in addition to the advance from the weights and springs. Thankfully the replacement vacuum units I installed were spot on.

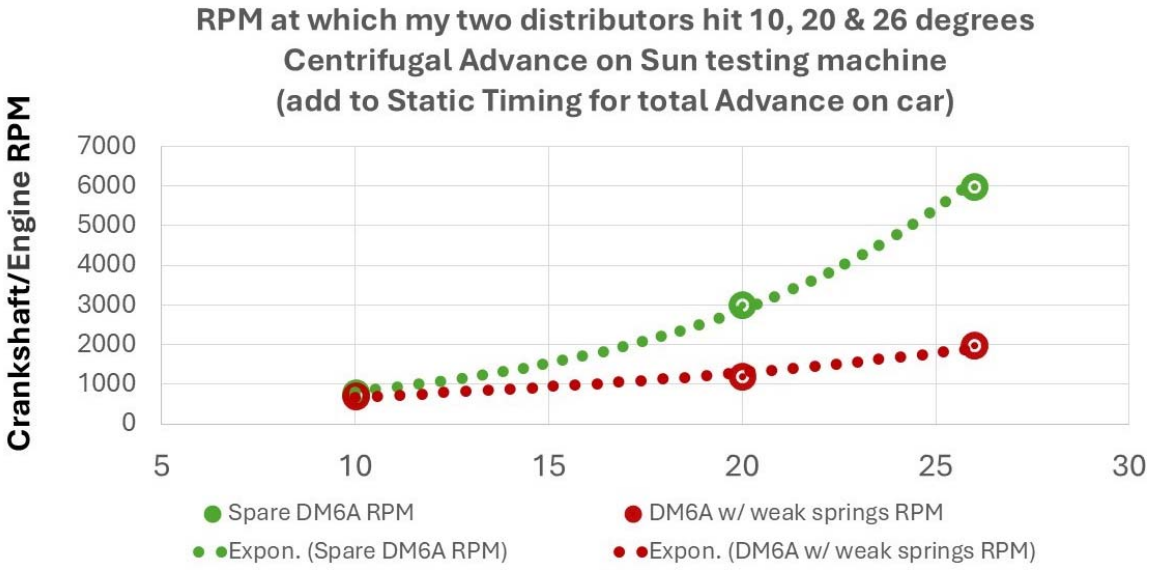
The reason you need to disconnect the vacuum line when checking your timing is to see what happens to your timing at various levels of RPM without the additional advance brought about by the vacuum from the fuel intake system. Before there were computers in cars, engineers would develop the ideal timing advance curves for best engine performance and then use combinations of weights, spring tensions and levels of intake vacuum to achieve something approximating that curve. I suppose you could call that an analog computer.

What we found with my car is that the advance started too low in the RPM range, then leveled out (did not increase proportionately) with increasing revs. Bob's description was that it was like trying to balance on a ball. Even the slightest bit off and it would fall. I experienced this when the timing was set at high RPMs, engine was fully warmed up and I would stop at a traffic light. The RPMs would slowly work their way down at idle, but if they got to a certain point they would drop quickly and the engine would stall.

To try preventing that I had the idle speed set around 1,200 RPM. I would scoff at the Workshop Manual when it said that timing should be 5 degrees before top dead center (BTDC) at 600 RPM. "Hah! Good luck keeping it running at 600 RPMs!"

Note: Use 10 degrees for MkII and MkIII Big Healeys at 600 RPM.

Distributor Timing Advance
Mark Leinmiller



This graph shows in red that my distributor was hitting 20 degrees of timing advance (25 including 5* static) at only 1,200 RPMs. The green line is more like what we should expect.*

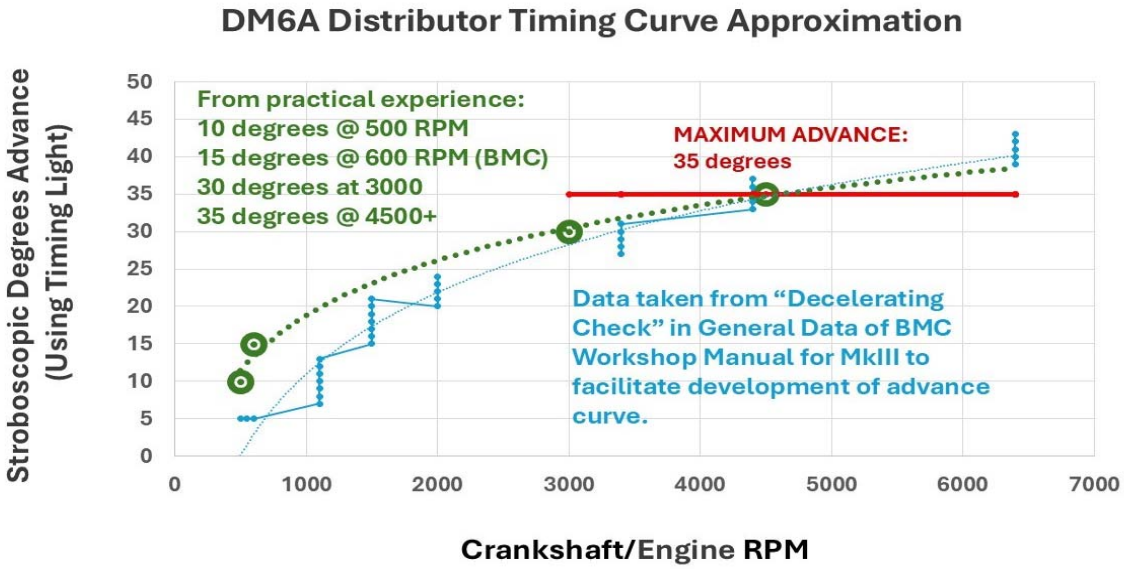
From Jeff Schlemmer, owner of Advanced Distributors (rebuilders and customizers of distributors) regarding timing:

"Getting your car to run its best will mean experimenting with timing. Don't believe what you read on the internet regarding timing. 32 degrees is not a magic number. No engine has a magic number. What worked in the 60's no longer works, as fuel has changed WAY too significantly, even if you use premium non-oxy. It all has additives for EFI high pressure pumps and anti-foaming. Experimentation will result in finding the sweet spot where *your* engine runs its best.

I like to shift timing settings in 3 degree increments and go for a drive. Your butt dyno should be able to tell you if there's a change of 3-5 hp, if you know your car well. Find the point of most power, without any audible signs of detonation or shift in engine temps (typically up).

If you make big changes by adding more timing, you may also need to add more fuel to balance out the fuel mixture. A sign of lean fuel mixture would be rising engine temps and/or popping through the exhaust while maintaining cruise speed with a steady throttle position. Numerically low timing settings result in sluggish off-idle performance as well as warmer than normal coolant temps. High timing settings results in poor drivability displayed in many different ways but usually a general loss of power over the entire rpm band."

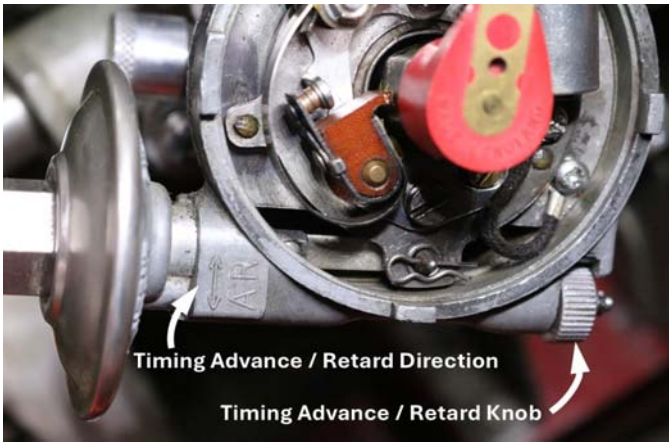
Distributor Timing Advance
Mark Leinmiller



This graph is an approximation. As Jeff stated above, there is no one magic number for all of our cars, especially if the engine has been rebuilt/modified at some point. However, this should get you in the ball-park, then you have to take it for a spin and use your backside to discern if it is better or worse after you made adjustments

Something be aware of: in the manual it says for MkIIIs (BJ8s) that the maximum advance is 34-38 degrees at 6,400 RPM. DO NOT DO THAT ON YOUR CAR! Redline (MAX) is 5,200 RPM unless your engine was especially built for racing. These kinds of revs are for use on distributor testing machines like Bob's Sun.

Jeff also mentioned making adjustments in 3 degree increments. How the heck do you do that?! There is a timing advance knob on the side of your distributor. It shows "A" for advance and "R" for retard. It takes 11 clicks for 1 degree of timing change, so to get three degrees you would rotate the knob 33 clicks (the full range on mine is 247 clicks end-to-end). When the car is really happy, you can tell



Turning clockwise will Retard your timing; counter-clockwise will Advance timing. Note the epoxy & fiber-heeled points instead of plastic.

Distributor Timing Advance

Mark Leinmiller

My plan is to replace some aging wires and make sure there is no gunk in the bottom of the "spare" distributor, then lubricate it where needed and install new "proper" fiber-heeled points. I had a set of points in my car this summer that came with the car; they had a plastic heel that wore down quickly and needed to be adjusted three times during the trip to and from Wisconsin. The "spare" will become my primary distributor, at least for now.

I reached out to Jeff at Advanced Distributor inquiring about replacement springs. He made some good points about what else is probably worn and that, with today's fuels and the engine modifications I made (increased bore, BJ8 cam) that a recurve is called for to extract best performance across the whole rev range. That would cost roughly $200-$300 depending on what it needs. He doesn't sell his custom-made springs.

For that money, you might be asking why I would not just buy a new electronic distributor with programmable advance curves. It is tempting. For a worn distributor, using Pertronix or another electronic replacement for points will improve drivability, but this goes beyond just points; to fix the timing issues electronically would require a complete new distributor. There are two things that hold me back. First, call me nostalgic; there is something about having points and "originality" (Besides, if there is ever an intense solar flare or other electromagnetic energy event my car will still run □). Second, there is the issue of low-voltage electronics (points replacement) operating in close proximity to high voltage circuits (12,000 volts arcing from rotor to plug wires). In the industrial environment I work in, we see issues with occasional electronic hiccups as well as toasted electronics when these circuits are not adequately separated.

Face it, electronics are digital; they are either On or Off, and when they fail, they are Off. My experience with industrial electronics is that they are less robust after the movement to remove hazardous substances started a couple of decades ago. At least with points, the car starts telling you something is amiss without complete failure and you can make adjustments to keep going. On the other hand, you have people in our club who have been running Pertronix in their distributor for 20 years with no issues.

Either way, I look forward to seeing you on the road!

Mark

Healey Storage cocoon and Airstream disguise. Protects from inclement weather and moving air prevents mold & mildew.

Tech Corner
By Barry Rosenberg

Rockers & Belts

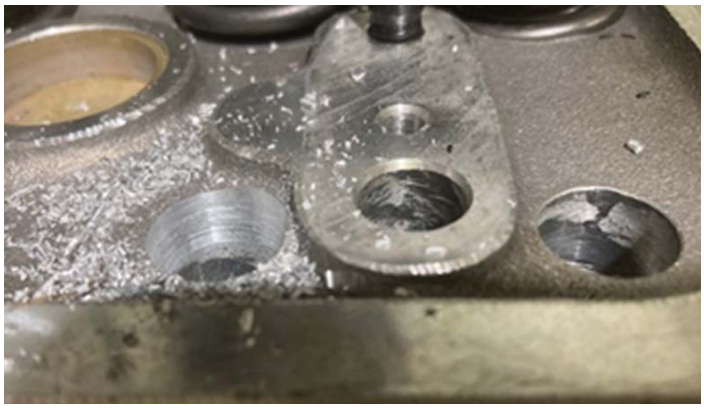
The MGB engine from last month's article is fully assembled, finally. It was not without other problems. One was the rocker arm assembly. Some time in the past history of this engine, someone installed roller rockers. These are an expensive alternative to the standard rockers on MGB engines. Most old British engines use a standard rocker arm cast as one piece, and these work just fine!

Having the fancy roller rockers, I looked closely at two areas. One, a small polished spot on the pushrods made me curious. Enough so that it required investigation. What I learned was that a standard MGB rocker arm had a ratio of 1.43:1. This means that for every 1 inch the cam pushes up the rocker arm, the valve opens 1.43 inches. Note, the cam has nowhere near that amount of lift. I used 1" to simplify the explanation.

Now, the roller rockers have a ratio of 1.6:1. That means the valve would open 1.6" for every 1" the cam lifted the rocker. As the MGB engine has a fixed location rocker shaft that the rockers pivot on and you can't change the distance from the center of the rocker shaft to the center of the valve stem, the only way to change the ratio is to shorten the distance from the center of the rocker shaft to the center of the pushrod. In other words, make the back half of the rocker shorter. This small change caused the pushrods to lightly rub against the edge of the pushrod hole in the head.

On the aluminum head, this isn't too big of a problem, the head is pretty soft and would take a long time to harm the pushrod beyond use. My solution was to remove the rocker arm assembly and set up a taper reamer in the drill press to enlarge the pushrod holes enough to clear the pushrod. It can now clear the head eliminating any rubbing. You can see how little it took; the hole in the foreground has not been done but the hole in the background has.

Here is a better view of two holes, one done and the other not:



Cleaning the head and sitting it back on the engine followed. I was not using a head gasket in this process as I did not want to waste a good gasket. Once the head was back on the block, I did snug the bolts only by hand, I put the pushrods back in place and the rocker assembly and snugged those bolts. This is what a roller rocker looks like in case you have never seen one.

Tech Corner
By Barry Rosenberg

Rockers & Belts

I don't know if you can see it close enough but the roller tips have to line up with the top of the valve stem. These did not. I spent a couple hours modifying the rocker pedestals so I could move the rockers sideways to place the rollers over the tips as perfectly as I could. I set up a special jig in my lathe to surface the sides of the pedestals for this:

This process was timely because I had to do one at a time; fit the assembly; measure how much the rocker had to move; remove the assembly; remove the pedestal; mount it in the lathe; cut it; clean it; reassemble it; install it back on the head and check for proper alignment. Repeat this 8 times and you can see, it does take time to get it done. Why you may ask yourself.

And that is a damn good question. First, when I took the engine apart, I noticed that some of the rocker roller tip was hitting way off to the side of the valve stem tip. This puts pressure on the valve stem creating friction and wear between the valve stem and inside the valve guide as the valves move. Friction is bad as is the wear. Now, after several hours, this wear point is vastly improved upon.

The rest of the assembly went relatively easy and normal. The engine was almost done, ready for paint.

Tech Corner
By Barry Rosenberg

Rockers & Belts

But, one other item kept me wondering if I could fix another problem we knew we had with the engine in the car and running. This car has AC, supercharger, 4 idler pulleys, water pump, alternator and crank pulley spun by one long fan belt. A very long belt with only 3 ribs!. The way it was designed to run gave very little attention to the AC. There was so little belt contact with the AC pulley that under a load, such as hard acceleration, the belt would slip on the AC pulley and not turn the compressor.

We knew we had to fix this as the car was a GT and they get hot in the summer sun. The question was what or how could I get more belt to wrap around the AC pulley. Here is a picture before I started playing with the pulleys. The belt is loose on purpose so I can play around with it but you can see how it was designed to run.

The alternator was the belt tensioner in this way. You can see the belt only ran across the top of the AC pulley and just touched on the bottom of the pulley. Not enough contact. So far, I am making a new idler pulley mount to move a pulley closer the the AC and alternator to increase the "wrap' around the AC pulley.

You can see, I have increased the contact between the belt and AC but is it enough? Not sure so I will continue playing with it. Yes, I get paid for the "play" time. Note that the ratchet sticking up from the alternator is only there to tighten the belt. It is not part of my fix for this problem.

And once this is all done a I am happy, I get to strip it all off so I can paint the engine. Then it all goes back on one more time, I hope.

Well, this is enough for today. I will let yall know how it goes when we fire it and let it run for 20 minutes at high idle to seat the new cam and hardened lifters.

So, until I see yall some where soon, I will say good bye.

Barry Rosenberg
President; Peachtree MG registry
British Car Service
770-689-7573

Tech Corner
By Barry Rosenberg

Engine Painting

Ok, I feel that yall may be tired of my writing about the MGB engine. It has been painted, and it is the absolute best paint job you will ever see on a MGB engine. If I do say so myself. Beautiful gloss black. I have been painting engines for a very long time and I think my method produces a very good, long lasting finish.
(This engine painting method will work with any engine, and will look great under the hood. Editor.)

I use a hardened acrylic enamel, the same you use on the bodies. I start with taping up all holes where paint can enter; cylinder ports, oil line fittings, distributor hole, etc. I also wrap the rocker arm area with paper and tape so I don't paint them. Any little things that are hard to tape get covered with aluminum foil. This is an easy way to cover any area that you want to keep clean. If I can get my phone to talk with my computer today, I will include a picture of this beautiful paint job.

After sealing all openings and covering all other items, I spray the engine down with either GumOut carb cleaner or brake cleaner. After that dries, I use my $9.99 Harbor Freight spray gun to spray it with lacquer thinner. While waiting for this to dry in the sun, I mix the paint. Like I said, I use a hardened acrylic enamel as it covers great, will not be ruined by hot antifreeze or oil.

As I am just painting an engine and not the body, the mix ratio is not as critical. I will take a water bottle and put a mark about 2" up the side. Then I mark about 1/4" above that. This gives me the 8:1 proportion the paint calls for. It is 8 parts paint and 1 part reducer the paint calls for.Then I add a big dollop of gloss hardener and mix well. This gives me at least two spray guns worth of paint. Using a paint filter, I carefully fill the gun.

I know yall know what acrylic enamel is but how many know what the reducer is for? It thins the paint so it flows smoothly onto the surface you are spraying. It helps in the drying process and helps eliminate clumps and spray nozzle clogs.

Even though I have painted hundreds of engines, this is the first time I wore gloves to paint. It is also the first time I didn't get paint all over my hands and under my fingernails. I used to wash my hands of with lacquer thinner but that does burn any tiny little scratch or cut you didn't know you had. I have an adjustable pressure regulator on my small paint gun and set the pressure around 20 psi.

This seems about right. When I am spraying the thinner on the engine is when I play with the pattern and volume of paint. If I like what it looks like, I use it. Painting an engine is not the same as painting a large area like a car. It takes a little care to get paint into all the crevices and believe me, you can see if you missed any spots.

Once the paint has had a little while to dry, I pull off the tape and foil. And what I have left is a beautiful engine. If Abe cleans and polishes all the chrome and aluminum parts like it used to have, this will look great in his MGB. And hopefully it will run better and longer.

Once it is all painted, we installed a speedi-sleeve on the rear seal surface of he crank. A speedi-sleeve is a very thin stainless steel cover for any round surface where a seal runs .

Tech Corner
By Barry Rosenberg

Engine Painting

It helps the seal work better by giving it a very smooth surface to run and it increase the tension the seal has around the crank. Then the special aluminum back plate and clutch assembly. The engine was ready to go home.

It now sits in Abe's shop waiting on him to repair the brake master cylinder area of his MGB Gt where the brake fluid removed the paint. I will probably help him paint that, again using the same type paint as on his engine. Only this time, we will mix the paint a lot more carefully, maybe to the exact specs called for. No guess work on this.

So the saga of Abe's engine is almost over. The only thing left is to install it and make it run. We will turn it over with the starter and no plugs in the head to get oil pressure. As he has an oil cooler, a new one as the old one had a lot of trash go thru it, we will fill it with oil first. I found a funnel in my very first shop, under Foreign Auto Parts of Marietta that used to be a milk dairy in the old days, that is the same thread as the oil lines on a MGB. I screw the filter to the line that goes to the back of the block and fill it with oil until I see it come out onto the filter mount. Then we pre-fill the filter and install it.

This allows oil pressure to come up quicker than if we let the pump fill the cooler and filter. Spinning the engine with the starter will quickly build pressure. Then new plugs and start it up. No coolant just yet; if it doesn't start and we detect a problem, at least we don't have to drain the cooling system. If it starts and there are no oil leaks, then we put in anti-freeze and water.

Then it is cranked and allowed to run for 20 minutes at 2,000 rpm. Once that is over, shut it down and let it cool completely. The next day, torque the head bolts and adjust the valves. Try tightening all bolts you can get a wrench on and it is ready for a test drive. This is the scariest time of engine rebuilds. If it runs good, my job is over. Until next time.

Well, my eyes are burning so I think I will go find some drops for them. Until I see yall somewhere soon, Goodbye!

Barry Rosenberg

Dear Members,

The June issue of Healey Marque magazine is in the mail, and you should receive yours soon, but it is already posted on the club website, where you can view it online right now. We have added new enhanced animation on the front cover, and several of the pictures on the digital June Healey Marque.

Here's a link where you can login and enjoy 40 pages of great Healey reading with animation from the comfort of wherever you keep your computer!

https://healeyclub.org/content.aspx?page_id=22&club_id=215328&module_id=490181

Happy Healey Reading!

Reid Trummel Editor, Healey Marque

Members Classified

Did you notice that the Healey Marque no longer has Member's For Sale, Cars & Parts? You can still advertise in The Flash for Free!

1956 Healey Hundred (BN2)
Price POA

Estate Sale; located in his Knoxville, Has a hardtop is shown leaning against the wall next to the Range Rover. There's also a spare AH engine on a pallet.

Ed Crane
Oklahoma City
405-514-8877
Edcrane@cox.net

Members Classified

1953(?) Austin Healey 100 BN 1 Call for more information

For Sale Project Austin Healey 100 BN 1 Chassis 151756 Body 4550 / 1824
Rescued "Nasty Boy" returned to original drive train, 2,6L 4 cylinder 3 speed with OD transmission. Correct Gauges. Ford 9" rear end. Lots new parts and many hours spent on restoration. BMH Certificate. Need final assembly, fit and paint. Car in Marietta, GA. Contact Mark Henderson (770) 984-0089 preferred or (404) 936-1003 Price on Request

1956 100-4 BN2 - Call for recent inspection results

Rare Florida Green (originally, still partially) , Have inventory of all parts (new and old); missing very few parts. The best features of the car are that it is complete and numbers matching, one of the last 425 100-4's produced, and it's a roller. The worst is lots of rust in the usual places and the engine does not now turn over. Frame requires extensive repair. Sampling of photos below, many more photos available if interested**.** Owner history and maintenance/modification history included. Offering it up in the Flash first just in case there might be some local interest. I would like for it to go to someone local just for the possibility of seeing it again in the future in a better state. Rob Meinzen 404-822-5178 rwmeinzen@bellsouth.net AAHC Member Price $11,000

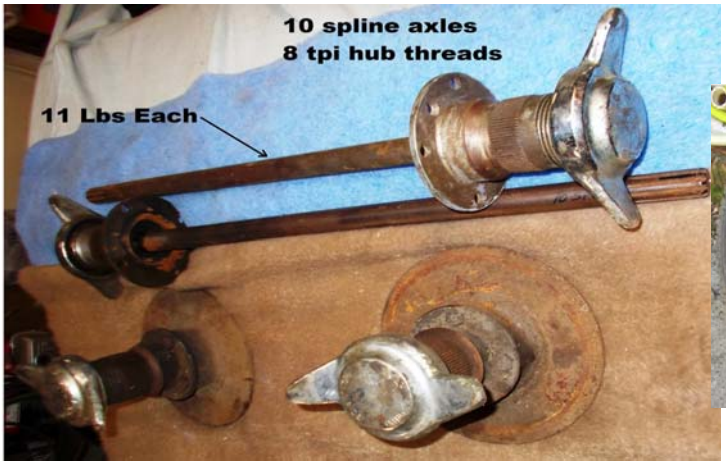
Members Classified

Free Healey?
looking for a ’67 AH Sprite project car? A friend of friend has one that they’re willing to **give** to a good home. Looks a bit rough in the few pictures I’ve seen, but mostly surface rust. It was running a couple years ago but they parked it because of a dead battery and a gas leak. Can provide more details to anyone who’s interested. The current owner thinks it’s too good to part out and is hoping someone can save it. Car is located in East Cobb County GA
Contact John Miner for details jrminer47@gmail.com 770-856-4539

Hagerty Driver’s Club on the Sprite **“***While already affordable and cheerful, the Austin-Healey Sprite (also sold as the Midget in MG form) the small, British sports roadsters have always been a great way to enter the hobby. If you’re pressed for room, they’ll fit in a one-stall garage with tons of space to spare. The best part is that if you’re somewhat mechanically inclined, the operating systems and the agricultural nature of the Sprite and its A-Series engine present a simple way to DIY repairs without too much trouble. If you want something as beginner friendly on the wallet and ownership experience as a Miata, but you want something more classical, then it’s hard to ignore the Sprite. “*

Members Classified

Free to anyone who wants 'em … % 60 spoke wire wheels with three (3) 5.60—15" bias ply tires and two (2) 6.85– 16" tires. Not road worthy but may good for restoration project. Pick Up Only (Marietta GA) Contact Bill Nagel @ 404-319-1104 or bhnagel@gmail.com



Hubs and axles for disk to wire conversion for Sprites/Midgets.
$200.00

Also several 3.5x13 steel road wheels at $25 each.

Contact John Cork 404-202-4565 cork9663@aol.com

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Even Less that cheap Free!
948 Blocks with Main Caps (no heads) Free is Good Right? Ahhh there's always a catch. Location is Colorado Springs CO, you pick up, or pay for shipping, Contact your editor (page 2) for details. (719) 246-3637

Members Classified

Four (4) 48 spoke wheels are the original wheels from my 1960 BT7. They were prepared and painted for use on my car when it was restored, but have not been used. I chose to go with 60 spoke chrome wheels for my restoration. One of these 48 spoke painted wheels (with tire) has been carried as my spare.

I recently needed new tires and purchased a 60 spoke chrome wheel for my spare, which allows me to part with the four (4) prepped and painted 48 spoke wheels and one useable additional wheel for use as a spare.

(4) Painted 48 spoke wire wheels
(1) Used (unfinished) 48 spoke wire wheel.
(1) Unused (but dated) tire
Offering for sale Atlanta Club members first, before further promotion. $500.00

Location: Kennesaw, GA
Contact: John Miner; jrminer47@gmail.com; 770-856-4539