

The Flash



July 2011

Volume XXX Issue 07

Material deadline for the August
2011 Issue is July 25, 2011

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



Back In Gear
Hoke ready to roll in his Healey



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Members birthdays in July

Ray Dinkle	Pat Ballard
Richard Finn	Sally O'Harrow
	Beverly Smith
	Roselynn Wall

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

NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB
THE FLASH
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The Flash is a publication of the Atlanta Austin-Healey Club. All material presented in the publication may be used in other clubs' publications provided The Flash and the author are given credit.

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

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

Advertising

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

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Hoke Smith with rebuilt transmission installed.
Photo by Henry Dabrowski

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Monthly meetings are held on the first Saturday of each month
(except December and January)



Important Meeting Update !!

For 2011 the Atlanta Healey club is using a new meeting format. Meetings will be hosted by a member on the first Saturday of each month in form of a BLD (Breakfast / Lunch / Dinner) at a location defined by the hosting member. The next business meeting will be a lunch hosted by Roger “ Sparkie ” Futrell ; see Page 5 for more information.

July **ANNIVERSARIES**



Rob & Yusi Meinzen
John & Linda Minor
Bob & Mary Reitz

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

The Atlanta Club website (www.atlantahealeys.org) underwent a major overhaul. The changes to the site have made keeping the content fresh and current easy. Members can update & load photos too!

Members are encouraged to submit articles, photographs or other materials of interest by mailing them to the club mailbox shown below.

Atlanta Austin Healey Club Editor
1179 Wingate Drive SW
Marietta, GA 30064

Members may also submit items of interest via e-mail by sending them to:

atlhealeyflash@gmail.com



2011 Events

07/03 - 07/08 AHCA Conclave 2011, Colorado Springs CO

07/09 Cracker Fly-In, Cook out & BLD Meeting at Sparkie's Garage. Gainesville GA

07/21 S/E Planning Meeting 7:30 p.m. Norcross Station Café, Old Downtown Norcross, GA

08/06 Atlanta AHC 30th Anniversary Birthday Party - Host John Homonek

08/18 S/E Planning Meeting 7:30 p.m. Norcross Station Café, Old Downtown Norcross, GA

Monthly S/E Classic XXIV Planning Meetings are held on the third Thursday of each month thereafter unless stated otherwise. Meeting begins at 7:30 p.m. at the Norcross Station Café, Old Downtown Norcross, GA

Just for fun... Weekend Cruise-ins

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

First Sunday of the Month, Caffeine & Octane, NEW LOCATION !!! Starting Jan 2, 2011 at 7730 North Point Parkway, Alpharetta, GA in front of the AMC Theater.

Got Lucas?
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Need I say More?

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JULY BLD Saturday the 9th

43 Annual Cracker Fly-In

Followed by BLD Cook Out

43rd Annual Cracker Fly-In

Date & Time

July 09th, 2011 7:30 AM

Information

The EAA presents the 43rd Annual Cracker Fly-In

July 9, 2011

Lee Gilmer Memorial Airport

****OPEN TO THE PUBLIC****

All Fly-in pilots and Children 12 and under Free
\$2.00 Donation Per Person at Gate

****FUN FOR THE WHOLE FAMILY****

*WACO Biplane & Huey Helicopter Rides

* Children's Activities & Bounce House

****EVENT SCHEDULE****

7:30am ~ Pancake Breakfast & Fly-In

11:00am ~ Brad's Grill will be serving lunch

Noon ~ Judging Registration Ends

Awards and Rides

For More Information: 770-231-8282 Winn Fletcher
770-560-2356 Richard Strickland
www.eaa611.org

Greetings Healey Caretakers!

We are having our 43st Cracker Fly In at Gainesville, Ga this July 9th, 2011

150 + airplanes expected from all around the Southeast.

We are also having Bi-Plane and Huey Helicopter rides all day.

Bring your Healey.

We'll park all the Healeys on the closed runway along with the static aircraft attending the fly in.

BLD Cook Out (1:00 pm)

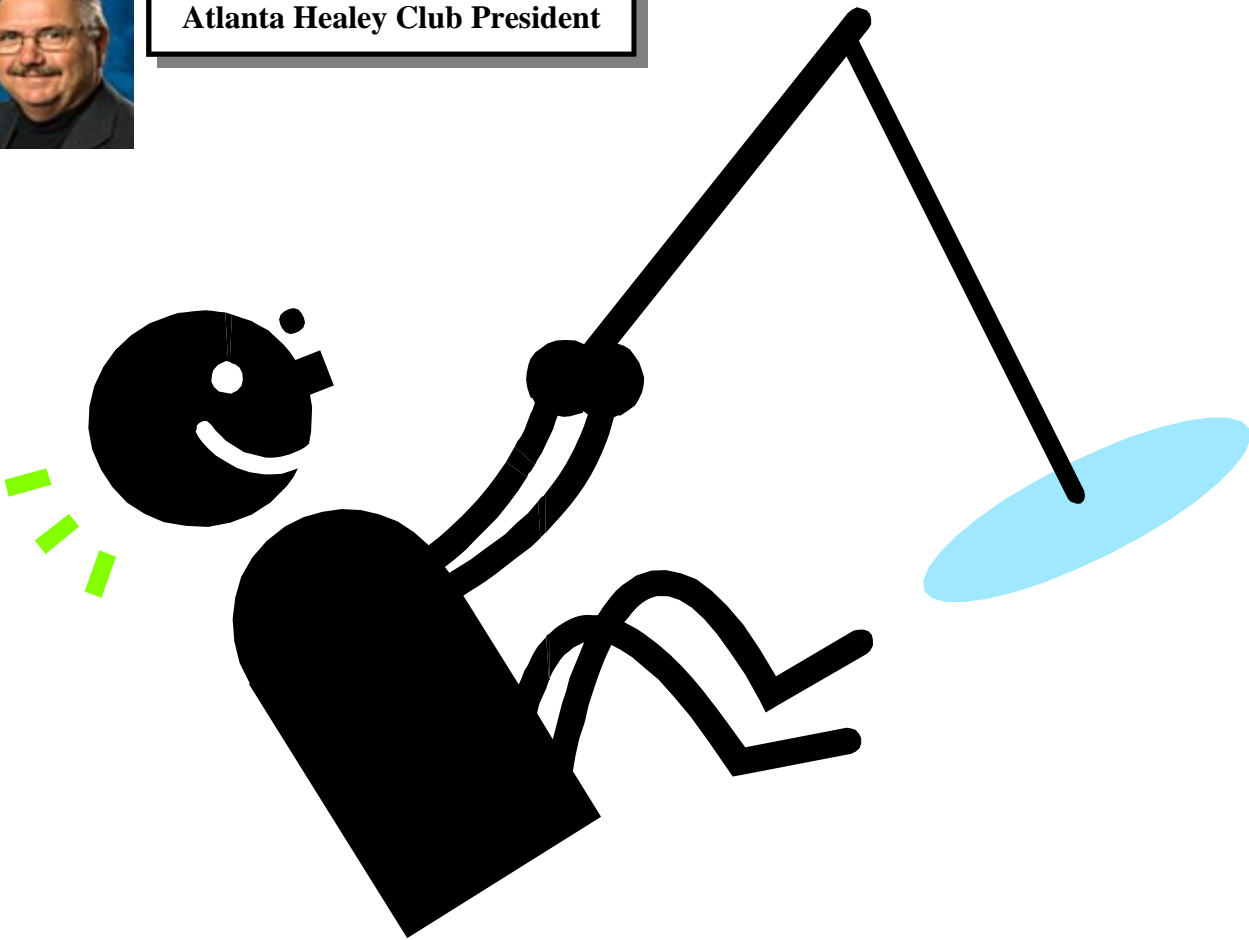
Following the Fly-In there will be cook-out sponsored by Sparkie (Roger) Futrell. See the latest creation from his hot-rod garage.

Please RSVP to
(770) 535-1510
if planning to attend.





Charlie's Chatter
Atlanta Healey Club President



Gone Fishing

Back Next Month

Watch for Fish Fry

Coming Soon

Tech Session At Hoke Smiths

Photos by Henry Dabrowski



It's B-aaaack



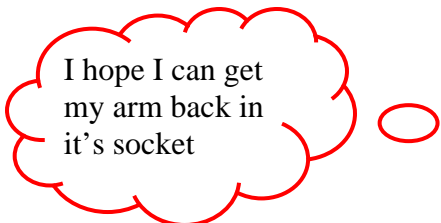
New Clutch, Aligned & Ready



Custom Trans to Engine Alignment Pins (see page 13)



See Easy Installation



Tech Session At Hoke Smiths

Photos by Henry Dabrowski



Heave-Ho
and up she
rises...

with a little
help from a
sky hook &
come-along



On the pins
and
Slider'er
in



Moral Support & Supervision by Doug Duffee, George Govignon, Walter Duffee



Button 'er up



Out for the Last Great Ride

BLD at Kate O'Leary's

Back in January, I was sure that there would be a laundry list of items that needed to be addressed before I undertook the drive to Colorado Springs in my Jensen Healey. With this in mind, I offered to host the June BLD. Unfortunately, it never materialized into a "work session" on my car, but rather turned into a very nice lunch and car show in my backyard.

Bob Wall's red Jensen, Terry and Shirley Dobson's deep blue Jensen, Robb's white one, and my green monster all brightened up the yard, joined by John May's black BJ8, Robb's burgundy and silver BN4 and later by John Homonek's red and black BN7.

Non-running Jensens had their own parking area, and there were a couple of everyday cars, driven by John Black, Don Wallace, George Govignon and George Pope, that declined to participate in the car show. Riley enjoyed all the attention, running from visitor to visitor, trying to get someone to throw a Frisbee or a ball, with limited success. Shirley made a good show of it, committing to a few tosses of the Frisbee. Robb's tosses showcased the amazing retrieving ability of my little poodle, as she brought the disc back (not necessarily to Robb, but to anyone that might throw it).

A bit of work was done on Charlie's car, his late arrival was in fact due to a loss of power under acceleration, and not to a determined effort to be fashionably late. Roughly an hour was spent under a tree with the hood up, as the group offered ideas and possible causes ranging from gremlins to "bad distributor or coil". Wisely, Charlie rejected the gremlin option, and searched for a purely mechanical or electrical cause.

Charlie swapped out parts, as the rest of the attendees discussed all the times that something similar had happened to them, how long it took them to get the whole problem under control, and how much it cost when all was resolved.

George Pope's arrival heralded lunchtime, apparently he planned it quite strategically. He had the shortest drive, just up from Powder Springs. And just in the nick of time, too; sandwiches, lemonade and chips were waiting on the table.

Lunch was served, a bit later than I had anticipated, but with the lively discussion and repairs underway, it wasn't really fair to stop it all, just to eat. Attendees scattered to the four winds, and the few leftovers were packed up. I really enjoyed the relaxed day, with no necessary projects, just a chance to visit and catch up with some really nice people.

Thank you to everyone that attended.

The Flash





Vice President's Corner

By John Homonek

Even on Vacation, Can't Get Away From Loving Old British Cars

Private Auto Collection Found in Bridgetown, Barbados

Back in early June, we vacationed in Barbados. Previously a British Colony, their influence has very much remained. Driving was a challenge as you have to "Think Left" and drive a Right Hand Drive car on narrow roads. After a week there, driving did become a bit more automatic and less stressful.

We just missed an annual Road Rally the weekend before that brings worldwide competitors. That would have been fun to watch. Looking for my car fix, I asked around and found out about the Mallalieu Motor Collection in Bridgetown. This is a private collection of unique and old cars. It represents a history of motoring on the island and of The Barbados Rally Club that was founded in 1957. Here are a few of the many in this collection. Others not shown were Beardmore, Princess, Singer, Morris, Bentley, Rover, Humber, Opel, Triumph and others. These 6 cars were outstanding examples. Enjoy!



1952 Austin A90 Atlantic

The most advanced British car of its day. Set many records and shared the same engine as the Austin-Healey 100.

1949 Allard P1 Saloon

1 of 500 Coupes made
(most produced were roadsters)



**1969 Wosleley Hornet
Mark III**

Based on the Mini, this was the classic "Little Old Lady Car" having a pampered life.



1955 Rover 75

This is the only remaining car that participated in the 1957 Barbados Road Rally.

1951 Lanchester Lida

Only 1 of 6 known to the Daimler and Lanchester Owners Club





And my favorite:

1955 Daimler Roadster

One of 54 ever made. This was based on the Daimler Conquest chassis. It was a marketing failure due to the high price of these unique roadsters. Now, because of its rarity, it is very valuable.

This was one of the 6 cars capable of 100 mph in the 1953 London Motor Show. Can you guess one that we might know of the other 5? (Austin-Healey 100)

The Daimler Roadster features an all aluminum body with 6 cylinder engine.

John E Homonek II
Vice President
Atlanta Chapter of the Austin Healey Club of America

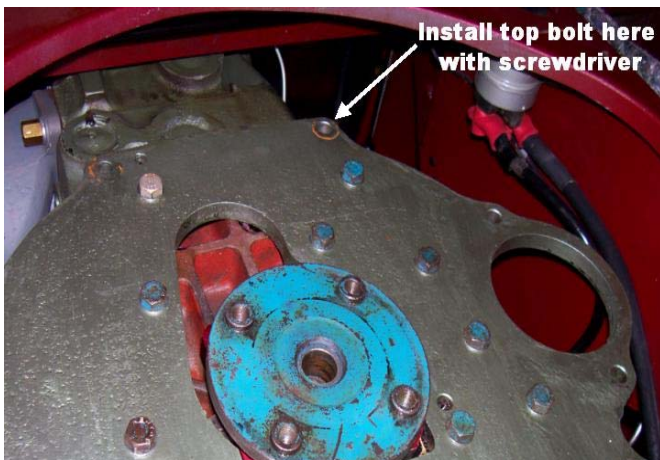
**Transmission Installation Helper
(Repeated from The Flash March 2009
As Demonstrated at Hoke's Garage)**

When the engine to transmission rear plate on the Austin Six (100/6 & 3000) was designed, someone deemed that alignment pins were unnecessary for installation of the transmission. So if you decide to do a clutch replacement or remove & rebuild the transmission without pulling the engine on a six cylinder Healey, the lack of alignment pins makes reinstallation of the heavy transmission a bit of a challenge.

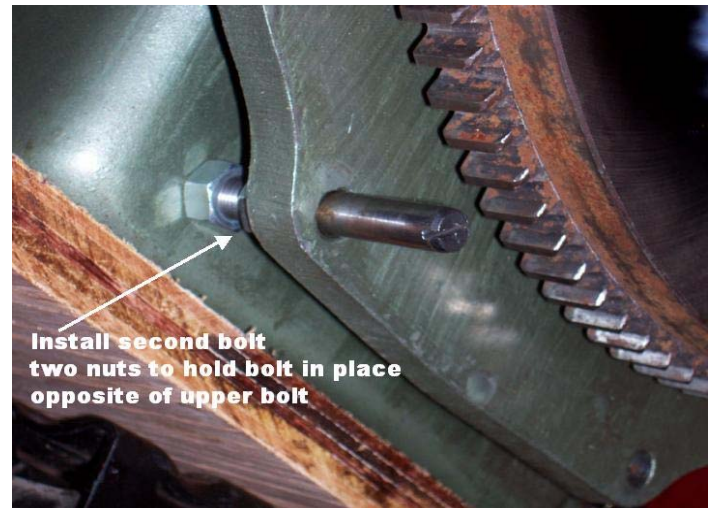
Here is a cheap and simple tool that will assist in the transmission reinstallation. Make removable alignment pins, no special tools needed other than a hacksaw. Get two 5/16" x 2 1/2" NF bolts and cut the heads off with a hacksaw. (Do **not** use the bolts you removed, you will need them later) Next use



the hacksaw to cut a slot in the end of the bolt so you can turn the bolt with a screwdriver. Using a screwdriver, install one of the cut bolts into the upper right side (starter side) of the engine block / rear plate. This is the **only bolt** on the rear plate that does not need a nut.



Take the second bolt, two nuts and a washer (optional) and install on the lower left of the rear plate opposite the first bolt. This is done by sliding the threaded end of the bolt through the plate and installing both nuts, so both nuts are between the rear plate and the oil pan. With one nut just flush with the end of the bolt and resting against the oil pan, screw the other nut against the rear plate to wedge in place. (DO NOT OVER TIGHTEN OR YOU WILL DENT THE OIL PAN). **You now have two alignment pins approximately opposite of each other to assist in the reinstallation of the transmission to the engine.**



Once the transmission is in place and you have the other bolts installed, simply use a screw driver to remove the top pin and loosen the nuts on the lower pin, remove and install the original bolts and torque to specs and your done.



Tech Corner By Barry Rosenberg

My June tech session was on doing some performance head work on a LBC (little British car). Now I know this is not something that a lot of you would ever attempt but I thought there were enough of those interested in it who might want it done, by some-one else. And now they have an idea of what it takes and how long it takes.

There are a lot of other ways to get extra power from our cars other than working with our archaic technologically challenged engines, such as turbo charging, super charging, engine swaps, etc that will produce way more power than normal. And they may do it for less money. But, there is just something about getting over 170 horsepower from a Triumph TR4 motor that turns 7,300 rpm. Can you get that from an MGB engine, no way in you know where without lots of money and add on items.

I have not nor am i a believer in keeping it original. I have no problem with any means of increasing power for more fun and a larger pucker factor on mountain drives. It seems the older you get, the less it takes to increase the pucker factor which gets weaker with age. When I joined the army during my fourth year of college (I actually was chemistry major with minors in math and physics)

I put my first car, a Triumph TR4A up on blocks. While in Germany, I purchased a book on repairing the car, preparing for the day when I would return to it.

I also started studying performance upgrades. As this was the very early 70s, turboing was still very young in the aftermarket world. But wait, I thought, the duce and a half trucks I was in charge of parts procurement had turbos. And I had full access to a junk yard full of them in Kaiserslautern. What was I thinking, buy a new aftermarket one or borrow one from the junk yard. The junk yard won. I spent several hours removing a turbo and schlepping it back to my barracks to await my release.

The turbo hid in my footlocker, and just about filled it. It weighed almost 100 lbs. And I wanted to put it on a TR4 motor! Man was I dumb. When I left Germany, the next person to use my footlocker had a free turbo. I never did put one on.

Now, there are bolt on superchargers as there was in the 60s and 70s, from England. I had a factory racing supercharger for an MGA including an original cross flow head, now all long gone.

Building MGBs with V-8s is another great way to increase power, and one of the best sounding to me, exhaust wise. I have done several and was very pleased with the performance. I have seen Ford 4 cylinder engines as well as Toyota, Saturn and other late model four bangers installed in MGs. And I have seen Nissan and BMW engines in Triumphs. All work quite well.

However, the subject started to be working with what we got. My object was to show what can be done with what the British Gods gave us. Before you start, there are a few words of wisdom to listen to. One, get the best head you can; make sure it is crack free and straight; make sure the valves will fit the seats and the guides are not worn; and make sure it is the most efficient available. By this, I mean that there may be some heads better designed than some others for the same engine.

If you are not worried about originality and you should not be if you are contemplating doing this type of work, then get the best stock flowing head. For instance, the early TR250/6 head is not nearly as good as the later head. There are seven horsepower in difference. If you start with the best, then you have a little less to do and you will get bigger returns on your efforts. There are differences in port shape as on the late TR6 head and size as on the late TR4A head (actually too big already) and combustion chamber shape as on some early MG heads. Do your homework and find what is the best of the brand you have.

**Tech Corner By
Barry Rosenberg (cont)**

Even old Rover V-8s have a better head available, off of the Buick 300 with aluminum heads.

Next is; enough is enough and more is not better. If bigger is better than more bigger is more better. Wrong. The object of porting and polishing your head is to get the maximum amount of air/fuel mixture into the combustion chamber. The porting and polishing is only one aspect of a multi-aspect process. Getting very high flow numbers (the amount of air a port will move thru it in cubic feet per minute, cfm) is what we are after but with some restrictions for you to think about.

First, is how you will drive the car. A race motor will use only the upper half of its possible rpm range as it is under full load most of the time. You will not be. You want to accelerate away from stops and slow turns, so you will use a lot more of the lower half of your rpm range. This requires that you NOT get the wildest, hottest cam you can find just so you can brag about your lift and duration. Save that for discussions on other topics at the bars. You want a very mild cam.

Next is compression, stay away from much over 9.5:1 or 10:1. Anything over this and you will have other problems for the street. While on compression, none of this information is any good if your rings, pistons, or cylinder walls are worn out. Fix those first or do not bother with the head.

Next is carburation, stay away from the biggest you can get. High cfm numbers do not come from the biggest carbs. The high numbers come from the correct size carbs for your engine. (*Reference chart on page 16 for engine CFM flow numbers.*)

To make this simple, just accept the fact that these numbers are close. Our four cylinder MGBs do not flow more than 200cfms at 6000 rpm thru the engine at 80% efficiency. This is a very close figure so do not argue with it. A TR6 engine will flow only about 250cfm at 6000 rpm at the same efficiency. 80% is a pretty fair standard that is used throughout the industry. So why would you put huge carbs on that can flow 500cfm or more each on an engine that flows so much less?

On a TR6 engine built for the street, stock carbs are perfect. On a MGB built the same, stock carbs are perfect. We used to try and run 2" SUs on our TR4 race motors and always had better success with the stock 1 3/4" SUs. I would suggest that you get the best of what is or was stock. I like the early TR4 Strombergs on a TR6, I like the early TR4 or TR3 carbs on my TR4 race motors, and I like either early SU on the MGBs. Even a big Healey would perform better with a slightly smaller carb as a 3 liter engine only flows about 280cfm at 6000 rpm.

So, what is the difference? More important than absolute biggest flow numbers is velocity. The faster the air is traveling, the more that can pass thru the valve opening during the time it starts to open until it closes. Smaller diameter carbs have a faster velocity than larger carbs. If each carb can flow 200 cfm, then without going thru the math, it stands to reason that the smaller diameter must have the higher velocity. As the air flows over the jets, they pick up fuel so the faster the air flow, the more the fuel flow also. More air and fuel equals more power. Simple. If I had my choice, I would run the later TR3, early TR4 carbs on any engine I could that required 1 3/4" size. I would put them on the Healeys, TR250/6 and all TR4s. Now why would I do that?

Another fact you must just accept is that the longer the distance from the carb intake opening to the top of the valve, the faster the velocity. The early TR4 carbs are known as the long bodies. Those on the longest intake manifold, such as the later TR6, will give the best performance. Why do you think velocity (note the name of them) stacks were invented? To increase velocity! Do I recommend velocity stacks? If you can get filters for them I sure do.

However, one thing to remember, the longer the total length of the intake tube, from the opening in the velocity stack to the top of the valve, will require and allow higher rpm usage. Everything here is or has a tradeoff.

**Tech Corner By
Barry Rosenberg (cont)**

Other factors come into play when doing this type of work. The type of air filter you install has an effect on performance. Stock exhaust can reduce the amount of spent air/fuel that leaves the cylinder thereby reducing the amount of fresh air/fuel admitted into it. So, plan on a header and free flow exhaust at the same time. Under hood temp can make a difference. We used to run a small power steering cooler from an old Cadillac on our TR4 race motor

under the vent flap as a fuel cooler. Not quite legal but never caught. To be honest, we never really noticed a difference when we ran it open or shut.

Sorry that I did not get to much about porting and polishing but I think this is long enough for now. I will continue this next month if it is alright with yall. Until then, hope to see you somewhere on the road.
Barry Rosenberg.

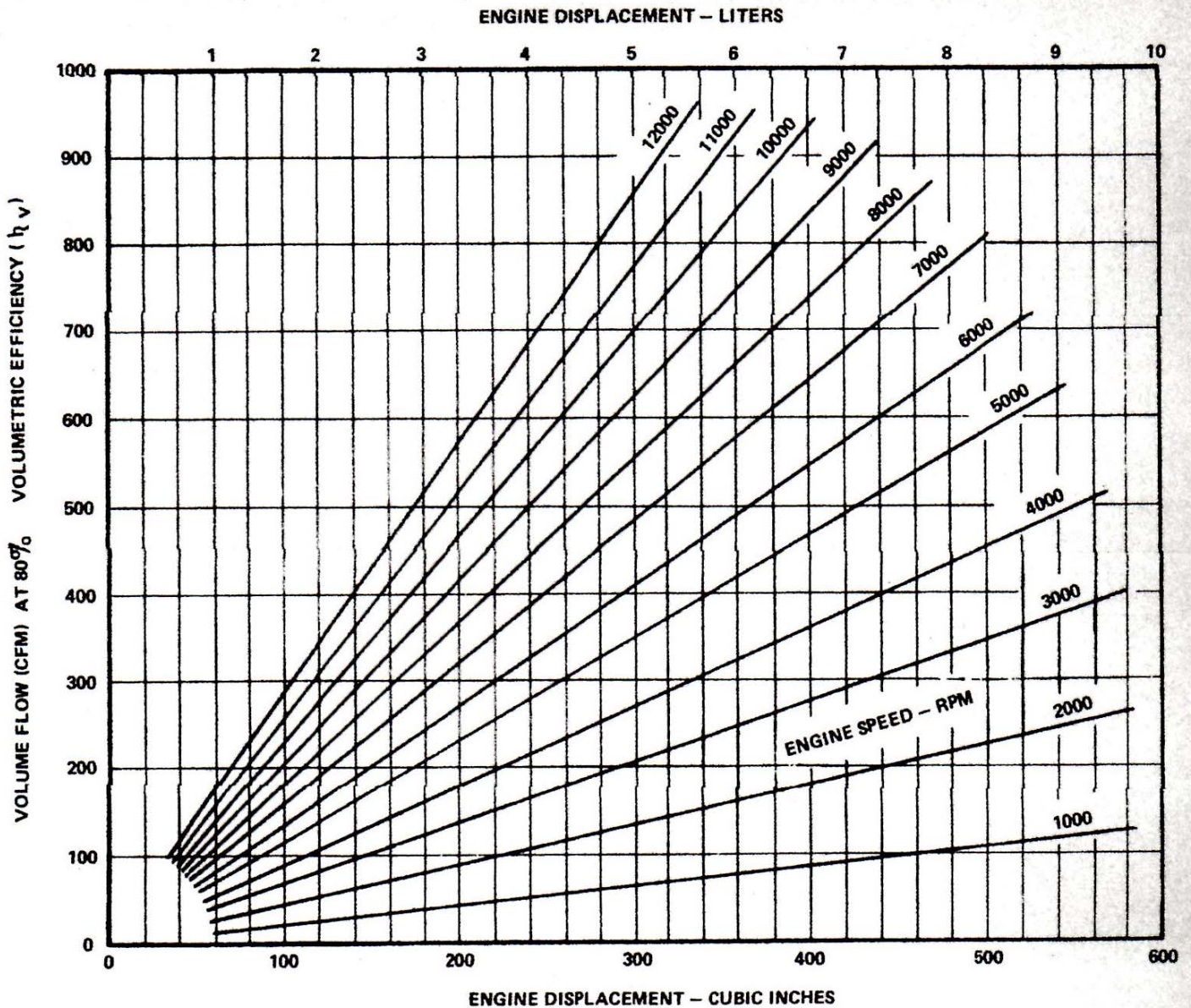


Figure 22A – Naturally aspirated volume flow for four-stroke engines, Rajay chart

Come Join us for SE Classic 2011 The 25th Anniversary !!



Southeastern Classic XXV 25th Anniversary

LAKE GUNTERSVILLE STATE PARK RESORT
Guntersville, AL
OCT 20 - OCT 23, 2011

Name:	Spouse/Guest:
Address:	Phone:
	Additional Adults or Children:
EMAIL:	

All Cars Must Be Registered To Participate !

(Registration includes one car, 2 adults, children (under 16) plus event participation)

1st Healey (postmarked <u>before</u> Aug 1st, 2011)	_____	@ \$75.00	_____
1st Healey (postmarked <u>after</u> Aug 1st, 2011)	_____	@ \$85.00	_____
Number of Additional Healeys	_____	@ \$10.00	_____
Number of Additional Adults (over 18)	_____	@ \$25.00	_____
Friday Night Barbeque	_____	@ \$18.00	_____
Awards Banquet	_____	@ \$28.50	_____
Trailer Parking	_____	@ \$20.00	_____
		Total	\$ _____

Please enter the number of cars participating in each category for the Popular Car Show and/or Driving Events

100-4 M,S	_____
100-6 BN4, BN6	_____
3000 Mk1 BT7 & BN7	_____
3000 Mk2 BT7 & BN7	_____
3000 Mk2 BJ7	_____
3000 Mk3 BJ8	_____
Sprite Mk 1 Bugeye	_____
Sprite Mk 2,3,4	_____
Jensen Healey	_____
Modified Healey	_____
Diamond in the Rough	_____

Please enter the number participating or the number of items in each of the following events.

Gymkhana	_____
Funkhana	_____
Fun Rallye	_____
Photos	_____
Models	_____
Crafts	_____

An event registration number is required to book reservations at the Lake Guntersville Resort. Room rates vary from \$94-\$175. All rooms must be booked by 9/20/2011.

Please make checks payable to: Atlanta Chapter, AHCA

Mail to: Debbie Harrington
4944 Waterport Way
Duluth, GA 30096

For more information:

Email: dhandss@gmail.com
Web site www.atlantahealeys.org

Received: Check # _____ Date _____ Registration # _____

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