

# The Flash



Oct - Nov 2025

Material deadline for the  
next Issue is 01 Dec 2025



Volume MMXXV Issue VI

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<http://www.atlantahealeys.org>



Attendees of the Concours Show & Tell session include (L>R): Mark Leinmiller, Rob Meinzen, Karen Meinzen-McEnerny, John Homonek, Don Urian, Rick Alley, John Harris, Dave Davis, Bennet Aiken and George Pope



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

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### Editors' Note

Here we are wrapping the final 2 months of 2025.

Plans are already in works for 2026, but we still have a couple of events to go. See events Page 3,4.

As this edition of The Flash is being finalized on

Veteran's Day, we should all take a moment to thank those who served, to allow us to enjoy the freedom we have today. Thank you Vets !!

The cold weather is on the way and time tuck the

Healeys in for a winter nap. See Page 25, 26

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](mailto:b947585@gmail.com)  
(and/or) [kaoleary73@gmail.com](mailto:kaoleary73@gmail.com)

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

**November 15**, Noon-4pm: Friendsgiving, Location Sheron & Charlie Moshell's Home 440 Havenmist Landing, Suwanee GA 30024 **RSVP ASAP to 678-634-9473 or**

**[Smoshell@aol.com](mailto:Smoshell@aol.com)**

**December 6**: 19th annual Kassow Kruse, Start Location the Publix Shopping Center, 4290 Bells Ferry Road in Kennesaw taking back roads to Dahlonega. Contact for more information Bill Nagel cell 404-319-1104 or email: [bhnagel@gmail.com](mailto:bhnagel@gmail.com)

**December 27**: Polar Bear Run, Location TBD

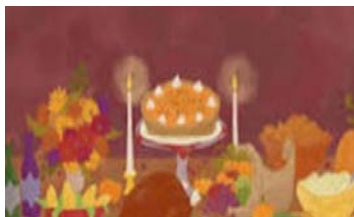
**HEALEY BRAKING NEWS**

Did you know...

AHCA hosts a Northeast (and Southeast) Technical Zoom meetings are the second Monday of each month at 7 pm (Eastern Time Zone) with a recurring login each month. A email blast goes to all members in Southern Ontario, Quebec, New England, and the AHCA officers, Area Club Presidents, and Delegates a week before and a day before as a reminder of the Zoom meeting. Mark your calendars or appointment reminders if interested in listening in to these "tech-sessions".

## Look ahead from planning meeting AACAA Events Calendar

Calendar for 2025 Atlanta Austin-Healey Club



## Atlanta AHC News Flash November 15th Event Reminder

*Our Friends Giving Gathering date  
Saturday November 15th 11am*

*Plans are to gather around 11 am at the Moshell's for a pot luck Friendsgiving Lunch. We will be providing Fried Turkey, rolls, catfish nugget appetizers, ice tea and pumpkin pie. Bring your favorite Thanksgiving side dish, snack or whatever to share.*

*Sheron will be pulling out all our regalia and will have some great deals to clean out our inventory just in time for Christmas !*



*Please RSVP if you have not done so we will know how much turkey, nuggets and pie to prepare.*

*We are so thankful for this group of friends.*

## Other Auto Related Happenings

**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

## President's Corner

Mark Leinmiller



*Attendees of the Concours Show & Tell session include (L>R): Mark Leinmiller, Rob Meinzen, Karen Meinzen-McEnerny, John Homonek, Don Urian, Rick Alley, John Harris, Dave Davis, Bennet Aiken and George Pope*

October 4th was perfect Healey weather and a group of us took advantage of the opportunity to learn more about our cars during a “Concours Show & Tell” gathering in Sandy Springs. Karen Meinzen-McEnerny brought her 1963 BJ7, “Lucky Lady” along with all of her concours judging standards information, but most importantly, her judging sheets from when her car was evaluated by the AHCA judges at Conclave a few years ago.

We were able to poke around and ask questions and refer to the judging sheets, which she so kindly made copies of for everyone. There were quite a few “but I thought it went this way” moments! George Pope, who restored Karen’s car (along with three other cars in attendance) was able to answer most of the questions posed. George also brought his recently completed Phase 1 BJ8; “Scarlet” is stunning. George doesn’t usually name cars; that might have come from Karen’s influence.

What I enjoyed the most about this get-together was the comradery. We had some new members and some who have been involved since the beginning of the

club, but all felt included and able to contribute and ask questions.



*John Homonek and George Pope share a laugh. And you thought a concours judging tech session would be boring!*



*Lots of animated discussion and questions from John Homonek, John Harris, Karen Meinzen-McEnerny, Rick Alley, Rob Meinzen, George Poep, Dave Davis and Don Urian as they look over Karen’s Bronze level BJ7 (she was only 1 point shy of Silver, mostly because of the replacement frame)*

A friend of mine who lives a couple of streets away from Lost Corner Preserve dropped by to visit and was going to the Sunday Morning Worship car gathering the next morning. I hadn’t been to this event in a while and I am really glad I went. Some of you know Steve Drabant; he was active during my hiatus, so I had never met him. He is getting back the Primrose Yellow BT7 with black hardtop from his father soon. It is being shipped down from Pennsylvania.

## President's Corner

Mark Leinmiller

Steve will be rejoining us. I also met the new owner of Jack & Dianne Stewart's BT7. Steven has just gotten it and has put only 35 miles on it; he is eager to learn more about his new toy. I regret not taking any photos as there were several Healeys.



*Club member Chris Manzo's Stearman bi-plane frames Bennet's hangar and the LBCs that attended his tech session.*

The following weekend it was off to Cleveland. No, not THAT Cleveland! The one up the road in scenic White County, Georgia. This is the hangar tech session we had originally planned for April. We gathered in Dawsonville for a scenic drive across 129 to Mountain Air Park, where Bennet Aiken has been busily working on his BJ8 restoration; he is doing a great job on it. We had a nice turnout of Healey members as well as MG, Triumph and Tri-County British car club members in attendance. Club member Winn Fletcher flew up and brought Neil Estes with him. That was fortuitous as Neil noticed that the replacement metal Bennet had welded into the floors did not have the mounting point needed for the convertible top springs. Good catch! After some tasty local BBQ Bennet did a demonstration of how he does powder coating of small to medium sized items in his hangar. Club member Chris Manzo has a hangar directly across the grass airstrip from Bennet. His Carmine Red 100-4 was with us. The plan was to take

Chris' Stearman up for a photo opportunity of the cars in front of Bennet's hangar. Unfortunately, my "electrical interference" continued (I had a small issue with my car that prevented me driving it) and the Stearman's battery was flat. Chris's son Sam took me up in their Citabria aerobatic trainer. By then a few folks had to leave so the photo op didn't really materialize. We also made the mistake of doing a high-speed fly-by, which doesn't bode well for photography. Bennet has spent 4 1/2 years working on this BJ8, most recently disassembling the



*Bennet Aiken (far right) answers questions from (L>R) Neil Estes, Bart Miller and Winn Fletcher.*



*Folks gather in front of Bennet's Piper Cub: Charlie Moshell, Jonathan Eade, Ian Henderson, Bennet Aiken Rick Alley and fellow pilot Patrick Lardo fronted by Chris Manzo's 100/4 and Rick's BJ7. We have at least 4 plane owners in the club.*

front grille, hammering out stone dents and sanding/polishing them to their original luster and reassembling them. That means drilling out 152 rivets and reinstalling them.

**Atlanta President**  
Mark Leinmiller



*Bennet has put the grille back into the front shroud and that will be finding its way onto the chassis soon.*



The last weekend in October had two car show fund-raisers, the Chastain Park Auto Show and the Cars of Chateau. Karen's



*My early 3000, sporting its "new" hardtop was the only Healey at the Cars of Chateau. So many folks had great memories of a Healey in their past they shared. With all the amazing cars in attendance I was honored to have at least one Best in Show vote from one of the Panoz guys. Thanks, Ray!*

Lucky Lady ran out of luck and had to scratch due to a faulty fuel pump. I was the only Austin-Healey at Chateau Elan out of the 175 cars in attendance. Ian Henderson, the 19 year-old MGB owner that attended Bennet's hangar tech session was parked next to me. This event was special due to being part of the (first?) Panoz cars reunion with about a dozen cars in attendance. We have had a great couple of months of activities. There was the ice cream social hosted by Linda and John Miner in late August. We also had British Car Fayre and Southeastern Classic in Franklin, TN. Though we were unable to attend, I've heard some great stories from those who were in attendance. I am thankful that our club is active and vibrant. I look forward to seeing many of you at our upcoming

Friendsgiving meal at the Moshell's home on November 15.

See Page 4 for details

Sheron will be pulling out all our regalia and will have some great deals to clean out our inventory just in time for Christmas!

Please RSVP so we will know how much turkey, nuggets and pie to prepare.

We are so thankful for this group of friends.

RSVP ASAP to 678-634-9473 or to Smoshell@aol.com

Thanks to Charlie and Sheron for hosting!

See you there!

Mark

PS: Got time on your hands? This will take care of that!

<https://www.auto-brochures.com/>

## Foothills British Car Club's Casual Cruise In

Ric Anderson

After a week of rain that soaked the Upstate with over 5 inches of liquid sunshine, Saturday's forecast offered a beautiful Fall day, mild temperatures and a true Carolina Blue sky without a cloud in sight, terrific weather for a cruise in the country in classic British cars. So Maggie the Wonderdog and I decided to join the Foothills British Car Club's "Casual Cruise In" to the Victoria Valley Winery near Table Rock State Park in the foothills of the Blue Ridge Mountains. State highway 11 rises and falls as it curves through the countryside. A perfect Healey road.

Victoria Valley Vineyard is in the French chateau style and is situated on a sunny slope, and includes a retail store and the small restaurant. We were originally to park on the grass near the vineyards but the recent rains had made the grass too soggy for that, so we relocated to a higher, drier, spot. The winery set up tables and chairs in the middle and directed the cars to park around the perimeter. At least until more cars arrived and we filled in the middle too. The winery also had a "wine truck" (a Ranger UTV loaded with a selection of their wines) along with BBQ from the Twisted Q BBQ wagon. The winery's restaurant also offered food "to go" for picnicking by the cars.

There were no car classes or grouping, cars were parked as they arrived, with the random juxtapositioning of the cars adding to the fun. Cobra next to a V8 MGB, Aston Martin next to a TR7, the pristine MGBGT next to the Pantera. And the completely one of one for this group, Lucy the Silverado sitting in the shade. (Ruby the Bugeye being unavailable for the drive L )

A beautiful Autumn day, a fun collection of cars, food, wood and fellowship around a



common love of old cars. Hard to beat it. Thanks to the Foothills British Car Club for letting Lucy join the drive.



Ric Anderson  
You Upstate Correspondent

## Will I ever be Cool?

Mark Leinmiller



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Will I ever be cool? Don't ask my kids! We already know the answer.

Some of you are aware that my engine started running hot during my trip to Wisconsin last summer. It was day three on our backroads tour on the way up. While at Conclave I asked a couple of well-known Healey wrenchers about it, and since I was not a steamy mess on the side of the road, they each told me it was probably my gauge. When we rebuilt the engine, I had decided to give Evans Waterless Coolant a try and its 375 degree boiling point meant it was not going to behave as a traditional coolant would. Why waterless? I'll outline that at the end of this article.

I knew the engine was running hot because I know my car well enough to recognize it was not happy. I decided to take the interstates home because I found that if I kept it around 60-65 mph I could keep the engine temperature around 212 degrees. That was agonizing, but I had done what I could think of doing while away from home. First, I checked to see if the thermostat was opening by watching the coolant in the top of the radiator when I cranked it from cold. Once it hit 180 degrees I could see the coolant begin to circulate and there were a few bubbles. Second, I had installed oxygen sensors and air/fuel ratio gauges; they showed I was not running too lean, which would lead to running hot. I even made them a bit rich for the trip home just in case my calibration was a bit off.

Once I got home I checked out a few more things:

Removed the engine temperature sensor and put it into a pot of boiling water; it read exactly 212 degrees thus eliminating the faulty gauge theory.

Checked compression of each cylinder, then did a leak-down test to see if I had a blown head gasket or a cracked engine block. There was nothing to indicate either of those conditions.

A neighbor had purchased an oil analysis kit, decided not to use it and gave it to me. I collected a sample of engine oil and sent it off to the lab and got a glowing report. They did note a slightly elevated level of aluminum, which does not surprise me (or the lab, based on the low mileage of the new engine); the pistons are aluminum, and they were new. This was still the first oil change after the break-in process and if the engine truly was running that hot, the pistons could have swollen to the point of making contact with the engine block. This analysis confirmed that there was no coolant nor fuel in the oil, thus eliminating one more possible cause.

Advancing your engine's timing too far will also cause it to run hot. I could not imagine how my timing might have advanced by itself on the trip, but it did warrant exploration. I wrote an article recently about my distributor and finding that the mechanical advance springs were weak, causing it to advance too soon.



That impacted how well it ran, but the overall advance was still less than the 35-degree maximum. I sent my distributor to Jeff Schlemmer at Advanced Distributor to be rebuilt and recurved to match the engine build (over-bored 0.020", BJ8 cam) and the type of fuel I typically use (90 octane ethanol-free). I am using a spare distributor and will install the rebuilt distributor once the temperature situation is rectified; one thing at a time.

Then I took a 3-month hiatus. I had worked long and hard to have the car ready for the 2,700-mile round trip to Conclave and by now I was tired, frustrated and a little depressed.

### **Thermostat & Radiator**

As the Spring driving season approached, I took renewed interest in solving this mystery. I decided to remove the thermostat to see whether it was not opening completely and limiting flow to the radiator. I drained some of the coolant, took out the thermostat, installed a blanking plate to limit flow directly into the cylinder head (so most of the coolant would go to the radiator). As I was putting coolant back into the radiator I noticed flakes of rust blocking some of the cooling tubes. Using an endoscope I could see quite a bit more of this across the top of my radiator. Ahah! The smoking gun at last! I took the car for a spin to see if it was the thermostat and got the exact same result as before; the thermostat was not the culprit.



*There were a lot of these small rust chunks blocking the cooling tubes in my radiator. Could they be why the engine was running hot?*



*This is the type of thermostat our cars originally came with; it has a sliding blanking sleeve. On the right is the blanking sleeve I installed.*

It was time to remove the radiator and take it to Marietta Radiator to have it boiled out and flow tested. I had them re-core it with a more efficient design when I first got the car in 2020 and it had performed very well; the car never ran hot before this trip. The shop noted how much debris they removed and said it was flowing fine once again. I wondered if a chunk of rust had broken loose and went through the water pump prior to clogging the radiator tubes. I removed the water pump and made sure the impeller had not been damaged. That was fine, so I reinstalled it.



While I had the water pump off, I used the endoscope to see if I could find any more rust or clogs in the water jacket. I also used a magnet wired to a coat hanger to see if I could collect any more rust flakes or chunks. I could not get very far with either of these, but saw no more rust or loose items. To prevent any more rust flakes from entering the radiator I went back to inserting some panty hose into the upper radiator hose at the thermostat housing to act as a filter. I had done this right after the engine build and since it collected very little debris, I removed it after about 450 miles. Had I left it in there it would have saved a lot of time and about \$150.



*If I had left this coolant filter in place I would have prevented the rust chunks from clogging tubes in my radiator.*

By this time we were packing for the annual Carolinas Mountain Trip and I was thinking we finally had the cooling situation under control. The day before the trip I had everything back together and took the car out for a test run. It ran just as hot as before! What in the world could be

wrong?! Needless to say, we drove the Z4 to North Carolina.

### **Exhaust Leak**

At some point I noticed that there had been an audible increase in the exhaust note when I pulled into the garage. The down-pipes had been shortened by a previous owner, presumably to facilitate getting them onto the muffler. That created a problem of not being able to properly seal them. I wondered if they had worked loose; not that this would create the overtemp problem, but the increased exhaust noise might be attributable to this. While poking around under the car I noticed a large dark stain on the side of the recently painted engine block. Thinking that maybe I had an exhaust leak where the downpipes connect to the exhaust manifold I got out the shop-vac and a spritz bottle of dish soap and water. By taping a nitrile glove over one exhaust pipe and slipping the shop-vac's hose over the other, I let it blow air into the exhaust and began spritzing soapy water on all the connections.



*Blowing air into one exhaust pipe while sealing the other with a taped nitrile glove forces air out through any gaps in your exhaust system*

## Will I ever be Cool?

Mark Leinmiller



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Every single connection was blowing bubbles, especially where the downpipes met the exhaust manifold. It was then that I could vaguely recall when we were installing the rebuilt engine Bill Nagel telling me he had snugged the nuts on the downpipes, but it was up to me to torque them to my liking. Yeah... that never happened. By now the gaskets at the exhaust manifold were mostly just two thin sheets of metal; almost all the compound between them was gone. This could have happened on my trip; it blew out until the joint had a significant exhaust leak. Can that make an engine run hot? The literature says, "Yes", so off came the entire exhaust system!



*If there is a silver lining to rebuilding your engine twice it is that you do things right (or at least better) the second time. Initially I cleaned, prepped, primed and painted the exhaust manifolds with paint formulated specifically for that purpose. It didn't take long to flake off and get rusty. This time I had them ceramic coated at Performance Coatings in McDonough. The coating on these exhaust manifolds is 19 months old with 4,500 miles (some of it in heavy rain); they still look new, and the ceramic coating (inside and out) is supposed to cut down on radiant heat. Coatings might be a topic for a future article.*



*Bill Nagel and John Miner helped me install the rebuilt engine and transmission in early 2024. It took a while – like until I had an exhaust leak – to recall Bill telling me he had snugged the downpipes, but that I needed to tighten the brass nuts to my liking.*



With the exhaust removed "While You're At It Syndrome" kicked in. According to Moss Motors, the Big Healeys prior to BJ7s had no insulation under the driver. (*Editor's Note: Moss is wrong my '58 BN4 had asbestos under the muffler. Free hazardous waste to anyone who wants it.*)

Prior to learning this I thought it was another shortcut taken by the restorer of my car. I came up with a heat shield idea based partially on the Moss Motors "supplemental heat shields" (over the muffler #021-641 and driver's footbox #021-640).

*I usually associate blowing bubbles with having fun with the grandkids, but these bubbles tell me I have an exhaust leak. In fact, I had six exhaust leaks! Every joint needed attention.*

## Will I ever be Cool?

Mark Leinmiller



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I also took inspiration from Steve Thomton's Ruddspeed 1963 Sebring Tribute BJ7 on which he added aluminum sheet over the "asbestos" heat shields on the firewall. This is when I realized that the asbestos heat shield that sits about an inch from the exhaust manifold (a.k.a. "the hottest part of the entire car") was missing! Another corner cut by the "restorer". No wonder I was suffering heat exhaustion on the trip to Sheboygan. My car was literally an oven!

Thankfully I have the BJ8 as a reference and used its heat shield as a template. Brian Johnstone had replaced all of his asbestos by cutting pieces of HardiBacker cement board (\$11 per sheet at Home Depot); he had some left over and gifted it to me. Had I not had the BJ8 I could have used Brian's old asbestos panel as a template. I also used the cement board to create a small panel that goes on the unprotected section between the footwell and the outrigger (where the downpipes meet the muffler) and installed it with a quarter inch space between it and the floorboard.



*New HardiBacker cement board insulation panels in place (with proper spacers this time!)*



*The finished product. My metal fabrication skills just went from zero experience to something slightly north of that. I'm not anywhere close to being a "panel beater", but I am quite happy with how everything came together and bolted up. The silver cloth tubes in this photo are to protect the oxygen sensor cabling from adjacent exhaust pipes' heat.*



*Unprotected section of flooring that contributes to "Healey Hot Foot". Stainless steel hardware and anti-seize compound should keep these fasteners from becoming a problem down the road.*

## Will I ever be Cool?

Mark Leinmiller



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### Under the Driver

To make the heat shield that goes between the muffler and floorboard under the driver's seat I ordered two sheets of 3003 (softest) Aluminum in 16 gauge (approx. 1/16 inch, 2mm thick) from Amazon. I used poster-board to create templates. One piece would be spaced ¼ inch from the floorboard to allow airflow, then I used a layer of industrial insulator called Duraboard ES350

(in retrospect, I should have saved about \$45 and used HardiBacker) sandwiched between another layer of sheet aluminum that folded downward to prevent radiant heat from making the frame rail and sill hot (well, okay, hotter) which would contribute to increased cockpit temperature. I also sized this heat shield to cover almost the entire length of the area between the outriggers to maximize coverage under the driver's seat and also the floor of the rear seat to minimize any contributions to cockpit heat. I didn't go edge to edge so that there could be some air circulation. The Moss supplementary heatshield only covers 2/3 of this length.

One last layer is thick stippled aluminum adhered to fiberglass insulation. This was originally going to be strapped to the top of the muffler with stainless steel tie-wraps before I committed to building the heatshield, but I decided I did not want to potentially over-heat the muffler (if such a thing is possible). Instead, it will continue to have free airflow over and around it.



*Layers of the heatshield (bottom to top): 1/16 inch thick 3003 Aluminum sheet, ¼ inch thick Duraboard ES350 (use HardiBacker instead), 1/16 inch aluminum sheet with bent edges to reflect heat away from frame rail and sill, stippled aluminum muffler wrap with glass fiber insulation. NOTE: heatshield is lying upside-down in photo*



*I got this installed the night before British Car Fayre; there was no time for sleep AND installing the exhaust correctly. Another event missed! The three holes are for the nuts that mount the seat bottoms*

### Putting the exhaust back

In preparation for installing the exhaust, I took extra time to clean all the mating surfaces. The tops of the downpipes were not flat, so I used a bit of elbow grease and a large flat file to flatten them, increasing the surface area and minimizing the possibility of leaks.



*The mounting flanges were not flush. After a bit of filing and sandpapering I had enough flat surface area to ensure a good seal.*

The joints where exhaust pipes and muffler joined needed to have black soot removed. I wire-brushed them inside and out then wiped with paint thinner to get them ready for the exhaust sealant to adhere properly.

There are multiple approaches to reassembling the exhaust and reuniting it to the car. Rich Chrysler's restoration booklet has you assembling everything on the shop floor and mounting it as a unit. Another option is to work from front to back and check your seals for leaks as you go. Since I am using a second-hand stainless system in place of my original mild steel – and I know from test-fitting that the mounts are a little off – I chose to do it in sections so I could fabricate additional mounting hardware as I progressed rearward.

### **Torque? We don't need no stinking torque!**

For the downpipes, I was unable to find a torque specification for the brass nuts. I decided to try 25 ft-lbs based on some online forum dialog/guesses. You cannot get a

torque wrench on all the nuts, so I snugged each one in rotation a couple of times and continuously wiggled the downpipes to ensure they were mounted flush. Then, using a flex adapter, I torqued the two nuts I could access to 25 ft-lbs. This was agonizing as the brass nuts creaked and groaned; I was waiting for the stud to snap. Then I used my longest 1/2 inch wrench to try to get to a similar level of tightness on the nut you cannot get a socket onto. I hooked up the shop-vac to the end of the downpipe and spritzed the connection with soapy water. I was disappointed to see small bubbles coming out around two of the mounting holes and at the seam. I cranked the torque wrench setting to 30 and with great trepidation tightened all the nuts again. More groaning, but success! No more bubbles and no broken mounting studs.

Torquing the nuts on the first pipe was done "dry". On the next downpipe I coated the studs with 2,000 degree anti-seize. I had meant to do this on the first pipe, but forgot and did not want to undo/redo what I had just done. Why do this? If you have ever looked at exhaust manifold studs that have been in use for a long time, you know; they rust terribly in that environment. I meant to change the torque wrench setting to 20 and work my way up as needed on the second pipe; however, it was dinnertime and when I eventually got back to the garage, it had slipped my mind. There was no creaking and groaning when using the anti-seize.



The first nut tightened up just fine to 30ft-lbs; then, when torquing the second, I heard and felt a "snap". I was certain I had broken the stud, but it turned out to be the threads of the brass nut; they failed, but unscrewed without issue. Thankfully, I had a spare nut and was able to get it snugged to 20 ft-lbs. I used the soapy water method again and had some bubbles, so cranked the setting to 25 ft-lbs (remember, I am using anti-seize this time, which acts as a lubricant) and tightened the nuts again. This time, there were no bubbles. Success!

So, the torque setting you use on your downpipes will depend on whether you do it with or without anti-seize compound. Based on my experience I recommend the following:

\* Without anti-seize, start at 25 and go tighter as needed. 30 ft-lbs worked for me.

\* WITH anti-seize, start at 20 ft-lbs and go higher as needed. 25 worked on mine.

### Exhaust Shields

Remember, this whole "while you're at it" portion of this project is to make the interior temperature of my car more comfortable. If you search the interwebs for information on reducing engine bay temperature you will be inundated with ads for header wraps. These can be made from "titanium" or fiberglass. It is not really titanium; it is a material made from pulverized lava rock that is stranded into fiber and woven, giving it a similar appearance and high-temperature performance to actual titanium. Other wraps are simply fiberglass wrap with a bronze coating to mimic the appearance of the "titanium"

wrap. Neither of these hold up particularly well and they retain moisture. Even stainless steel pipes suffer corrosion in these conditions.



*The exhaust wrap on the right is DEI's Titanium. The one on the left is a fiberglass "knock off". They both deteriorated and are not long-term solutions to high temps in your engine bay. DO NOT use these with a mild steel exhaust or they will rust through; even if you do not drive in the rain there is condensation*



*These are 304 stainless steel downpipes after being wrapped with DEI's Titanium Wrap. They have already been extensively wired-brushed. They were so rusty you would have never known they were stainless steel after removing the wraps.*



## Heat Shields

After having a conversation with the folks at DEI, rather than wraps, I started looking at various heat shields made specifically for exhaust pipes. Some are made of stainless steel, others are clad with aluminum. All of them have insulation bonded to the metal. Some have one side of the insulation exposed, some have it sandwiched between layers of metal. There are also various means of attaching them which range from stainless steel hose clamps to elaborate stand-offs to Inconel (stainless) wire wrapped around built-in studs. All these heat shields are expensive.

I settled on using Heatshield Products exhaust shields. Part of that decision is based on them having shields for smaller pipes (our downpipes are 1-7/8 inches compared to 3, 4 and even 5 inch pipes on big V8s). I would have preferred to use something with stand-offs to help with air circulation around the pipes to minimize corrosion, but that seems like it would allow more heat into the engine bay. By keeping the heat inside the pipes, it is supposed to help add a horsepower or two. Here is the rationale: Keeping exhaust heat inside the pipe keeps the gases hotter; therefore, lower density which would increase velocity. Increasing exhaust gas velocity creates a stronger scavenging effect, which helps to pull exhaust gases out of the cylinders more effectively. Also, reducing under-hood temperatures can lead to a more efficient and powerful engine due to cooler, denser intake air (remember how they put a cold air intake box on the 100M?), meaning

there are more oxygen molecules packed into the same volume of air, thereby helping with more efficient combustion. Okay, Chemistry class dismissed! Maybe this is more theoretical than actual on our cars, but I digress.

My selection of heat shield was also a compromise on price. I selected two 36-inch sections, one for each downpipe. The heatshields can be cut into smaller pieces or have wedges cut to allow the shields to conform to the bends of the downpipes.



*Aluminum clad heatshields on the downpipes are my attempt to reduce engine bay temperatures, which directly relate to in-car temperatures. If there is an extra horsepower or two that is a bonus. I know they stand out and do not “look right”, but I had to try this. Painting them with engine or exhaust paint is an option to make them less obvious.*

## The rest of the exhaust

The sealant I used at the exhaust joints is Permatex “OPTIMUM Max Temp”. This red RTV (Room Temperature Vulcanizing; no heat needed) silicone gasketing needs to cure for an hour before tightening to torque specs, then 24 more hours to fully cure.



One thing I learned from a muffler shop (the guy who welded in the oxygen sensor bungs) is to smear some of the sealant into the cut portion of the slipover pipe once they are in place, then make sure the clamp covers and extends beyond the slit by about 1/8 inch. I have used the white exhaust sealant before, but if the mating surfaces aren't just right, I have had leakage. And cleaning that stuff off is a challenge. The thing that drew me to this sealant is its claim of "easy disassembly" should I have to make a second effort at sealing the gaps.

If you haven't noticed yet, I can tend towards the "belt + suspenders" approach. My conundrum with our exhaust systems is if you clamp them so that the slit closest to the engine is not covered, you will get a leak there even if the rest of the clamping has the best possible seal. If you clamp it so that the leading edge of the slit is covered, the clamps are not wide enough to get optimum clamping closer to the ends of the slip-over joint. What I chose to do is use the original-style clamps at the outer edge of the slip-over pipe and a band clamp butted up tight against the original style clamp; this is to

provide the seal over the leading edge of the slits.



*These are the two clamps I used on each joint. I smeared the inner pipe with sealant, then made sure to fill the slits of the outer pipe before sliding the clamps over them to ensure they don't leak. The bandclamp on the left seals the hole from the slit. There were no bubbles to indicate leakage.*

One last leak check using the shop-vac. The only bubbles I got were a few very tiny ones in the flex portion of the downpipes. All joints are completely sealed

## RESULTS

Finally! My car was back together, down off the QuickJacks and onto terra firma. It was time for a test run to see if the engine temperature would finally get back down to what it used to be.

## Engine Temp

To test the effectiveness of my repair I needed to drive the car long enough for the oil to get hot. You will notice that initially your oil pressure is higher than after you have been driving for a while. The pressure drop is when your oil viscosity changes due to heat; oil takes quite a bit longer than your coolant to heat up.



## Will I ever be Cool?

Mark Leinmiller



© Peanuts Worldwide LLC

Driving for an hour on the interstate at 70+ MPH had the coolant temperature at 190 degrees. This is still higher than I think it should be, but it wasn't 212 any more! Better, but not perfect.

### Interior Temp

Using a handheld infrared thermometer I tried taking "real world" temperature readings while driving. Not a good idea. Besides being dangerous, I found that if I took the readings at an angle the temperature reading would be higher than if the thermometer was perpendicular to the surface. So I went back to my "lab" readings when I was testing the effectiveness of my cockpit heat shield in my garage using a couple of 500 watt halogen work lights under the driver's seat. To mimic a long trip I left them on for six hours. The exterior temp of the heat shield was 143 degrees and the temperature of the bare metal floor under the driver's seat was 89; a 54 degree differential! I'm calling that a win.



*I let these two halogen work lights heat-soak the bottom of the car for six hours. The external temperature was 143 degrees and the bare metal under the carpet under the driver seat was 89 degrees. The thermometer from Harbor Freight is in the foreground.*

I do not have pre-heat-shielding baseline temperatures to compare against, but the drive was noticeably cooler.

So, am I cool? Nope! But my car finally is.

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### MY THOUGHTS ON WATERLESS COOLANT

A few years back Ric Anderson asked me if I had ever heard of waterless coolant; I had not so checked into it. My Google search brought up Jay Leno who talked about a time when he was polishing the water jacket on one of his Duesenbergs when his hand went right through it. The metal had corroded from the inside out and about the only thing left was the chrome plating. This led Leno on a search for answers, and he came across Evans Waterless Coolant. He now uses it in most of his car collection; certain-

ly on anything with aluminum. This coolant has been around for decades and is used extensively in high-dollar heavy equipment (bulldozers, graders, etc.).

There are several advantages:

No electrolysis: Electrolysis in a cooling system with a cast-iron engine block and a radiator made of a dissimilar metal (brass, aluminum, etc) is a process where stray electrical current corrodes the softer metal radiator. This happens because the coolant becomes electrically charged, causing it to act like a battery that slowly "eats away" at the softer metal over time.



Coolant has inhibitors, but they become less (or not) effective over time; this is why you must change your coolant every couple of years. You can easily check to see if you have electrolysis using a digital voltmeter. Ideally the negative probe would be connected to the negative pole on your battery. The positive probe goes into the coolant in your radiator without touching anything else. If you have a reading of 0.1 volts or higher you have electrolysis taking place.



*I had to investigate this electrolysis thing, so checked on my BJ8, which uses traditional coolant and water. I was amazed to get any voltage reading whatsoever given that there has not been a battery in this car for almost two years! This coolant is three years old and is acting as a voltage source. My first reading was 0.09 volts, but I didn't get a photo of it.*

**No need to replace it:** Waterless coolant is propylene glycol instead of ethylene glycol and water. You can leave it in there for 25 years or more as it is a “lifetime” product.

**Higher boiling point:** This can be a plus and a minus. It will not boil until 375 degrees so there will be no steam at the temperatures our cars run. By eliminating vapor (steam)

pockets and corrosion, waterless coolants ensure more consistent heat transfer and a more reliable cooling system. In fact, there is not enough pressure in the cooling system to worry about opening the radiator cap other than the fact that the cap is hot. There is no pressure (required for water-based coolants to increase boiling point), so less potential to develop pressure-related leaks. The minus is that it can mask a problem like mine; the engine is running too hot, but you are not sitting on the side of the road with steam pouring out of your open bonnet forcing you to address the situation before you can proceed.

**Water pump life:** Without steam pockets there is no cavitation, nor the attendant erosion caused by cavitation bubbles. The seals should last a lot longer without water and the lubricity (very slippery stuff) of the waterless coolant should help with longevity. No more replacing rusty water pumps; at least not as often. My water pump had been in contact with the waterless coolant for 19 months and almost 4,500 miles when I removed it and it looked like new; there was zero rust.

Great for long-term vehicle storage; no corrosion. Protects against freeze damage down to negative 40 degrees F; it actually contracts when it gets really cold as opposed to expanding like water-based coolants so you do not have to worry about it cracking your engine block. Non-toxic. You would not want to drink it, but it won't poison the pets (or the grandkids!) #



**Negatives:**

**Hotter:** Water is a superior heat transfer fluid; waterless coolant can make an engine run a little hotter. Leno has seen about ten degrees hotter. Big Healeys actually like it hot (to a point) so running at 180-190 is not a problem.

**Expensive:** a gallon of Evans Waterless Coolant is approx. \$50. That means a Big Healey will require \$150 of coolant. Don't forget though; this is basically the last time you ever buy coolant.

**Limited availability:** Summit Racing is one of the few places to find Evans Waterless Coolant and they aren't exactly on every street corner. If you had an issue (fan blade breaks off and cuts radiator hose on your way to South Dakota) then you would not be able to get back on the road as quickly.

**Leaks:** If there is a leak, this coolant will find it; sounds weird, but this stuff is "wetter" than water. On my car the petcock under the manifolds for draining the engine block never dripped once until I started using Evans Waterless Coolant. I also had to put yellow fuel-proof Teflon tape around the threads of the engine temperature sensor to stop a drip coming out from there.

**Preparation:** You have to get ALL the water out of your existing system. With me it was easy since the engine was rebuilt, and the radiator was re-cored; I was starting fresh. There is additional time and expense to get your system prepared.

**Summary**

Whether or not to use waterless coolant depends on how much you drive your car(s), how/where you store them and how much effort you want to put into upkeep. I admit to not being on a regular schedule for changing engine coolant. I suppose I could have set a recurring reminder on my phone's calendar but now I do not have to change it anymore. Also, some of the local auto parts stores that once accepted used coolant for recycling or disposal no longer do that; I had to take my old coolant to the radiator shop. A word of warning: if you decide to go down the waterless coolant path, do not take any shortcuts; get ALL the water out of your system. They have instructions for how to do it.

Let me know if you decide to try any of this for your car. I'm happy to chat about my experiences.

Mark

**Coming Soon !!**  
Pete Sturtevant



Dear AHCA Member,

We announced the end of May, a new enhancement for the Members Only section of our AHCA website [www.healeyclub.org](http://www.healeyclub.org)

As an AHCA member, you will have exclusive access to our new Members Only pages. This will provide you with a new look a feel to the exclusive, easier to read and search, for specific content.

For the best experience, log onto the website with your "Member Login" to see your new Members Only Home page.

### **Research Resources**

From these Resources, you have direct access to our YouTube Collection of videos. Use the See More tab to see our collection of videos over the past five years. Check back regularly as new content and videos are add-

ed monthly. This will include our regional technical Zoom meetings, Healey racing content, and interesting classic car videos.

We have all of our YouTube Videos sorted chronologically by year.

From the Research Resource section, you can watch our YouTube videos saved since 2021.

If you have recommendations for future enhancements to the website, please let me know.

Pete Sturtevant  
[vp\\_promotion@healeyclub.org](mailto:vp_promotion@healeyclub.org)

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Dear AHCA Members,

We have added new enhanced animation on the front cover, and on several of the pictures inside on the digital August 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/handlers/celinks.ashx?id=96073>

Happy Healey Reading!

Reid Trummel  
Editor

## What's causing that Noise?

To end your curiosity about the noise from the last article, it is still there. We adjusted the valves cold, down to .005" and they make the same noise. We have one more attempt to find the cause before tearing into the engine. I plan to pull the valve springs off without removing the head. Then we can test them to see if they are too weak to allow the lifters to properly follow the cam profile.

If done correctly and carefully, this is actually easier than it sounds. There are two ways to accomplish this. The biggest problem with removing the springs is dropping the valve down into the cylinder. One method to hold the valve in its closed position is to screw a fitting into the plug hole and connect it to a good and dependable source of compressed air. Dependable is the main word here. If the air stops, the valve drops.

I had this happen a long time ago while replacing the valve springs on a TR4 engine. Fortunately, the engine had flattop pistons. When someone tripped over my air line and popped it loose, the valve dropped straight down. It is hard to believe, but I was able to slowly turn the engine over by hand and the valve stem came up thru the guide. With the aid of a magnet, I was able to get it back in place. I held it up with a small vise grip until I could reconnect the air line.

The next cylinder, I used a better method to hold the valves up. Lower the piston about half way down. Feed in some 1/4" diameter rope, a good bit of it. Then turn the engine until the piston comes back up and the rope compresses against the valve face and holds it closed. It can't drop unless someone turns the engine backwards to release the pressure. Just make sure you leave a good length of rope outside the plug hole so you can remove it when done.

There is a special tool made to remove valve springs while the head is still on the engine. You really don't need one unless you do a lot of engine work, but when you need one, they do come in very handy.



*Editor's Note: Harbor Freight has a copy of this tool for about \$12 –\$15*

Once the springs are removed doing one cylinder at a time, we will test it to see how much pressure they have. There are two different heights that need to be checked. First is compressed height where the spring is at an open valve height. You measure this before you remove the rocker shaft (and before stuffing rope in the cylinder). The length of the spring is measured and written down. My memory will not remember it.

Next, remove the rocker arm assembly and measure the spring at the closed (installed) valve height and write this down. Now you have the two heights you need to check spring pressure. Believe it or not, you can use a drill press and bathroom scale to measure the spring pressure. Place the scale on the drill press and sit the spring under the drill chuck. Using a caliper, measure the spring length until it is the same as the closed valve height. Read the scale and this is your spring pressure at normal installed height.

Next. Pull down on the arm to lower the drill chuck until you are at the length of the spring under open valve length. Read the scale and see what the pressure is. You now know the open and closed pressure of your springs. Now, compare this with what your cam spec sheet calls for.

## What's causing that Noise? (cont.)

A little too much pressure is actually a little better than not enough. Too much by a lot is not good. It can cause increased cam/lifter wear and if using aluminum spring retainers, can cause them to fail. Too little pressure will not allow the cam to work as designed. The lifters may not follow the cam profile as they should and allow the valves to “bounce”. When an engine is turning 4,000 rpm, the valves open and close 2,000 times a minute each! If the springs are too weak, the valves can bounce at their own frequency rather than follow the cam's opening and closing cycle.

*(Editor Sidebar note: Early Sprite / Midget 948 engines only had 2 cam bearings in the block. One front, 2nd in the middle. The 3rd cam support was just tolerance fit in the iron block. Installing high pressure springs on these early blocks caused the block to wear and low oil pressure ensued. Observed in a '58 Sprite that had a “ISKY Cam Kit” installed. Low oil pressure, but rod, main bearings and oil pump did not show excessive wear. Solution was have the block machined for the 3rd cam bearing. 1100 and 1275 engines did not have this problem.*

This maybe the problem we are facing. A new set of springs should cure this. Unfortunately, this does not explain why the engine ran like a sewing machine for the first couple hundred miles. As it is not a major undertaking to check this, it is next on the list to try and find the noise.

I do have one other possible explanation for the noise. An MGB engine has a spring loaded timing chain tensioner that is supposed to be pushed against the timing chain very lightly by the spring but greater under oil pressure.

When the engine is running, oil pressure is fed to the tensioner piston increasing its push against the chain. There is a stepped groove in the piston that is supposed to keep the tensioner at the proper tension and not allow the chain to rattle or bounce as the chain stretches or the rubbing pad wears. If the tensioner fails, and reproduction parts do fail, then the chain tension is incorrect and the chain will rattle.



*Timing Chain Tensioner*

There is also the possibility that the rubber rubbing block has been destroyed do to cheap crap parts. I have seen it come off the piston and that leaves the metal backing rubbing the chain. It also will allow the piston to come too far out the housing. This could be fixed without pulling the engine on a normal MGB but with the supercharger, AC, plastic fan, electric fan, condenser and radiator all in the way, it will be difficult. I am hoping it is the springs.

So, the mystery will continue until next month when I can hopefully report the engine is running quite and strong. See yall somewhere soon.

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

## Winterizing Tips

As I write this, it seems as though winter isn't far away. I saw that below freezing temps are called for later this week on the evening weather report. Maybe it is time to go over procedures to protect our cars if they are not driven during the winter. Actually, the best way to protect your car would be to drive it instead of parking it all winter. I know they can be drafty and cold. Our wipers don't always work great nor does the defroster. But, driving them is better than letting them sit. And more fun!

I know people who drove nothing but old British cars throughout the winter. The most extreme would be a couple who lived in Chicago and their only car was a MG TC! You read that correctly, a TC. Seems with the skinny tires, that little car had good traction in the snow. Of course it had very little heat or defrost but they lived with it for years before moving to Atlanta and opening the Lucas distributorship. I owned nothing but old British cars until 1980s.

I drove a Triumph TR4A for years and never thought it was a horrible winter car. It always sat outside as I never had a garage. It always, well almost always, started and would produce moderate heat with defroster. I talked Patty into getting a Triumph GT6 before we married, having a live in mechanic was why she married me, and it almost never let her down. And it sat outside.

So, yes, you can drive these cars throughout the winter months. But, now days, we all prefer not to. Most have other, better transportation that definitely has better heat and weather protection. I won't say they all handle better in the sleet and snow but otherwise, they are miles ahead of old British in the winter.

If you are one of those who parks your car until the weather warms the earth, leaves start growing on trees and flowers bloom, then here are a few hints to help it survive the slumber. First, it would be best to park it in a garage that has heat. An un-heated space is still much better than an open storage under a cover or tarp. I know you all hear about wind chill but it does not have any effect on cars. It only is meant to warn you about living tissue on you or your pets. It has yet hurt my old Subaru so don't worry if it has to sit outside.

If they are predicting 34 degrees with a wind chill down to 28 degrees, don't worry, water will not freeze nor will your car. But please make sure you do have some antifreeze in the cooling system. I only use about 25% year round as water cools better in the summer and I don't like changing coolant between seasons. 25% won't freeze unless the temps get ridiculous.

Next, inflate your tires a few pounds high. I run my cars, old British ones when I have one running, at 32 pounds. For storage, I would raise it to 35 to 37 pounds. This will help stop the tires from flat spotting. Remember to lower it come driving weather. Put a note in the car to remind you.

Next, take the car to the nearest gas station and fill the tank with non-ethanol gas, the highest octane they have. It might cost a little more than regular but the higher octane gas does not deteriorate nearly as fast as regular. Sunoco says the high octane gas could last up to 2 years in a sealed container. Your fuel system is NOT a sealed container. It has a vent system.

## Winterizing Tips (cont.)

The higher octane will be better quality when driving season begins. Next, add a can of BG44K to the tank and drive home. Driving home will put treated fuel in your carbs so they will be ready to go. Park your car with as much gas in the tank as possible. Less volume for air that contains water means less condensation to settle in the bottom of the tank.

I don't necessarily recommend you change your oil before storage but it won't hurt. Modern oils are pretty good and should cause little to no problem sitting. Change it as you start driving when the weather improves. There will be some condensation accumulation in the oil and changing it before it sits means you will drive around with it in your oil until the engine heat evaporates it. Why not just drain it out before driving?

I would leave the windows down a little bit to help air circulation throughout the interior. Closed up tight could produce some mold. Maybe, clean out all the junk you dropped or spilled before storage. Maybe even use a cleaner on the vinyl portions. I won't tell you how to clean your car as I never clean mine the way I would tell you to clean yours. In some situations, it may be helpful to put some type of rodent repellent in or near your car. I have had a squirrel chew thru my Subaru fuel lines once when it was our only car on top of the mountain where we were living. Had to patch it enough to drive to town to get high pressure hose.

I would not bother with any tuning before storage, wait. While under the hood, check your brake and clutch fluids. I would suggest you use your turkey baster, everyone has one, and suck out the old fluid and refill

with new. You can wash the baster in the dish washer to clean it and it will be fine for Thanksgiving. I don't as I have a separate one just for such purpose. If you are using silicone, don't think you won't need this. Silicone will not absorb water but it will accumulate in the bottom of the reservoirs and be moved to your cylinders as you use the brake or clutch. Remove the old fluid and you help slow this down.

I am not a big fan of slow trickle chargers on the battery. There have been reports of them malfunctioning and causing fires. I would rather you disconnect the battery and clean the terminals now. If you have a battery disconnect switch of some sort, just turn it to off. Newer radios and even the occasionally working clocks can kill a battery.

Some of you might wash and wax your car before storage but not me, I may wash my car once a year. But I do think storing it clean will make it easier to get ready for driving when the time comes.

If there is a nice spell of weather and you want to go driving, remember to lower tire pressure before driving. Then when you return home; top up your tank before returning it to storage and increase the tire pressure. If you only went a few miles you do not need to add another can of BG44K unless you drove a tank's worth of gas.

Hope this helps. If you got questions, I got answers. May not be the ones you need, but I got answers. Hope to see yall somewhere soon.

Barry Rosenberg  
President  
Peachtree MG Registry

**Images from S/E Classic**  
**Photos by Robb Hsndshuh**

**South Eastern Classic Sept 18-21 2025**  
**More to come...**



*Gerry & Robbie working the set up*



*3-D Printed Trophies*



*Robbie Cook addresses attendees*



*Memorized attendees at orientation*



*Ric Anderson's Surprise Guest !*



*"Celebrity" Match Game*



*Can you drive a 5-yearolds toy though the obstacles?*



*Robbie & Ben Scoring the show*



*Team Atlanta bringing home the Gold*



**The Flash**

*And yes, a 'murder' of Healeys flocked to the Town Square for the car show*

**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!**

### **Austin-Healey for Sale**



**Bob Probst**  
Roswell, Georgia  
30075  
305-731-6640  
probstre@gsu.edu

- Austin-Healey 3000 MKIII BJB
- 6 cylinder
- 68,000 miles
- VIN # HBJHL34187
- Excellent condition
- Additional set of tires
- Original tools
- 1965

This car is in excellent condition, a source of pleasure to anyone who loves British sports cars. Built in 1965, it is one of the last big Healeys made. It has wire wheels (along with an extra set), overdrive, heater, adjustable steering column. It is Old English White with Red side panels. Recently ceramic coated.

Car/chassis number H-BJB-L/3487  
Body number 79037  
Gear box 8813

It won the Gold Level of Certification in the Austin-Healey Concours Registry at the Concours d'Elegance.

It comes with a Certified Copy of the Factory Registry from the British Motor Industry Heritage Trust, the original owner's manual, tools, and several other books.

**\$80,000**

**If you're interested, please text 305-731-6640**

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**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 \$28,000 OBO



## 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](mailto:rwmeinzen@bellsouth.net) AAHC Member Price Reduced \$11,000-\$9,800



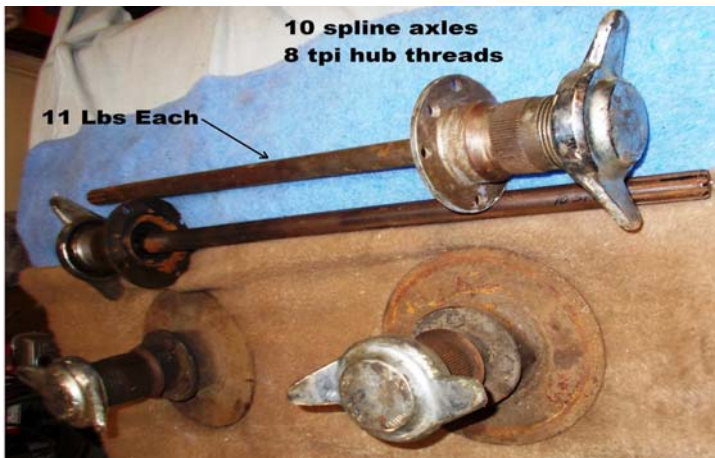
## Members Classified



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



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.*



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



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

Contact John Cork 404-202-4565 [cork9663@aol.com](mailto: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

