



2017 Cento Miglia Winners!

1. Alan and Lee Anne White in '60 Sprite (returning champion)
2. Bill and Mary Ellen Nagel in '69 Sprite
3. Mike Harding and Anne Birnbaum in '67 3000

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NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB

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BIRTHDAYS**April-**

Wright Bagby

Barry Wallis

May-

Jerry Colella

Debbie Slomovic

Mark Johnston

Sander Slomovic

Bob Wall

ANNIVERSARIES

Linda & David Steger

Mary Ellen & Bill Nagel

Anne & Barry Wallis



Don't see your name here & it should be? Send a note to the editor: atlhealeyflash@gmail.com



2017 Events

(See AAHC [Website](#) for details
and for previous events)

May 2017

- 18-21 [SpringThing 2017 - Back to Bourbon](#) – Lebanon, KY
20 Stephens' 100th Birthday Garage Party – Alpharetta, GA (p. 16)
27-June 4 [21st "Drive Your British Car" Week](#)

June

- 3-4 [Moss Motorfest 2017 British Car Show](#) – Colonial Heights, VA
8-11 [9th Highlands Motoring Festival](#) – Highlands, NC
10 [June BLD](#) – 11am-3pm? – Gateway Classic Cars, Alpharetta, GA then ... (p. 4)

July

- 8 [Cracker Fly In 2017 & Meeting – Gilmer Airport](#) – Gainesville, GA
9-14 [Conclave 2017](#) – Waco TX

August

- 9-12 [Encounter 40 \(A-H Sports & Touring Club\)](#) – Princeton, NJ (p 19)
11-12 [21st Austin-Healey North Carolina Mountain Trip with NC Club](#) - Waynesville, NC (p 15)
19 [AAHC BLD-biz meeting](#) – 5-8pm Harp's Irish Pub, Roswell, GA

October 12-15 [SE Classic XXXI](#) – Save the Date – LK Guntersville State Park, AL (p 18)



Just For Fun . . .

Every Tuesday Morning 7:30-8:00am for breakfast -ROMEO (retired old men eating out) - Marietta Diner on Cobb Parkway (Route 41) Marietta, GA—currently about 120 guys show up each week driving some very beautiful cars that assemble in the back parking lot where group ends up after breakfast—some British cars but need more!

Every Saturday Morning - Donuts & Derelicts at Dandy Donuts in Chamblee 8:30-11:00am Atlanta's longest running free car show: www.panteraplace.com

First Sunday of the Month, Caffeine & Octane, 8-11am at Perimeter Mall, NE corner of lot. Some cars arrive at 7 to get primo spots. In nice weather, 2500 cars, 10,000 folks at 8:00am! www.caffeineandoctane.com

First Sunday of the Month—Road Runners Cruise Inn, Highway 92 (1/8 mi east of Sandy Plains Road), LA Fitness parking lot, Roswell, GA 8-11am

Every 3rd Sunday—breakfast—Gwinnett Horsepower Breakfast: www.southeastwheelevens.com

NE Georgia Swap Meet, Atlanta Dragway, Commerce, GA Vendor set-up 7am, public 8:00—1:30, 1st Saturday of each month except for May, Aug & Nov which are 2nd Saturday. \$20 vendors, \$5 spectators, kids free, More info: www.brad56@windstream.net or 706-424-5035.

Monthly BLD meetings are usually held on the first Saturday of each month
(except December and January)
led by a club member, at Breakfast, Lunch, or Dinner (thus BLD!)



June BLD: listen/ eat/ drive/ tour/ drink

Join Rick Alley for a 5-step BLD!

June 10th, Starts at 11:00 am

at Gateway Classic Cars,

1870 McFarland Parkway Suite 300, Alpharetta

Please mark your calendars and plan to attend our June BLD hosted by yours truly. We will meet at Gateway Classic Cars for a special presentation on what they have to offer for buying and selling classic cars. After the presentation we will be free to check out their huge inventory and kick a few tires. We will then go to a nearby restaurant for lunch and fellowship and to finish up- a trip for a beer tour at Jekyll Brewing. Driving your Healey is not required but if you can it would be nice to have some classic cars. Also you are welcome to invite any other car friends to come along. It would be nice if the Triumph and MG groups could attend.

Just send me a RSVP at ralley54@gmail.com
so I can make sure we can accommodate everyone.

Cheers, Rick Alley

.....

Upcoming BLD Meetings

-Rick Alley

The following is a firm date, so put it on your calendars!

August 19th BLD- this will be a business meeting at:

The Harp Irish Pub from 5-8pm.
1425 Market Blvd., Roswell



Rick Alley

Atlanta Austin-Healey Club Fearless Leader

Healey 5.17

Between all the road catastrophes here in Atlanta I hope you have had a chance to get your car out, or work on it, or clean it, or just look

at it. April has been a busy month. To start with, members Glenn Stephens, Alan White and I attended the 32nd running of the Chris Gore Spring Mountain Tour with our other British car friends. You couldn't ask for a better day and it was a good excuse to get out to fine tune the cars for the Cento Miglia at the end of the month.

We also had the Walter Mitty Historic races at Road Atlanta on the third weekend. I noticed the class running our cars is getting smaller and I didn't see any racing Healeys like I have in past years, however I did see a race prepped Sprite for sale in case someone gets an itch to go racing.

And speaking of racing, we had the 2nd annual running of the Cento Miglia. Aside from being a little warm we had good weather for this fun event. Congratulations to Alan and Lee Anne White for another historic win. Now the pressure is on for a three-peat for next year! Also congrats to Bill and Mary Ellen Nagel for second place in yet another Sprite, and finally to Mike Harding and Anne Birnbaum for third place in a big Healey. I even heard that one of the participants made so many wrong turns he ran out of gas. Anyway it all ended well with a lunch and trivia game hosted by Sam and Cyndi Marble. Thanks to Ric Anderson, Glenn

and Julie Stephens, and Sam and Cindi Marble for providing a fun day.

If that wasn't enough, the next day was British Motorcar Day in Roswell. I tried to make it a double play with my Healey but I had a muffler support break on the way home from the Cento so I was unable to take the Healey. But I did manage to make it down and was happy to see several members. Mike Harding and Anne Birnbaum were there after running the Cento the previous day, also I saw John Bowen passing out fliers for our Southeastern Classic, our British Motorcar Day delegate Bill Kalway, and Karen Meizen debuting her newly restored BJ7. Her car came out absolutely beautiful. Hopefully we will see an article on the history and the long journey of the restoration. I did notice attendance was down quite a bit from last year. Where everyone was struggling to find parking last year it was really not an issue this year. Hopefully they will find another location next year and we can work on getting better participation from our club. After all we have the best British cars. We need to show them off.

We are getting closer for our time for the Southeastern Classic. We can always use more volunteers and sponsors; this will truly be the top event to attend this year. Registration is open so don't delay.

Check your calendars for upcoming events and watch for e-mail and Facebook posts. Let's get our cars out there.

Cheers

Rick's Recap

Combined issue. Work intruded again, mostly end of Emory U semester with a graduating student so had to max out my time with him. Good is we get a double dose of Tech advice from Barry Rosenberg.

Photos of Cento Miglia! None from the drive itself, but heard there were a few “ambiguous” clues. But as winners were determined from the run-off quiz on photos of “Famous people with

Healeys", I'm not sure the actual scavenger hunt made that much difference. Except for That Guy who can't read his fuel gauge.

Stephens' 100th Birthday Party! (p. 16) Yeah, Glenn really does not look that old. But his car does. It is in excellent condition and actually runs, or walks? But Einstein had it right: speed is relative! I recall the first time I crossed 100mph in Amy, my

'62 3000 tri-carb. Was on a two-lane straight but bumpy farm road south of Sacramento, with cows on either side. I drove, foot to the floor, and watched the cows while my brother watched the speedometer. Seemed to take forever to cross the century mark! And if one cow wandered across ... well I wouldn't be writing this column! So back to Glenn. Riding shotgun in his 1917 Stephens was an adventure, and when we got to what- 25mph? well, I felt that same rush of raw fear that I had worrying about the cows. Speed really is relative! And check out the stuff on the steering wheel (photo below). I count at least 9 control thingies. Maybe Glenn will write a future article explaining how all those controls work together to get the car moving.

Tech advice! Barry Rosenberg focuses on restoration again, with extensive details on what

must be done, what should be done, and what can be avoided by good planning. In two parts, but read both and you will learn. See if you can guess who is the Healey Club president he's referring to

Photos and Stories! If you attend an interesting Healey or LBC event, send in a story and photos. Or if you just have good/bad/weird memories about your Healey, write something up and send it in!

Google Groups- Instructions: To send to the entire club, send your email to:

AAHC-members@googlegroups.com

-Rick Hertzberg, Editor



April BLD Cento Miglia II



Alan & Lee Anne White- 1st



Bill & Mary Ellen Nagel- 2nd



Mike Harding & Anne Birnbaum- 3rd



David McClellan and brother Ken



Julie and Glenn Stephens- scoremeisters



Jackson Memler and Sharon Moshell



The final step in the Cento Miglia competition- name the stars with Healeys.
Much tougher than you think: not all blonde actresses are named Marilyn Monroe!



John Homonek's Jensen Healey- can't have too many decals!



John Homonek & Rick Alley's 3000,
Bob Memler & his 100

Tech Corner 1 by Barry Rosenberg

Tech Article April 2017

I am writing this right after reading a comment about one of my last articles from the president of an Austin Healey club. I did not mean to insult Healeys when I said they were not good mountain cars, they are not, in stock form. He listed some of their accomplishments in sporting events and he was correct. I was only saying for the average owner looking for a fun, easy to "toss around corners" car, a big Healey is not it. They are front heavy with very heavy steering. The clutch pedal throw is longer than most LBCs as is the brake pedal. The gear shifter has long passages between the gears and takes getting used to to drive smoothly. However, the most fun car you can drive on the street is a Bug Eye Sprite. They are like a legal go-kart for the road and they are Healeys.

My very first customer over 43 years ago was a big Healey owner. The car being the big thing here. My customer was about 40" tall. He had a 12" steering wheel on his car and drove the crap out of it; to the tune of 976,000 miles. And he enjoyed every mile. When reading my articles, you have to remember, I am writing to many different car people and I have never withheld my opinion. I have stated before and will state again; I am an opinionated person and my opinion is right. (Joke, so don't complain about this).

If I didn't like all old British cars, would I have worked on nothing but them for 43 years? Your comments are welcomed as is any alternatives to my suggestions for repairing your car. I may not write them into my articles but I do read and think about them. As an example; for the past many years I have used Shell Rotella T 4, 15/40 oil in all the cars I work on. Some people have come to me over the past two years and expounded that Shell no longer has ZDDP in Rotella. Three times I have spoken with Shell technical staff about this and each time told the same thing.

There is 1200 to 1300 parts per million ZDDP in Rotella T and they have no plans to remove it. One person suggested we try Valvoline VR1 20/50 and we are. They claimed it gave better pressure and more ZDDP. It has 1400 ppm in it. Not much more than Rotella. It gives higher oil pressure because it

is thicker and if you need thicker oil to give you the pressure you should have, you have an engine wear problem.

OK, enough about that stuff. You can see I am willing to listen and investigate new ideas. Now back to my topic of restoration of a British car. You now should have a great collection of tools in an organized order. Try to keep them that way so when you are laying on your back on a piece of cardboard you can call to your spouse to hand you a such and such wrench from the third drawer down in the bottom box. And she may do that right after you finish vacuuming the house or cleaning the bathrooms.

This article we will discuss the order you should proceed from here until completion. A lot depends on your skill level and how much you plan to do yourself. It is no shame if you farm out work that you do not feel comfortable doing or cannot do. You do not need to purchase a press but axle bearings can be hard to remove and install without one. This you can easily pay a few bucks to a local shop and have done.

But what about rebuilding the major components, engine, transmission and differential? Have you ever done one before. Remember, these are old technology and not modern rocket technology. With a good manual on your car, get a copy of the factory book and a Haynes book on your car, and you can rebuild every part by yourself. There will be some more tools required if you want to do everything such as a dial indicator to measure clearances and backlash in a differential but you may be able to rent or borrow them. Not from me!

Body and paint work are the top things people will notice when your car is completed and at the first show. Get this wrong and you may have wasted a lot of time and money. Body work takes time, lots of it. Painting can be done in your garage using large plastic sheets for a booth. With the correct prep and patience, you can get a great job out of it. You have to know your limits and abilities and what you are willing to pay for. In future articles, I will go thru the steps to each of these so keep reading if you feel confident enough to tackle the entire job.

Tech Corner 1**(cont'd)**

The first step you should take after acquiring your project is a thorough cleaning and examination of what you have. It has been said that you should save everything you remove from the car. I agree; at this time, save the old carpet, top, seat covers etc as you remove them. You will throw them away later but for now, it may be handy to compare replacement parts in color, snap locations, or binding methods of carpets.

Get a dedicated small digital camera and thumb drive so you can document every area of the car. As you start the disassembly of the car, take lots of pictures. How is a small red wire run from the firewall to a light switch? You will be asking yourself just this question and if you have taken enough pictures, you will see. Of course, what you have may not be absolutely original any more but take the pictures anyway.

Start taking the car apart by removing small items first, if you are rebuilding the car by yourself and not sending anything out. You can pull the light units, bumpers, interior etc apart, storing the items in marked bags, boxes or bins. Have lots of zip-lock bags handy with a marker pen. Save even the rusted bumper bolts until you get the new ones. This way you can compare what came out with what you plan to put in and see if they are the same. Not that I am saying suppliers won't send you the correct stuff but it does happen.

I suggest you leave the major stuff together as it is more compact when still in the car. Having an engine, trans, seats, differential all laying around your shop takes a lot of space. If you plan to send the engine and trans out for repair and the body to a professional paint shop, strip it now and send them out. They will be out of the way and allow you to concentrate on what you can do. Check with your paint shop and make sure they know the car you are working on and that yours will not be the first they have seen in their shop.

Can they work on a stripped body with no suspension under it? Will they know how to support the body during the welding in of new pieces? And you will be having new pieces welded in. I had a customer send his MGA body to a shop that was not very familiar with the car and it took 14 months to

get it back and then 3 more months to get it assembled when the shop did not do it. It should have been redone but the owner was happy with the results after we fought with it for a long time trying to get the panels to fit close to correct.

If you are doing the body and painting yourself, then take precautions when taking the car apart. Before pulling everything heavy off and out of the car, brace the body so it won't sag or twist when it has no support under it. A TR6 came from the factory with a door gap closer at the bottom than the top because they knew it would sag over time. If you pull the body from the frame, it will surely sag if you do not brace the body shell. Even a uni-body like a big Healey can sag. Install your braces before you pull the engine and trans and diff out of the car.

Regardless of who is doing the body work, have a strong dolly built to hold the body with at least 4" diameter wheels. These are big enough to roll onto a trailer to get it to a paint shop. So, let us assume you have the major mechanicals out of the car as well as the interior items. The rest is easy to remove. Well it should be. The British were controlled by unions back when these cars were built and the unions wanted people employed. So much so, a lot of small items that should be easy to remove might require a helper to hold the 10-32 nut inside the firewall while you turn the posi-drive head in the engine compartment. See, it took two to remove as well as the two to install, unions.

Small vise grips can work as your helper. And you may need some good drill bits. Buy a large set of good bits and have a tap and die set handy. With the tap and die set, it lists the size drill bit you need for each size screw or bolt you break. You may be drilling out broken screws and bolts and knowing what size bit to use will help when you repair the threads. Again, save all the little items you remove from the car; you will want to know what type of screw or bolt held it in place.

Most people want to rebuild the engine first. I say go ahead and do it. If you follow my suggestions, it will be able to sit in a corner for several years and still be ready to fire up when reinstalled in the car. Same with the trans and diff units. You will need to keep them protected from dust and dirt but that is easy

Tech Corner 1**(cont'd)**

enough to do. Interior upholstery is the one thing I would recommend you wait until you are ready for it. It is hard to keep it looking new over the years it may take you to complete your car. And small rodents like fresh leather and foam and it is amazing how easy it is for them to know you have just completed a new set of red leather seats for them. If you uncover your seats after doing them first and find a small chewed hole in the leather, it will be hard to get it repaired with matching red leather. The die lots will be different.

I would suggest not buying the interior parts until near the end. To have some fun and see if you are cut out to be a restorer of old British cars, start on some of the small firewall or engine compartment items. Almost everything on an old British car can be rebuilt and not replaced. Let the visible condition be your guide. The old Lucas relays are easily opened up and cleaned. Bend back the rolled edges from the "cardboard" circuit board and gently lift it out of the case. Inside you will find a simple electromagnet with contact points. Clean this with an electrical circuit cleaner and lightly sand the points with 320 grit emery cloth. Spray the cardboard circuit board with clear and it will look new. Carefully wire brush the terminals after to remove the clear coat; it does not conduct electricity well.

The case can be lightly sandblasted with a soft medium to clean it inside and out. The originals were not highly polished when new but they look good that way. Depending on what you plan to do with the car determines the finish you use. If you want it to be shiny under the hood, polish it to a high luster and clear coat it. The rattle can clears work well for this; follow directions on the can. If you want it concours correct, you will need to follow the concours guide for your car. A slightly dull smooth finish is usually correct for most cars. You want to keep the original case on your relays as the old Lucas items have the part number and production date stamped in them.

If you are restoring a 1964 Triumph TR4, you don't want a 1970 horn relay showing. It ain't right! I look for this when judging cars and other judges will look as well. If you just want shiny, then you could use a new reproduction relay but it will not last as long. I have picked on the old Lucas relays here but if an

item is easily seen in or on the car and you want the car to be correct, then take the time to repair what is original to the car. New stuff can be used if it is hidden under the dash or in the trunk under carpeting.

Most of your old switches can be rebuilt and cleaned as well. They were made from a bakelite product with real brass or copper contacts and can be brittle by now. Bakelite cleans up nicely on a buffing wheel with a brown tripoli or white rouge. They did not have a very high luster so no need to try to get one. Let me divert course here a minute to discuss another tool, buffing wheels. This may have been mentioned before; but, a good buffing wheel will do wonders for your enjoyment. Do not use a bench grinder, which you should have at least two of, one with a coarse and fine wire brush and the other with a fine and coarse stone. Get a proper buffer on a steady stand and it will give you hours of enjoyment. Watching a crusty dull part become clean and bright is a part of the job you will enjoy.

Also get a selection of buffing compounds and a spare buffing wheel or two. Google buffing metal to study a little of what you should get. I have two buffing motors, both two speeds and both having two wheels. For a final polish or on something soft like bakelite, I use a very soft wheel with a white rouge to finish it. I have 5 or 6 different compounds but actually use four: brown, red, white and green. Black is for heavy duty cutting to be used very carefully on softer items; brown is general buffing on most items-again use carefully; white is finer still for polishing soft items; green is finer still and red is finer yet for final polishing on softer items. Blue is a general fine polish that is one of the finer grits. If you are going to polish chrome, use the red or blue only.

If you lightly blasted the relay case and want it pretty, use a black and then green grits to get a high polish on it. There are several reasons to be careful when polishing parts; one is that you can overheat plastic or bakelite and ruin it; metal can get so hot it burns (leather gloves help here); the buffing wheel will snatch the part right out of your hand and fling it across the shop, where you may never find it again. I had a friend who was polishing a 6" piece of brake line with fittings and flares. His wheel caught it and

Tech Corner 1**(cont'd)**

he thought it had disappeared until he felt a pain in his wrist. The wheel had shot it under his skin up his wrist. Luckily, it did not cut anything important and a quick trip to the doc in a box saved his arm and the brake line. The line and two fittings were shot in his wrist faster than he could move! Be careful when buffing.

If you are satisfied with your work on the relay or switches you have been playing with, it is time to put them back together. On the relay, you should have found a very thin cork gasket between the circuit board and case. This has probably rotted away. If it still looks good reuse it. If not, get some thin cork gasket material and cut a new one. Once it is reassembled, you can spray the case with clear to protect it. Put it in a zip-lock bag after it dries for a few days and put it aside until it is needed.

Well. I have been typing awhile and need to get to work so this is it for now. And I wonder how much you want to read at one time. I will say the tech session we had last month went very well. You can see the results on my Facebook page. See y'all somewhere soon.

Barry Rosenberg

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Tech Corner 2 by Barry Rosenberg

Tech Article: May, 2017;

Last month [the April column] I talked about your restoring some of the small items that you want to keep original. I previously glossed over an area that deserves a little more time. When I said to build a strong rolling frame for your car to make it easier to move around, I should have discussed bracing the body on some of our old cars. If you are doing a car on frame convertible (TR3-6), it is especially important that you anticipate the body sagging once it is off the frame. This is not as important if you are doing a hard top like a MGBGT or even a MGB roadster as it is a uni-body car. If your car has a frame like a TR3-6 or big Healey, you should expect the body to sag when it is separated from its support mechanism, the frame.

Welding on or inside your body may not sound like a good idea but it can be a real time saver. Using a piece of 1 1/2" angle iron, weld a bar between the top of the door opening on both sides from the "A" post (front of door, usually the hinge side) to the "B" post (usually the latch side). On some cars, adding a diagonal brace can't hurt. If you do this before stripping all the heavy stuff, engine, trans., etc. out of the car, it will hold its shape if and when placed on either a rotisserie or jack stands to have the body work done.

I said weld because most of our cars do not have conveniently placed bolt holes to bolt a brace in. You can make fancy braces if you want so they can be attached to existing holes. Most of our cars have a convertible top frame mounted to the "B" post and you can use those and weld only to the "A" post. If you do not take some preventive measure at this stage, when you hand your car over to a rotisserie, it will sag and you will have trouble fitting your newly painted doors. Yes, this does hint at having your car painted as individual pieces.

A very good paint shop will paint each piece of your car individually but suspended in the plane or position they fit together. In other words, if you see your selection of painter, painting fenders laying on saw horses and the hood standing upright, find

another painter. It DOES make a difference in how the paint lays and flows on the pieces and you will see it when the body is fully assembled, especially if you are using any type of metallic paint (and you should not be using that). When I painted cars, I had a dedicated paint room with a lift in it. I raised the lift and clamped rods on it so I could wire the body parts to be in the exact same position they were on the cars.

And make sure they paint all the parts on the same day if you are after show quality results.

Temperature and humidity can change how the paint looks. Paint some on a hot dry day and others parts on a humid day and the results will be noticeable. Nuff said at this time on this subject.

If you think this is not important, let me again regale you with a short story containing more details. I was doing an engine rebuild on a MGA. When the engine was out, the owner said he wanted the engine compartment restored like new. Looking at the rest of the body. I asked if he was sure as it was pretty rusty. He said he would have the body done at a later time. So we began as asked. Once the engine and compartment looked new, I detailed the firewall with all restored components that belonged there and reinstalled the engine.

One day while I was out, the owner came by and was so pleased with the works so far, he said he would like to have the body fixed now. As the engine was already in the car with everything else under the hood that belonged there, including a new cloth harness and a beautiful firewall assembly, I reminded him of what he said. He should have had it done while the engine was out and before I stripped and painted the compartment. So a body and paint shop was chosen and the car picked up.

Fourteen months later, most of the car was returned. The body shop was supposed to assemble the car as everything they needed was sent with it. Bolt kits, fender beading etc all went to the shop with the car. I had explained to the shop owner that the fenders needed to be hung on the body before repairing the rust damage so the contours would be correct. They

Tech Corner 2**(cont'd)**

screwed up the body so bad, they could not assemble it. They sent it back with three fender, a hood and trunk lid sitting in the car.

Normally, assembling a car is not a big deal, just time consuming. After several hours of trying to fit just one front fender, I called the owner over for a meeting. I explained and showed him what the problems were and would continue to be in any attempt to put his car together. The shop had put new sills and rockers on the car so poorly fitted that the fender would never fit correctly. We had the shop owner come over and he refused to assist. I had a friend come down from Charlotte N.C. that had restored dozens of MGAs to help.

With the owner standing next to me, my friend spent less than 10 minutes looking at the car before declaring it could not be fixed correctly. It needed new sills and rockers and to have the bottom of all the fenders redone with the correct contours. The body shop had taken the fenders, laid them on saw horses and done all the cutting, welding, bondo spreading etc while the fenders lay on the saw horses. The shape of the bottom of the fenders stopped them from lining up with the A posts and the B posts. They were "flat" and not curved enough.

I spent about three months fitting the body back together as best I could without having it all redone. The shop refused to fix its screw up and the car owner did not want to hassle with suing or starting over. I made the car very presentable but not nearly as perfect as it should have been. Ask me today for a body shop recommendation and you get a blank stare from us. We have none. I do know two places where you can get show quality work but the prices will scare you. Maybe you should talk to your selection of paint and body shop before you start your restoration. Maybe that will convince you to get a Miata!

So, now I have to scroll back to the top of this article to see what my train of thought was supposed to be this month and I see I did not list anything. Last month the topic was rebuilding small items from the firewall area so let's continue a little bit with that. A

restoration does not mean replacing everything old with something new. New don't fit; new don't look right; and new don't work. Try to use original where ever possible.

On a MGA or early MGB or a Triumph TR3 -4 or even on the Healeys, the wiper motor can be made to look not only like new but beautiful as well. Most of the time, all you need to do after removal from the car is clean it and install new brushes and bushings. I take the armature out and polish the commutator on my lathe. If you don't know these components, then study them on the internet or on U Tube before attempting.

If you do not have a lathe, use your drill press and go a little slower. Using a very fine emery cloth, 400 or more, polish the commutator as it rotates. Rip the emery cloth into a 1" – 2" wide strip and hold the ends while pulling it back and forth over the copper commutator as it spins. All you want to do is get the majority of it to shine. Clean it well with brake cleaner, it leaves no residue behind, and set it aside for a little bit.

The aluminum ends of the motor can be cleaned with a good scrubbing or soaking in a carb cleaner making them look new. Wash them off with hot water when done. You can clear coat them; this can distort the original aluminum color, or spray them with some WD40 to protect them. The housing can be wired brushed; I don't recommend sand blasting as the grit can get into the windings and never come out (until the motor is used during the first rain you get caught out in) regardless of how long you blow it out. I like to spray the housing with krinkle paint. VHT makes a great one that holds up well over time. Follow directions and spray several coats on. A hair dryer or heat gun on low can speed up the krinkle process when you get impatient. Then let it dry for a really long time before touching.

Using new or cleaned and lubricated bushings, reassemble the motor with the new brushes. Use a motor oil to lubricate the bushings. Most of the bushings used are oil-lite (oil impregnated bronze) material and will soak up some of the oil. Grease

Tech Corner 2

(cont'd)

can seal the pores and will not last as long as oil. Soaking the bushing overnight is even better. Make sure you clean the contact terminals of the motor. Remember, clear coat does not conduct electricity very well.

Before you assemble the drive mechanism of the wiper, clean off all the old grease and use fresh grease in its place. The wiper cable should be cleaned and left dry at this time. Having it greased now will just make a mess until you install it. Get all the parts you need to install the motor assembly and keep them with the motor for later.

The cable goes thru steel tubes and wheel boxes. Well, most of our cars do. The tubing can be cleaned or replaced as it is available. I have never seen the case where it needs to be replaced unless it has been lost. You can buy it or make your own out of fuel line steel tubing and a flaring tool. The wheelboxes on the other hand require some work. You should have yours out by now.

Take the back off the unit and clean out the old grease. Check the gears for wear and if a lot, you will have to replace them. The shaft should spin freely and have very little movement in and out. The section where the wiper arm fits should still have its ridges in good condition. There is very little you can do to fix a bad wheelbox. If the shaft is sticky when you spin it or it doesn't spin, you can try to remedy this. That is as long as the gear end looks good.

To fix a stuck shaft, drill a very small hole in the side of the housing. It is aluminum and very soft. You will know when you hit the shaft, stop. Squirt some carb cleaner in the hole; watch out for the back spray. Then using pliers gently rotate the shaft until it starts

to move. Now, squirt some lubricant in the hole, I like one that comes out as a liquid and solidifies to a grease, like Wurth S2000. Continue rotating the shaft until it spins freely. You have saved an original part and not had to deal with a possible poor reproduction. This is good to do to the wheelbox even if it is good. It will be the only way you can lubricate the shaft for years of future non-use.

All of these parts go into storage with the motor until ready to put the car back together. I suggest cheap transparent plastic tubs to keep stuff like this together. You can mark the outside or look inside to see what's in them.

Are you getting some sense of what a “restoration” really consists of? Or are you thinking I am just getting too picky. After all, you don’t see the wheelboxes under the dash- why should they be detailed? And some of our cars hide the wiper motors so why detail them? Because that is what a restoration is. It is a detailing of every part of the car whether you can easily see it or not. You will take pictures before and after each item is done and put them in a folder (either manila or computer) and proudly display them off at shows. And I may just ask where the pictures of the restored wiper parts are.

Well, we shall continue this next month. Have fun in the meantime and ask me if you have any questions. See y'all somewhere soon.

Barry Rosenberg
British Car Service
barry@britishcarservicega.com



Stephens Turns 100- Party Time at Glenn&Julie's



Julie and Glenn Stephens



Glenn giving rides: using reverse to get up steep driveway

21st Austin-Healey North Carolina Mountain Trip: Aug 11-12

By popular demand, THE 21st ANNUAL MOUNTAIN TRIP is returning to

*The Oak Park Inn,
196 S. Main St., WAYNESVILLE, N.C.*

With only 32 rooms available, YOU better call & make your reservations ASAP for Friday & Saturday nights, August 11th & 12th.

Rates are \$109.95 for the Efficiency, \$84.95 for either 2 Fulls or 2 Queens (including 4 pet friendly rooms), & \$79.95 for a Queen or King.

I will convey details of the week-end plans as soon as they are confirmed... Look forward to seeing everyone in WAYNESVILLE !!

Call me if you have any questions... forward this to anyone I may have left off - I try to give this group 1st NOTICE since you are regulars !!

*Bill & Debbie will put this in the next newsletter, so you are fairly warned in advance -
GET YOUR RESERVATION NOW !!!*

Chuck Reeves ... h(828) 894-5111 ... m(864) 270-0799



Moshells, Bagbys, and Stephens did this last year (this pic) and it was a really nice event. Our club is invited!

Glenn Stephens



Southeastern Classic XXXI
October 12 - 15, 2017
Lake Guntersville, AL
SAVE THE DATE!

The Atlanta Chapter of the Austin Healey Club of America is proud to announce that the 2017 Southeastern Classic will return to Lake Guntersville State Park in Northeast Alabama.

Save the Date! **October 12-15 2017!** You don't want to miss this one. It will be a great time to spend with old and new friends experiencing wonderful fall temperatures, brilliant colors and magnificent sunsets at the Lake Guntersville Resort Lodge located high above the banks of the Tennessee River.

There will be a full schedule of Healey activities including road rally, car show, funkhana, tech sessions, regalia, arts and crafts, awards banquet and of course some Friday night fun and laughter. It's just going to be a "Heehaw" kind of weekend! Be sure to pack your overalls and straw hat. If that's not enough there will be free time to relax with friends, go antiquing in town, visit local vineyards, explore hiking trails, go caving, golfing or just drive your Austin Healey on the numerous country back roads. Many area attractions are also nearby such as the Huntsville Space Center.

The car show will be held on Saturday along beautiful Lake Guntersville.



Lake Guntersville State Park overlooks the majestic 69,000-acre Guntersville Reservoir, and ranges over more than 6,000 acres of natural woodlands. The park has an 18-hole championship golf course, a beach complex, fishing center, hiking trails and nature programs. The resort lodge and chalets are located on the pinnacle of Taylor Mountain for spectacular vistas. Visit their website for more information. www.alapark.com/lake-guntersville-state-park.

Be sure to mark your calendars and make your plans to attend. Registration forms will be available this summer by accessing the Atlanta Club's website at www.atlantahealeys.org. For additional information contact John Bowen, Event Chair. Phone 404-808-0401. Email johnbowen17@gmail.com

ENCOUNTER40



Austin-Healey Sports & Touring Club

August 9-12, 2017

**Start your Engines and join us on the road to
Encounter 40 in Princeton!**

**The Starting Line (Registration Form) awaits your entry
on the field of the 40th consecutive Encounter event!**

The Princeton, NJ area offers easy access from New England, Ontario, Pennsylvania, New York, Washington and Healey points in the west and south.

The Westin Princeton at Forrestal Village

201 Village Boulevard
Princeton, NJ 08540



**Our planned side trips and excursions include the Hopewell Valley Vineyards,
The Grounds for Sculpture, an ultimate Tech Session at the
Princeton Plasma Physics Lab, Special Ladies' Event and much more!**

Don't forget to order your souvenir shirt as a wearable memento of your trip!

Car show will be held on the village streets with food, music and more!!

**Rallye • Tech Sessions • Charity Auction • Gymkhana • Funkhana
Kiddiekhana • Valve Cover Races • BBQ • Car show and Concours
Awards Banquet • Much More!!**

SPECIAL \$40.00 EARLY REGISTRATION FEE

(LIKE IT WAS IN THE EARLY 1980'S)

Save the Date and Register Soon!

www.ahstc.org



Celebrating the 40th Encounter

Austin-Healey Sports & Touring Club
North Jersey Region

Encounter 2017

August 9 - 12, 2017 in Princeton, NJ

(www.AHSTC.org)

Last Name _____ First Name _____ Spouse/Guest _____

Street _____ Apt.# _____

City _____ State _____ Zip _____

Phone – Home(____)(____) Cell(____)(____) Is this your 1st Encounter? (Y/N) _____

Attending Children's Names & Ages _____

Region/Club Affiliation _____ E-Mail Address _____

Car(s) You Are Bringing to the Event:

1. Model _____ Year _____ 2. Model _____ Year _____ 3. Model _____ Year _____

Registration Instructions

1. Complete registration form
 2. Make check payable to "AHSTC Encounter"
 3. Enclose both in an envelope and mail to:
Encounter Registration
c/o Andy Smith
1 Cherry Tree Lane
Chester, NJ 07930
(908) 879-1740 or encounter17@earthlink.net
- Registration Fee Includes:
- One show car, 2 adults, and children (under 21)
(Additional cars/adults on a single registration are extra)
 - Free access to our hospitality room for the weekend
 - Free flea market space
 - Free admission to all tech sessions and driving events

Hotel Information

The Westin Princeton at Forrestal Village
201 Village Boulevard
Princeton, NJ 08540

To reserve: call 800-937-8461 and say "Austin Healey"
or go to AHSTC.org, choose "Events," then "Encounter
2017" and click on the hotel reservation link.

Our special rate of \$119 + taxes per room per night is
only good through 7/26/17.

Concours Information

Contact Steve Jekogian - Stevejekogian1@gmail.com

Expected arrival date: 8/9 8/10 8/11 8/12

Will you need flea market space? Yes / No

Will you need regalia space? Yes / No

Will you need trailer parking? Yes / No

Registration Fees

\$40 if postmarked by June 1, 2017 _____

\$75 if postmarked after June 1, 2017 _____

Extra cars @ \$10 each _____

Extra adults (over 21) @ \$20 each _____

Thu 8/10 Wine Tasting

(limited to 100 people)

____ No. of adults @ \$5 each _____

Fri 8/11 Barbeque

____ No. of adults @ \$20 each _____

____ No. of children 4-12 @ \$10 each _____

____ No. of children under 4 _____ No Charge

Sat 8/12 Awards Banquet

Adults @ \$40 each _____

Chicken____ Beef____ Fish____ Veg____

Children 4-12 @ \$20 each _____

Chicken____ Beef____ Fish____ Veg____

Children under 4 _____ No Charge

Chicken____ Beef____ Fish____ Veg____

Sat 8/12 Pizza Party

Children 4-10 @ \$10 each _____

Tricky Tray Auction Tickets – 7 for \$5 _____

Concours Judging Fee @ \$120/car _____

Event Logo Golf Shirts @ \$28 each _____

Men's sizes

____S ____M ____L ____XL ____2XL ____3XL

Women's sizes

____S ____M ____L ____XL

Total Remittance (US) _____

V7

FOR SALE

Reminder for Club Members: Anyone have any British cars or parts- for sale or any items wanted? Pass on the info & we'll get it listed. Advertisement is **free** to members. Your ad will run for three months unless you pull it or ask for renewal.

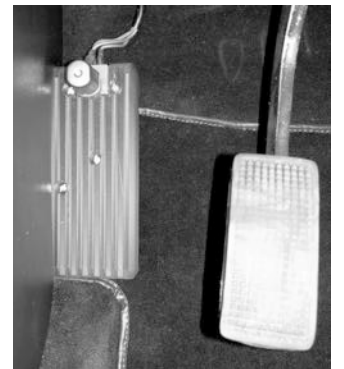
New Product – BJ8 Dead Pedal

Many cars have a left foot rest or 'dead pedal'. The left-hand-drive model of the Austin-Healey BJ8 has the headlight dip switch mounted in this location.



This product provides a convenient location for resting the driver's foot and moves the dip switch to an easily accessible position.

It is created with 3D computer aided design and produced with a 3D printer using carbon-fiber reinforced plastic that is tough, light, and durable.



Easy 10 Minute Installation

Pedal mounts in original screw locations so there is no drilling required. Includes all necessary hardware.

Available Now

\$49 from club member Glenn Stephens, glenn@traqmate.com.

Fitments for other Healeys coming soon.

(see Installation Notes on next page)

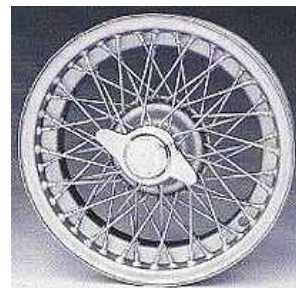
> > > Please contact the Editor when your Sale or Wanted item is done. < < <



- Replace broken spokes
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- True wheels (adjust spokes)
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- Balance brake drums
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Greensboro, NC 27403
1-336-852-8909**



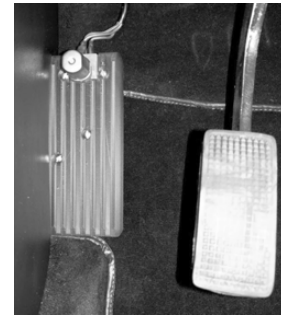
Austin-Healey BJ8 Dead Pedal Installation

This product is designed to relocate the headlight dip switch and provide a convenient location for resting the left foot. It is created with 3D Computer Aided Design and produced with Additive Manufacturing (3D Printing) techniques. The material employed is a carbon-fiber infused PLA filament that is tough, light, and durable and should provide long life when properly installed.



Tools required:

#2 Phillips screwdriver
(an offset screwdriver is helpful)



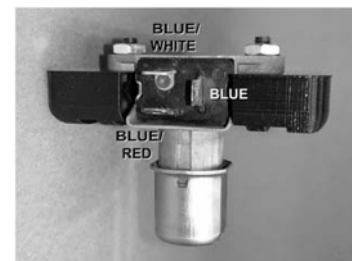
Note: If you cannot successfully remove or install the screws, you may have to remove the driver side kick panel.

Instructions:

1. Remove the two #10-32 screws from the dimmer switch mounted to the floor bracket. Save or discard. If screws are rusted in place, you may need to remove the kick panel or treat with penetrating lubricant.
2. Remove the 3 wires from the switch.
3. Using the black #10-32 screws and locking nuts supplied, install the switch on the pedal as shown.



4. Install wires on switch as shown.
5. Put the pedal into position and ensure you can see the holes in the floor bracket through the pedal.
6. Insert the left screw first and get it started.
7. Insert the right screw and get it started.
8. Alternate tightening both screws until the pedal is firmly secured. Screws should be snug but not over-tightened.



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British Car Service is constantly striving to become a better member of the British Car community. In our quest, we are investigating opportunities for distributorships for several items we all need or could use.

TEX products, producers of mirrors, wiper arms and blades, Tudor bottles and many other items for our British cars are one. They use the original tooling from the 50s and 60s; duplicating the original look. Over 95% of their products are manufactured in Oxfordshire, England and not third world countries. Please check out their web site, www.texautomotive.com. If you have interest in ordering, let us know.

FACET FUEL PUMPS is another company making an excellent product. They make the best emergency fuel pump for road side repair as well as fuel pumps, including in-tank pumps, for most cars on the road today. Please look at their web site, www.facet-purolator.com.

British Car Service is a distributor for RETRO SPORT wheels (www.retro sportwheels.com) and VTO wheels (www.vtowheels.com). We can deliver these at a very competitive price. Other items in stock are BG PRODUCTS (www.bgprod.com) such as BG44K (\$20/can including tax), the best fuel and valve cleaner on the market.

Don't forget, British Car Service is a stocking dealer for MOSS MOTORS. Our inventory is increasing weekly. One item we keep in stock is Castrol Brake fluid in the 12 oz. bottles, (\$7.00 including tax). You should keep a fresh, sealed bottle in your trunk.

Our hours are; M-F; 7:30am-6:00pm

Convenient location; I-75 to exit# 267A, Ga. 5, Canton Rd. exit north and go 1.9 miles. BCS is on the right as the connector and old Canton Road meet at Powell Wright Rd.

All work is guaranteed for 12 months, 12,000 miles. Charge cards welcomed.

