

The Flash



July 2025

Material deadline for the
next Issue is 27 Aug 2025



Volume MMXXV Issue IV

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



AAHC Beautiful day for a cookout.

L>R: Sharon Moshell, Kate O'Leary, Dean Meyer, Pat Bagby, Charlie Moshell, Pat Leardo, Wright Bagby, John Homonek, Mark Leinmiller, Pam Campbell and Ric Anderson. Photo by Pam Leinmiller



Volume MMXXV Issue IV

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In this issue...On the cover: EVERYONE POOLSIDE as it was a beautiful day for a cookout. L>R: Sheron Moshell, Kate O'Leary, Dean Meyer, Pat Bagby, Charlie Moshell, Pat Leardo, Wright Bagby, John Homonek, Mark Leinmiller, Pam Campbell and Ric Anderson. Photo by Pam Leinmiller
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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB, "THE FLASH"

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Editors' Note

We celebrated the 4th of July and now it's onto the 'dog-days' of August heat & humidity. However adventure still awaits, and this is not our first rodeo in the summer's long hot days.

Upcoming in August is the Bugeye Barn Tour and Ice Cream Social. September begins with the British Car Fayre then S/E Classic and wraps up with an invite to the SAVOY museum with the Jaguars.

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

Many thanks go out to Vickie and Dean Meyer for hosting our Flag Day cookout! We had a nice gathering and the hospitality was exceptional!



Dean Meyer welcomes John Homonek to the "car corral" in their spacious backyard



Mark Leinmiller listens to Charlie Moshell expound on the intricacies of catastrophic converters (or maybe it was winding roads to Dahlonga wineries!) while John Homonek and Ric Anderson enjoy hors d'oeuvres



Union Jack decorations were prevalent even though Saturday's date celebrated the Stars & Stripes



Flame on! Grilling Master & superhero Dean Meyer



Everyone gathered in the kitchen for appetizers before Dean fired up the grill. From L>R: Sheron Moshell, Pat Bagby, Pam Campbell, Vickie Meyer and Wright Bagby

In case you missed it, AHCA made a call for Ice Cream Social pictures June 28 to July 6, ahead of our normal late August



When we were at British Motorcar Day in Suwanee last month, one of the Jaguar Club officers asked if we would join them on the lawn of the Savoy Automobile Museum on September 27th. They are hosting the International Jaguar Festival that weekend and the car show and concours will be held on Saturday. I talked with Dave Kirkman for clarification. The Savoy has strict guidelines, and since we are not part of the IJF we are NOT to be on the lawn; HOWEVER, if you are interested, we could go as a group and park together in the parking lot. Please pencil this onto your calendar. More details of their event are here:

<https://www.jcna.com/annual-general-meetings/2025-international-jaguar-festival>

Club member Alan Boe and I have been chatting via email, and he shared this: *"Something else I might mention that might interest car guys like yourself and the Healey club. I live in Chateau Elan near Braselton and every year in October we do a car show to raise funds for our charity, the Chateau Elan Military Support Foundation, which helps veterans and their families with housing, clothing, food, job training, financial matters, etc. We do a golf tournament here at Chateau Elan in the spring and the October car show as our fund raisers. Around July 1 we will begin accepting car show registrations that can be made via our web site, www.ChateauElanMilitarySupportFoundation.org. (Look for "Cars of Chateau") We'd love to have you and any Healey club members enter a car -- the date is Sunday, October 26 (we will do a rally on Oct. 25). I'll be there with a couple of my cars. This will be our fifth year and we usually get around 150 cars, everything from race cars via the Road Atlanta Driv-*

er's Club to Chevy Vegas. My Healey has been the only Austin Healey in the show in past years, however. Feel free to publicize the show via the Healey club newsletter or word of mouth. We do give class awards and four or five special awards, including Best of Show. The show is open to the public from 11 am to 4 pm, but car owners need to arrive around 8 or 9 am. The show is held in front of the Chateau Elan winery on a high piece of ground and we have a silent auction, plus a fly-over by a precision antique aircraft team flown by retired commercial pilots. The C.E. winery is open for lunch as is Patty's Bar and the C.E. Hotel. I hope you and some of the Healey crowd can make it."

I have heard mention of the "Chateau Elan car show", but never investigated it. Now that I know who benefits from this event, I'd like to support them. The information and registration are live on their website. The only downside is that the Chastain Park Car Show is on the same date. The upside is that you have two car shows from which to choose.

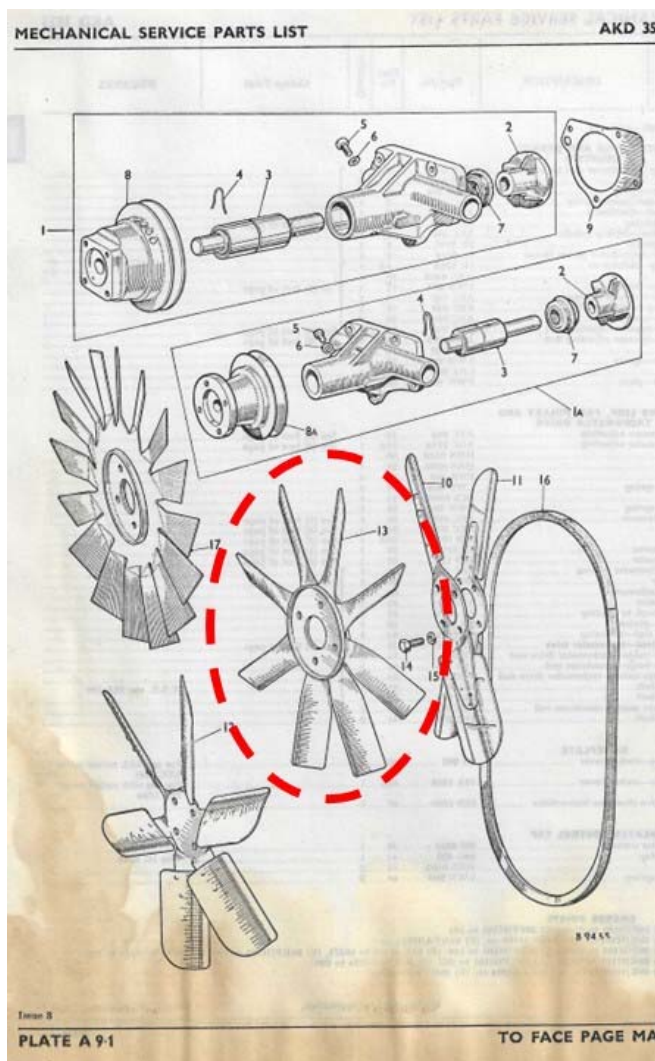
Another suggestion Alan made was it might be interesting to feature a club member's car in each issue. I had been having the same thought; however, that would require someone to write the stories and photograph the vehicles. Frankly, that sounds like it could be a lot of fun. Does that appeal to any of you? Please let me know.

Atlanta President Mark Leinmiller

Pam was involved with the National Speakers Association the first Saturday of last month, so I decided to pay a visit to the car show Brian Johnstone told me about in Marietta. Piedmont Church is close to where I grew up, and I had dropped in on those folks a few times after taking my mother to dialysis on Saturdays. That was ten years ago. I pulled in to find mostly old Detroit iron with no sign of either Brian's BJ7 nor his XKE.

I gave him a call when I got home and learned that he had been there, left early and had one of his fan blades break off while driving home. This situation has plagued more than one of our members. The Moshells had one of the original fan blades break and go through their BJ8's bonnet/hood. There are stories on the various forums of different fan calamities.

I am currently running a six-blade stainless flex fan from Tom's Import Toys in Portland. I have heard that the quality issues with the Texas Cooler fan have (supposedly) been fixed. A lot of folks are opting for the five-bladed plastic asymmetrical fans with good results. If you have experiences (good or bad), feel free to share them; we can put them in the next newsletter.



Somewhere between Hen's Teeth and Rocking Horse Droppings, there are other OEM Healey fans less subject to shedding blades. The extremely rare AHB 7098 (W. Germany Export)

Upcoming Events

July 12: Tech Session is postponed until August; date is TBD. Grandparent duty will postpone this event; please stay tuned for updates. Charlie Moshell needs to have his transmission rebuilt. We will be helping him get the tranny out of the car.

July 31 – August 3: Carolina Mountain Tour - We will be joining our friends from the Carolinas in Waynesville for a weekend of touring the Blue Ridge Parkway and other winding roads along with good food and fellowship. If you have not made a hotel reservation, you can try calling Carolyn and Rick at the Oak Park Inn at (828) 456-5328.

August 3: Tour of Bob Merrill's garage and lunch in Murphy, NC

I met Bob and his son (Bob, too) when we had the club tour of the Savoy Automobile Museum earlier this year. They have been bitten hard by the Sprite bug and have several interesting cars, including a couple of old racers. Those of us returning from Waynesville, NC will gather in Murphy at noon. For those of you coming from Atlanta, is there one of you who would volunteer to lead a group? We can work out the logistics and send via email. Also, the Tri-

County British Car Club will be joining us. These are the folks with whom we picnic and do scenic drives for the annual Chris Gore Mountain Drive. It's only two hours from Atlanta, and non-Healeys are welcome! You can go to the early church service and still make it.

Details:

Sunday, August 3, 2025 at noon

Location: Bob Merrill's garage. Look up "**Bob's Bugeye Barn**" in WAZE or Google Maps (seriously!). It is behind the Arbys. Address: 1187 Highway 64 West Murphy, NC 28906

August 23: Annual Ice Cream Social –

Annual Ice Cream Social – Linda and Jon Miner will be hosting us at their home once again for some homemade ice cream and cobbler. More details in an email update.

We have some fun events coming up. Hoping to see you at one of them soon!

Mark Leinmiller

Dear Members,

The July 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 on several of the pictures inside on the digital July 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!



Here's the link:

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

Reid Trummel

Bugeye Barn Tour

Bob Merrill

New member Bob Merrill is hosting the Atlanta Austin-Healey Club and the Tri-County British Car Club for lunch at his shop in Murphy, NC. He has collected three historic, original racing Bugeyes and some other fun stuff.

The white #1 car is a 19,000 original mile, never-restored car. The green #13 car is the "Bishop Sprite". It is unrestored, believed to be around 35,000 miles with a Stage 5 tune from the factory, and is believed to have been delivered by Donald Healey himself. The red car behind it is another unrestored, but modified car raced from new. These 3 Sprites have extensive documented history. The third photo is a MK2 Sprite configured as a Steve McQueen Sebring tribute car.

To see these (and maybe find out what else is tucked away under covers) join us for lunch and a tour of Bill's garage (I think it is more like a museum. Or a shrine!).



Sorry to have caused some confusion; for those of you attending the Carolinas Mountain Tour, this will be our lunch stop on the way home from Waynesville.

For those of you driving up from metro Atlanta, Murphy, NC is 2 hours north.

**** Please let me know you are coming so we can get a headcount for lunch ****

I can also connect those driving up from Atlanta so you can possibly meet up and caravan. Driving a Healey is NOT required.

Here are the details:

When: Sunday, August 3, 2025

Time: 12 Noon

Where: Bob's Bugeye Barn (you can enter that into Google Maps and WAZE)

The easiest way to get there is to go to the Arby's. Bob's driveway is next to the Arby's on the east side. It is blacktop initially and becomes gravel. Just drive straight back (NOT up the hill) to Bob's building.

GPS Hint

Arby's address: 1193 US-64, Murphy, NC 28906



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

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

August 23: Annual Ice Cream Social – Linda and Jon Miner will be hosting us at their home once again for some homemade ice cream and cobbler. More details in the email update.

September 6, 10am-3pm: British Car Fayre, Downtown Norcross, GA (register in advance)

September 18-21: Southeastern Classic XXXVIII, Franklin, TN

September 27: Join the Jaguars at the Savoy Auto Museum; <https://www.jcna.com/annual-general-meetings/2025-international-jaguar-festival>

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

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

October 26: Cars of Chateau www.ChateauElanMilitarySupportFoundation.org

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

December 6: Kassow Kruise, Location TBD

December 27: Polar Bear Run, Location TBD

**Southeastern Classic
2025**



**THE MIDDLE TENNESSEE AHC PROUDLY INVITES
HEALEY FANS TO THE 38TH SOUTHEASTERN CLASSIC!
SEPTEMBER 18-21, 2025**

Look ahead from planning meeting AACA Events Calendar

Initial Draft - Calendar for 2025 Atlanta Austin-Healey Club



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



Atlanta BRITISH CAR FAYRE

And Motorcycles Too

OVER 300 DISTINCTIVE BRITISH AUTOMOBILES & MOTORCYCLES!



SATURDAY, SEPTEMBER 6th 2025. 10 am to 3pm

DOWNTOWN HISTORIC NORCROSS, GA

FREE TO PUBLIC • FREE PARKING & SHUTTLE SERVICE



Enjoy an unforgettable day celebrating all things British! Join us Sep 6!

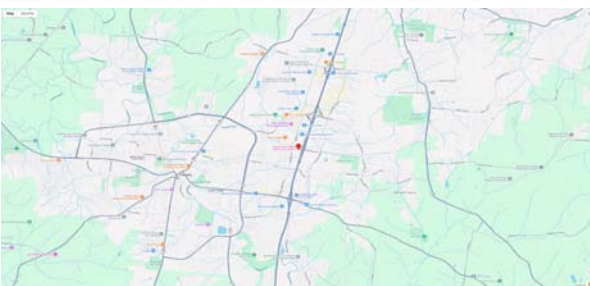
Explore over 250 classic and modern British cars, indulge in traditional British food and drinks, and join us for a special awards presentation featuring Rachel Galloway, British Consul General. Don't miss our charity giveaway with fantastic prizes—all supporting a great cause!

The Southeastern Classic 38

Thu, Sep 18 | Franklin

Show off your prized Austin Healey at our vibrant exhibition. Compete for awards in various categories and enjoy live music and local eats.

Register Online



Get you registration in soon !!

<https://www.southeasternclassic.org/>

My George Pope Healey

Allen Boe

Our Atlanta Austin Healey Club President, Mark Leinmiller, has come up with an interesting idea for upcoming issues of The Flash, the club's newsletter. Each future issue of The Flash is planned to contain a profile of a member's big Healey or Sprite, with photos. Of course, this will require input from club members who wish to have their rides highlighted in The Flash. So, to kick off this feature, Mark paid a visit recently to my home/garage in Chateau Elan near Braselton where he found me and my 1959 BT/7 Healey (chassis number BT/7 L511) relaxing with its garage mates, my very original 1962 Ferrari 250 GTE and my completely original 1979 Gulf Blue Porsche 930 Turbo.

The Healey is a George Pope restoration (thanks George) that began in 1991 and was completed in 1994. We lived in the Chicago suburbs then so this was a long distance project. As you can tell from its chassis number, this was one of the earlier Austin Healey 3000s to arrive in the U. S., coming in at the Charleston, South Carolina, port. It was painted red over black then, but nothing is known about its early history except that it is rumored to have been vintage raced in the Southeast in the 1980s and, by 1991, was a very tired old Healey in need of much help.

I found it via a George Pope ad for it in Healey Chatter (remember that?) and contacted George because the car was described as a (sort of) Austin Healey rally car restoration that had stalled. Just what I was looking for. The owner lived in Murphy, North Carolina, and either had run out of enthusiasm or money, or both, and the car languished in George Pope's care. The Healey was all there, except for an interior, but it was all apart in hundreds of pieces. But its

rally car features had already been added -- louvered bonnet, fender vents, mesh grille, no front bumper, 72 spoke wire wheels, and quick-fill fuel filler cap.

The engine (not the original, but showing 48,000 miles) had been modified to include a higher lift cam, electronic ignition, and an SU tri-carb set-up. Over time, the original damaged engine and gearbox had been removed and resided with George, but a newer engine and transmission, with a straight gear shift lever, from a 1967 Healey had already been prepared for installation. I decided to go with this change because of the extra horsepower, the tri-carb set-up, and all the other features which were already in place. There was no need to use the old engine and transmission to keep the Healey original since the car had already been seriously modified with its rally car features. The car also came with an oil cooler and, yes, a fuel cooler to prevent the dreaded vapor lock, but without the necessary hard top (more on that later).



Allen Boe's Healey in final form



My George Pope Healey

Allen Boe

George had already beautifully applied Du Pont red paint to the chassis and body panels, the same bright red used by General Motors on its Geo Prism (remember those?) It looked great on the Healey, even if it was a little too red for me. The excess “redness” was solved by having George add the silver center stripe to the car. I toyed with the idea of having the coves painted silver, or some other color, but ended up the way you see it today. The silver paint is also a Du Pont color that was used by BMW in the 1990s.

Although George was busy with a number of other projects, he proceeded apace on my car and it gradually came together, but it needed an interior . . . seats, carpeting, door cards, etc., but the instrument panel was there. Using a local upholsterer that George knew, we settled on a light grey leather with dark red piping for the seats, with matching grey for the instrument panel and carpets, and grey vinyl for the doors. The soft top and tonneau cover are also a matching light grey.

As noted, we lived in Lincolnshire, Illinois, while the restoration proceeded so I was not able to be on hand regularly while George labored away on the car, but we were in constant communication. As mentioned, there was no hard top with the car during its restoration, and we needed one to complete the rally car look, but the Healey has one today. The hard top happened because I had a chance to purchase a rare, original, and correct, but decrepit, hard top for a Mark I Healey 3000 in 1988 before I had a car to put under it, knowing that some day I’d have that car. I’d already owned two other Healeys so the interest was there.

The old fiberglass hard top that I found was cracked in several places, requiring

mending, the back window was broken and seriously scratched, the headliner was gone, and the trim pieces needed to be re-anodized. All the hard top restoration work was beautifully carried out in Skip McCabe’s shop in Mundelein, Illinois. Although he had never done a Healey hard top before, I had used Skip to work on my old Ferrari and the quality of his work is second to none. I had no worries about the hard top. The hard top restoration work did not start, however, until the restored Healey arrived in Illinois in late 1994 so that the hard top could be matched with, and properly fitted to, the car underneath.

The Healey was finished in late 1994 and, since then, it has been enjoyed, shown, and driven some 10,000 miles with no problems thanks, probably, to its good solid restoration, regular maintenance, and frequent usage. We’ve shown the Healey dozens of times winning a few awards, and we’ve taken it on the Colorado Grand twice. The last time it was given number 100 which is why you still see that number on each front fender.

Unfortunately, for both me and the car, I am not able to get it out to Healey events these days due to my advancing age (almost 90) and attendant physical limitations, but I can still drive it and I do! I hope everyone enjoyed this vicarious look at my old Healey, and also enjoyed its story. I look forward to reading about your Healey or Sprite in future issues of *The Flash*.



Allen Boe & his Healey

New Fuel Tank Blues

Lenard Thomas

Late last year I ordered a new fuel tank from Moss Motors for my BJ8. The tank Moss was selling were tanks they got from Victoria British when Moss bought them out. My problem was being able to pump fuel from the new fuel tank; all I was getting was bubbles.



Len's BJ8 with new tank installed. Trouble just beginning

The fuel line coming out of the tank was a section of 3/8 inch pipe bent 90 degrees and soldered onto the top of the tank. It should have had a 90 degree copper gas fitting with a tube going into the tank. I let Moss Motors know about it, and they sent a new tank, telling him to show proof of destruction of the old tank to get my refund.



Well, that did not go as expected. The tank held up to having a truck drive over it!

Driving over the tank with my full-size Suburban didn't do much damage to the tank, so I used an axe to put some large holes in it. Once I opened the tank, I found the pipe had a split in it which caused it to suck air. My biggest challenge was getting Moss to give me a refund, but that's another story



That should be adequate proof of destruction!

Editorial note (Lesson Learned)

When restoring my car I bout a new fuel tank as the original had rusted out. To avoid future rust issues, I bought some "Fuel Tank Liner" paint from a well known restoration supplier.

I followed the instructions, prepped and poured the Fuel Tank Liner in and sloshed it around. Then let the tank dry for the required 48 hours. More like a week. Roll forward about 4 years. I found filling my car was taking longer than usual and I had to use the minimum flow setting from the pump. Finally looking down into the tank with a flashlight, I could see the fuel tank liner paint was peeling away and choking the inlet. It seems the liner was NOT alcohol resistant. I had to buy another tank.

Make sure anything in the fuel system is compatible with modern fuel blends

First Run of a Rebuild

Time for me to write an article. I have to look at last months to see if there is a story I need to continue and there is; Abe's engine. We finally installed it in the car, no easy task as the car is at his house. It is much more difficult to do work away from the shop where you have all your tools, know exactly where they are (except for one or two you loaned out and have not had returned) and know your way around.

Abe does have one huge benefit; his shop has AC, if it only worked. But, we did get the engine in and most pieces installed and connected. I have an old funnel that just so happens to have the same thread on the end as the oil hoses on MGBs. I screw the funnel onto the oil hose from the rear of the block and attach the other hose from the oil cooler to the filter housing. Then I pour oil into the funnel until I see it come out the line into the housing.

Now, I know the cooler is full. Next, I pre-fill the filter and install it. This bit of work lets the oil pressure come up quicker as I don't need the engine turning nearly as long to pump the oil. Unfortunately, the engine didn't turn over. The starter clicked and struggled. We tried boosting the battery, even though Abe had charged it, but no help. We got a jump box and that failed as well.

Is the engine too tight? Is there something wrong with the way we installed it? We knew the car started and ran before the engine went bad so why won't it turn over now. OK, we decide to pull the starter and check it. Remember, it worked perfectly before the engine rebuild and just sat on a shelf waiting to be re-installed. But the starter did not work on the bench. Being a high torque starter, I

knew the solenoid portion could have carbon build up internally and I know how to fix that.

Three screws and the solenoid cover comes off and there was indeed carbon build up. We clean the contacts and re-assemble the solenoid. Still, the starter struggles to make any speed. So, we look at the connections and find a wire from the solenoid to the motor portion connected with only a few strands of wire. How? It worked before; sat on a shelf and was installed. How did the wire burn?

We took the connector off and as Abe did not have a wire terminal large enough. We fixed what was there. After putting it back together, a test showed the starter to work as it should. Now, install it where it belongs and retest. The engine turned over as I expected it to do and the oil pressure quickly came up to 55 lbs. When running, it should go to 75 lbs. I say when it runs because by the time we had it ready to run it was getting time to drive home. Today, after I finish writing this article, I will return to Abe's shop and we will get it running. In the time between my visits, Abe has finished installing the radiator shroud, radiator, AC condenser and a few other items not necessary to getting the engine to fire.

Remember, I said I like to fire them up dry the first time in case there is a problem that will require removal. If there are no abnormal noises or oil leaks, then we will fill the cooling system and let it run for 20 minutes or so. forgot to tighten the cam retaining nut and fold over the lock tab. That was easy enough doing it in the car.

Tech Corner

By Barry Rosenberg

I will let yall know how it runs at a later date. As a side note, after building engines for over 50 years, I have never had to pull one back out before running it to seat the cam and lifters. I once had to pull the timing chain cover off a rubber bumper model because there was a noise from the timing cover. Turns out, I forgot to tighten the cam retaining nut and fold over the lock tab. That was easy enough doing it in the car.

And that wasn't one of my early rebuilds either. There is one other thing I have done several times in building engines; I forget to install the flat oil slinger that goes on the crank right behind where the front seal is in the timing chain cover. I always find that before painting the engine so it is no big deal to remove the cover and install the slinger. One other thing I do a lot, or used to do as I have not done it lately is that I loose dip sticks.

Don't ask me how or why but I used every spare dip stick we had in the junk yard replacing ones that I lost. Well, it is time for me to head out to Abe's for a day of fun playing with old British cars. Hope to see yall somewhere soon.

Barry Rosenberg
British Car Service
770-689-7573

PS: You should see all the perfect body panels I got for my Triumph TR4A project. Beautifully painted, all original, no dents or rust ever, sitting for about 35 years and tubs of extra parts. I need to make my super-charged MGB run first but some of the old urge to fix them is returning. Now, if my old back will allow me to do the work.



Dear Members, Your Healey could be a "Pin-Up" for the 2026 AHCA Calendar

It will soon be time to compose the 2026 Austin-Healey Calendar, and YOUR Healey can be among the featured cars!

For several years we have offered members the opportunity to "buy a page" of the annual Austin-Healey Calendar to feature their Healey. This has been tremendously popular, and it's not too late to reserve a page for a photo of your Healey in the next calendar. For 2026, we will also include a picture of your Healey as the "banner" on the top of our AHCA website. The cost is \$250 with checks made payable to "Austin-Healey Club of America" and sent to Treasurer Bev Sealand (her address is on page 4 of each copy of Healey Marque magazine).

Send your photo to Editor Reid by September 15th to: editor@healeyclub.org Note the landscape format of the calendar photos and be sure to send the highest-resolution image.

Please don't Photoshop, crop or otherwise adjust the image - we'll do the processing and preparation at this end.

You'll receive a proof before we print, and we'll ask for your caption when we get closer to the deadline.

Note that you could use a photo of a friend's Healey as a surprise gift for them, or maybe your club would like a page to show a scene from a recent club tour or car show! Use your imagination, and just keep the subject "Healey cars."

We look forward to featuring YOUR Healey - or another Healey of your choice - in the 2026 Austin-Healey Calendar!

To Error is Human

Something a little different this month; mistakes, screw-ups and problems (mostly made by other people). Over my 50+ years working on these old British cars, we have seen some odd stuff happen. Some was or is caused by parts and some by people's mistakes. One big people mistake was a very nice young lady, who was a good customer years ago, was driving her MGB home from work late one night.

She was a bartender and it was about 2:00am when her car stalled and died. She was on a street with streetlights so she coasted under one. She opened the bonnet and could smell gas. As she had pulled too far under the light to illuminate the engine compartment, she said "I pulled out my Bic lighter and the flame jumped from the lighter to the car." She ran to the nearest house and upon waking the residents; trying to convince them she was not a lunatic, and begging them to call the fire department, the car became rather crispy.

As she was relaying her story, the wrecker was dropping off the car. When we looked at it, it was repairable as most of the fire was contained under the hood with minimal damage to the interior, she decided to sell it to us for parts. We were looking over the car to see what we could salvage and found a perfectly fine working flashlight in the glove box! If she had looked, she would not have barbecued her MG.

Another owner caused problem. A TR3 race car we helped with was driven by a person who could not stand to be passed on track. Even though it was vintage racing, he abhorred being passed. He didn't care if he was racing his TR3 against Mustangs and Jaguars in his group, but not his class, he

didn't want to be passed. One race at Road Atlanta that I could only attend on Saturday and Sunday, he was driving the car until he wasn't.

When I arrived Saturday afternoon, I asked what was wrong. They said it stopped driving. The engine ran, the clutch and trans worked fine but the car would not move itself down the road anymore. I looked at where the car was parked and asked if it had been parked there each time it was not on the track. They wanted to know what difference that made and I said "look under the differential, the area is soaked with fluid." The differential bearing went bad allowing the pinion shaft to wobble and allowed the front seal to leak all the fluid out.

When I took the differential apart back at the shop, the teeth on the pinion gear had melted, not broken but melted. There was no fluid or the gritty slop one would expect to see if the gears broke. If they had noticed to large quantity of oil under the differential, they may have been able to save the unit. Instead, they never thought to check the fluid level. They saw it was leaking but thought nothing of it. We had never seen anything like this, a perfectly good looking ring gear but a melted pinion gear. The gear had gotten so hot, it stretched and formed a waist in between the two bearings. We saved that for show and tell but eventually lost it. All could have been good if they just filled the diff after each session.

To Error is Human (cont.)

Another genius customer came in with a knocking MGB engine. He said he was on his way to us with an oil leak but noticed his pressure dropping. So, he did stop and top up the level as it was low and noticed that the hose from his oil cooler to the filter housing was leaking. He knew this was his problem and he had a fix that would stop the leak long enough to drive to our shop.

He pulled the oil line from the back of the engine, the one that took oil from the pump to the cooler to the filter and then the internals of the engine, and placed a dime (10 cent piece) in the fitting and replaced it onto the block. When he cranked it, he drove to the shop. He did admit the noise started soon after driving but did not associate it with his plugging the oil feed from the pump to the engine. His dime cost him an engine rebuild.

And then there was the customer who was buying parts to rebuild his own engine. We tried to sell him what he needed and offered to answer any questions about the rebuild. He seemed to understand the workings of his engine. He had a reputable shop do the machining and began the assembly in his garage. He would call with some questions which we answered truthfully. However, one day he called and said the engine was complete and installed but he could not get oil pressure and now, he couldn't even spin the engine over.

We questioned what he was doing and he admitted that when the pressure would not come up, he installed the plugs and cranked the engine, revving it to see if the pressure would come up. It didn't. The engine locked up and he couldn't understand why. We told him to bring all his left over parts, including any gaskets not used. As soon as we looked

at the items, we knew exactly what he did wrong.

For some unknown reason, the lower gasket sets for the later 5 main bearing MGB engine comes with two thin paper oil pump gaskets. Only one is correct and the other is for the early 3 main bearing engines. He used the wrong 50 cent gasket and ruined his engine in his garage. The wrong gasket allowed a tiny 3/8" long by the thickness of the gasket gap between the pump and block and it sucks air into the pump but not oil. If he had used the correct gasket, he may still be driving the engine he built.

Or there was the customer who pulled the head off his MGB and had a machine shop do a complete valve job including new bronze guides. Now, I hate bronze guides because they can seize a valve stem while running and stop the valve from closing. The cam and lifter have enough force to open the valve but the springs do not have enough force to close it. This makes for a very noisy valve train.

As he had done it once and did not find it easy or fun, he asked me to pull the head and fix the sticking guide. I tried my best to convince him to let me fix all 8 but he insisted, no, just the one sticking. And I did as told. 3 weeks later, he was back with another sticking valve. The story repeats itself here with just one guide being replaced, again as told to do by the customer.

And, not to be repetitive, but he was back a few weeks later and this time he let me put in all the rest of the guides. Lots of money wasted as well as time. But, the customer is always right. Not!

To Error is Human (cont.)

There are other stories I could relate but think I will rag on parts for a bit. How many have gone out in the morning, anticipating a nice ride in your MGB only to find the battery dead. It all seemed fine the day before and you just can't understand it. We found that many times this was caused by a tiny piece of plastic, 1/8" square about 3/4" long buried inside your turn signal column switch.

On some of the MGs, this switch also controls the headlight brightness and dip switch. You know, flip it forward and the bright lights come on and pull it back toward you and you flash the bright lights. This tiny piece of plastic is what allows the stalk to return to its neutral location. Well, due to no error of the driver, this tiny piece breaks and allows the stalk to fall into place to turn your bright lights on while you sleep peacefully in your bed.

There is no fixing it either. You get to replace the switch. I used to try to make a repair. I would take the switch apart and use a glue to put the piece back together. Then I would heat a stick pin and push it down thru the piece. When it all cooled and you try it, the piece still bent and would not hold position. What junk.

One last crap part would be transmission syncro rings that look good but are machined just a little bit off. You don't notice this until the gear box is back together and installed in the car and you trying shifting. 1st, 3rd and 4th work fine but not 2nd. The brass syncro ring was just a little off and did not spin up the gear like it is supposed to. The only cure, pull and rebuild the gear box again. Been there, done that and bought the T shirt.

After over 50 years at this, I could write a book about customer mistakes, bad parts, unusual occurrences, and maybe even mechanic error. But you get the idea I am trying to present here; that not everyone is meant to be a mechanic, not every new part is good and crap happens. It happens with all of us and it is not just old British cars this happens with.

Well, enough for now. Have any questions or topic suggestions. Let me hear from you. Hope to see yall somewhere soon.

Barry Rosenberg
President, Peachtree MG Registry
British Car Service
770-689-7573

Editor's Note Lesson Learned Part II

When installing a "spin-on" filter adapter on your Healey six cylinder, the little aluminum adapter looks almost identical top and bottom and will install either way.

However the oil flow galleries are not. It is EXTERMEY important to make sure the adapter is installed correctly for proper oil flow or you will oil-starve the bearings, and end up needing new bearings minimum or full rebuild.

When you find a part in the bottom of a box with no instructions, try and find some on-line (something we did not have 25 years ago) or get expert help. A lot easier and less expensive that pulling the iron giant of a BMC "C" engine out of a Healey and going back to the machine shop.

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

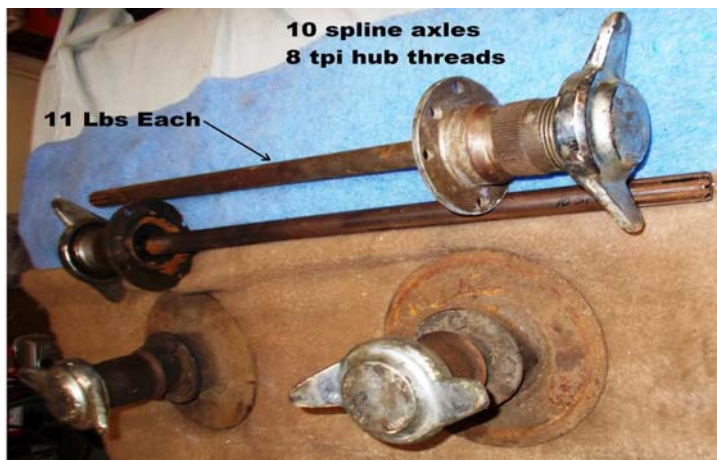


Hagerty Driver's Club on the Sprite *"While already affordable and cheerful, the Austin-Healey Sprite (also sold as the Midget in MG form) the small, British sports roadsters have always been a great way to enter the hobby. If you're pressed for room, they'll fit in a one-stall garage with tons of space 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



A 1959 Georgia license plate #3-A-4414, for \$35. Dress up that Healey and show it's age.



Hubs and axles for disk to wire conversion for Sprites/Midgets. \$200.00 located in Lilburn, GA



A \$75 Edelbrock electric fuel pump and a \$20 float charger makes starting your LBC very easy. Example of the install on my 1959 Bugeye. *Safety note, if the mechanical fuel pump fails, it could pump raw gas into you crankcase, which in a hot engine could lead to disastrous consequences.*



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

