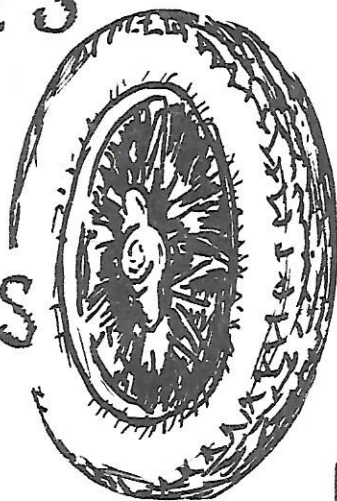


BRITISH SPORTS CAR CLUB OF MEMPHIS, LTD.

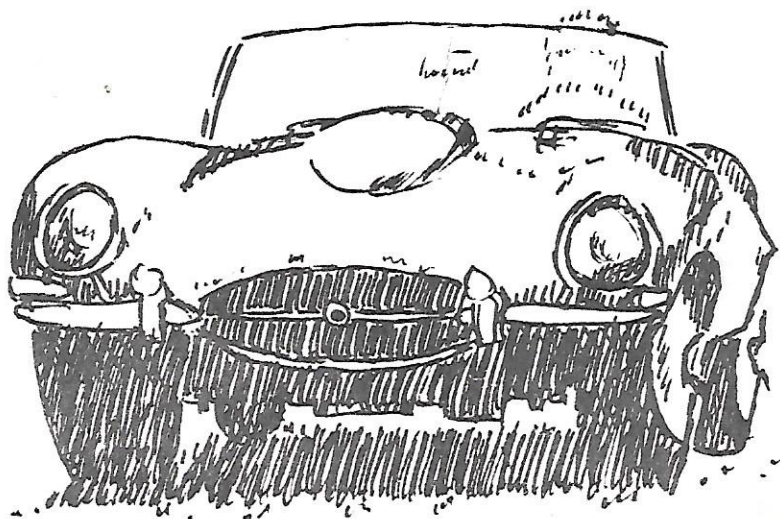
WYRES

&

TYRES



Fall 1983



WE'VE COME A LONG WAY!

Al Noah

Some said it was to help in getting parts, others said tech help; but, one has to admit, there were a small group of grown men who had a toy they called "The Beast" and they wanted to get together with others who had a "Beast" and play with their toys.

It was four years ago when ten or twelve Healey-ites met first at Andy Johnston's and then at Carpenter's home to form the Austin Healey Club of Memphis. Thom Anderson was elected president of this elite group, but due to family illness, was not able to attend most of the meetings.

We ran as a committee, and try as we could, there was not much growth, as Healeys are down most of the time, and gatherings of five to six couples were considered a party.

Our second year opened with the change of the club's structure, and our present organization was formed to merge with various British Marques. This was obviously the organization the area was waiting for, as our ranks grew from eighteen to approximately fifty-five, by the time we had our third birthday.

The third year of any business or club is critical for continued growth. We beat the odds when Mad-Dog took the reins in September. He had inherited a viable organization to lead! Bob has already shown his ability to take command, and we will have an excellent year under his leadership.

Yours truly and Keith came up through the ranks and paid our dues (so to speak) and we would like to say a special thanks to all the officers and committees who worked their tails off for the club.

Now that we have become of age, we have Annuals; such as our OktoberFest, Fall Turkey Shoot, etc. But, the best in my opinion, will be our Fourth Annual Post April Fool's Rallye. The Marque which hosts this event

next year will have their work cut out for them, as tradition is now part of this great event.

A  
CLUB  
IS  
BORN



#### CHRISTMAS PARTY - DECEMBER 10TH

The Christmas dinner/dance will close out the 1983 calendar on December 10th at Beale Street East. Pauline and Union is your check point and all are to report in at 7:00 P.M. in proper dress (coat and tie for gents and ladies in whatever their pocket-book will allow) with your favorite record albums. The restaurant and bar will be ours until Dan (D. J.) Sheppard either gets tired or falls off the stand.

We will have three entrees and drinks will be cash bar (two for one). The committee has done a great job in putting this event together for \$20.00 per couple. Be sure to pre-register with Lynn Lefevre before the 10th. We had nineteen pay at the November meeting. This is open to guests also, at \$20.00 per couple.

With the growth of the membership, it was agreed that we have outgrown the home of some generous member, and this year will prove to be our BEST EVER!

There will be a surprise announcement and presentations at this gala occasion.....so.....let's all be there!

-----

Who let the Porsche in our BSCC Autocross? I know we are supposed to be open-minded, but a new 944 Porsche? Come on folks, we're lucky when one of our old gems crank and catch! I want a rematch, about ten years from now! Let's see if that flimsy new German sheet metal is still around when it's a teenager. (But it did run quick, didn't it?)

Great fun! Skip Padgett, we thank you. It's a lot of work, but when you see those old cars out there doing what they were built to do, it's great! It reminded me of my two favorite mottos:

1. If it breaks, fix it.
2. Whoever dies, owning the most toys, wins.

Contributed by Allen Carpenter

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TECH HELP IS HERE!!!

Mike Dill has taken over as Parts and Technical advisor and will coordinate all data. If you have any tech articles for your Marque, plus parts catalogs, please get them to Mike as quickly as possible. Mike's business number is 345-2452, pager 765-6917 and residence 365-2218.

Mike recently purchased Ken and Sandi Stewart's Sprite. The Stewarts are being transferred, and our thanks go with them as they did a real pro job on the Wyers and Tyers.

Mike took over the job and quickly got two excellent articles on detail tuning of Austin Healey engines and one on timing. These articles are in the current issue and this is the type of information we are looking for.

Richard Hindman of Hindman Import Parts has offered the club a discount to all members, of at least 10% and has indicated that he would work with us on an individual basis for a possible higher discount on certain parts. We are to identify ourselves when ordering as Richard has a club roster. Let's all express our thanks for this club discount, as it is our first.

Technical information is what brought many into the club and by pooling this data as quickly as possible, many winter projects can be made easier. Mike wants to do a good job, and with everyone's help, the club will be able to save money, pain and grief as many of us have had identical problems.

-----

#### HEALEY PROFILE - CONTRIBUTED BY JIM KOPALD

It began with a whim, a casual Sunday morning glimpse at the latest issue of Auto Exchange. Suddenly, out of the corner of my eye, I spotted it...a 1963 Austin Healey 3000. From that moment on, I was hooked.

For the next week, it was all I thought of. Several times I called the owner, but never got any answer. Then it occurred to me, that if I couldn't reach anyone, no one else could either. You can guess what happened next....a road trip of course.

The car was easy enough to find, Jonesboro being the small town it is; but still no owner. I left my name and number all over town and would have put a message on a billboard if it was possible. Reluctantly I came home.

The owner called, and one thing lead to another, until the next thing I knew, the car was being unloaded in my front yard. I even convinced myself of how practical it was; roll-up windows, a heater, windshield wipers, the whole works.

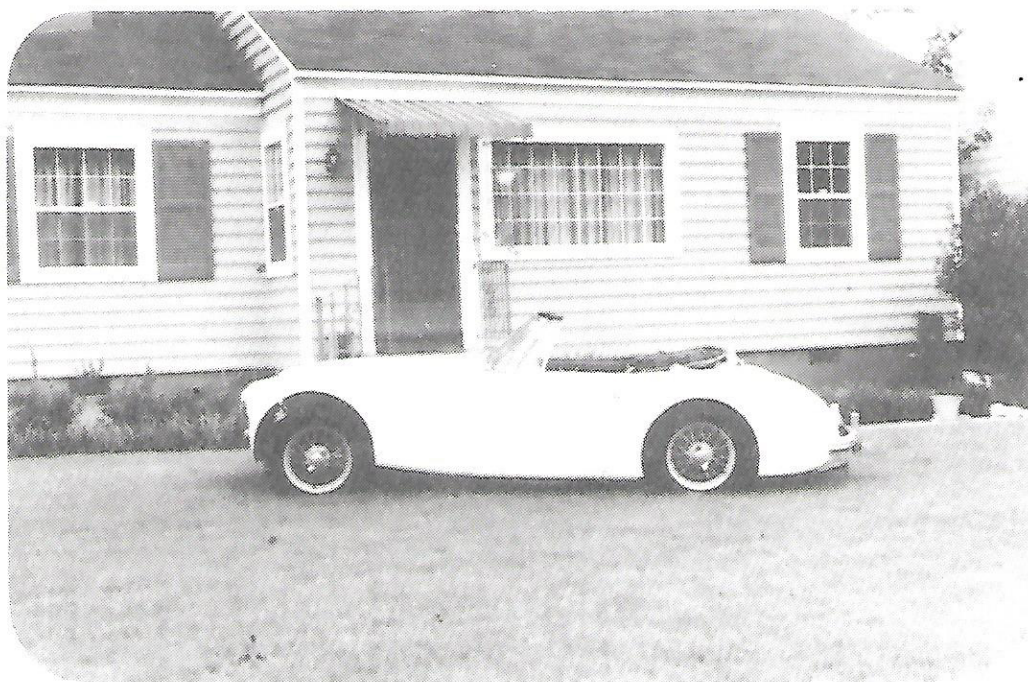
Next the work began. I decided it would be best to just get it running and then iron out the little bugs that I was sure it would have and drive it for a while. I spent the better part of a week trying to get it running. It had those incredibly loud stebro pipes which seem to exit just under the driver's ear. The one time I got to drive it, I looked back, and to my horror I saw small flames where smoke should have been.

My next decision was to go ahead and pull the motor and rebuild it. I used a homemade hoist consisting of two-by-fours, clothesline poles, and a come-a-long. After listening to those two-by-fours protesting the entire operation and seeing the engine/transmission assembly come up through that little hole in the apron, I developed a keen appreciation for the British way of doing things. The machine shop needed a week to rebuild the parts, so I decided that might be the best time to paint, since I would be able to do the engine compartment also. It had the normal damage under the front grill, but after stripping the car to metal, I found some hidden surprises. The entire front apron was the victim of a hail storm and one front fender was about fifteen pounds heavier than it should have been. Before I knew what happened, the car was in pieces. I gutted the interior, took out the wiring harness and everything it was connected to. This was the fall of 1981.

About six months later, I acquired a parts car; principally for the body parts mentioned earlier. But, I soon found that it served as an excellent reference for the things that had been taken apart nearly a year earlier. I was even more pleased to find that the nuts and bolts on the parts car fit my car equally as well.

The summer of 1983 turned out to be the magical summer. I painted the car in white lacquer, covering all traces of the original Florida green. (I still have visions of those British coordinators rolling on the floor at the thought of that hideous color heading south on ALA.) Medium blue and white replaced the original white with green piping. By September, the car was on the road and for the most part completed, except for those little bugs that I knew would need ironing out two years earlier.

I still glance at an occasional Auto Exchange over morning coffee, but when the coffee is gone, so is the Auto Exchange.



JIM'S FINISHED PRODUCT

JAG PROFILE - BY ANNE VESCOVO

After an unsuccessful attempt at organizing a Jaguar Club, Anne Vescovo joined the British S.C.C. She has been a member for two years.

While living in Atlanta, she bought her first sports car, a TR-3. The Triumph was replaced by a Jaguar XK-150. A "new" MGB was soon to follow.

Being a member of the Sports Car Club of America, she frequented the SCCA sponsored races. After a race in Pensacola, a friend gave her a ride around the track in his new XKE. The MG's time was limited! A beautiful new Jaguar XKE roadster was soon acquired.

Real estate sales forced her into sedans - a Volvo, Rover and (heaven forbid) a Ford!!!!

On a trip to Atlanta in '76, a Jaguar XJ6L sedan was purchased. In January, 1980, Anne and husband Ray, went back to Atlanta in search of an E type. They bought a 1970 XKE roadster. The E-type was in good condition, but the fuzzy black carpets and vinyl seats had to go. After collecting interior parts for over a year, a Jaguar Club acquaintance, Kerry Alexander, installed the new interior. Chris Johnston recovered the seats.

Now there is another challenge - a pitiful '65 MGB. It really needs help! Says Anne, "I'd rather be 'helping' the MG than doing housework".

-----

TRIVIA TEST . . . . .by the TRIUMPHS

Contributed by Lisa and Charles Hutchison

Test your British car trivia knowledge by matching these cars with famous (and not-so-famous) movies and personalities.

- |                         |                                    |
|-------------------------|------------------------------------|
| 1. Triumph Herald       | a. Are you kidding?                |
| 2. Aston-Martin         | b. Hart to Hart                    |
| 3. Chitty Bang Bang     | c. Cannonball Run                  |
| 4. Rolls Royce Corniche | d. Tammie                          |
| 5. Lotus Esprit Turbo   | e. Pandora and the Flying Dutchman |
| 6. Lanchester 40        | f. Educating Rita                  |
| 7. Napier-Railton       | g. "007"                           |



- |                              |                           |
|------------------------------|---------------------------|
| 8. Triumph TR-4              | h. Get Smart              |
| 9. Rolls Royce Silver Shadow | i. Walt Disney Production |
| 10. Sunbeam                  | j. For Your Eyes Only     |
| 11. Austin Healey            | k. King George the Sixth  |

Answers to above on last page

Shoe



EDITOR IN CHIEF  
WYERS AND TYERS PUBLICATIONS  
MEMPHIS, TENNESSEE

DEAR MR. STEWART:

I RESPECTFULLY SUBMIT THE ATTACHED DRIVEL FOR YOUR CONSIDERATION TOWARD POSSIBLE INCLUSION IN SOME FUTURE ISSUE OF THE ABOVE MENTIONED AUGUST PUBLICATION.

I AM

*Tom Hollis*

TOM HOLLIS  
MEMBER IN GOOD STANDING (SO FAR)  
BRITISH SPORTS CAR CLUB OF MEMPHIS, LTD.

Few, if any, of us can forget our introduction to sports cars, particularly that first driving experience. That exhilarating feel of power, the odor of leather and oil and the throaty rumble from exhaust pipes scarcely 3 inches above the macadam.

These were images that came to mind when Charles Coleman asked if I would help move his rolling stock from Little Rock to Memphis.

Charles' BN6 probably had less than 20 miles on a rebuilt engine when he transferred to Memphis. So close were the two events, the transmission cover was not attached and the carpets nested in the boot. Ah...Greater ventillation.

On pleasant afternoons he had driven around the neighborhood or allowed Mary Ann to act as operator that he might see how sharp he looked in this sporty machine.

I had been told that Healeys oft times had heat problems. I, the uninformed, thought that was a problem with water temperature.

It was a clear mid-August day after checking the vitals that we boldly sallied forth in this untried machine. We had two purposes in mind...get to Memphis and to properly run-in the engine.

Hardly twenty miles from the start Charles pulled to the side asking if I would like to drive the Healey. Joy unseakable! This friend of more than twenty years was willing to share the experience.

I had previously owned two MGA's and on occasion had been a passenger in a Sprite and a Berkley. Now, for the first time, I would actually drive a 100-6.

The ventilation I perceived earlier proved more than adequate. The owner suggested that we drape as much carpet as space would permit around the cover and over the floor near the driver's feet.

Then I was off with a feeling closely akin to my first solo flight. That smooth flow of power, and throbbing exhaust sound and the odor of leather...is that burning leather? My right boot was practically ablaze!

This sharing friend of mine could have leased that cockpit for a crematory. I have fired boilers of steam powered vessels and not been subjected to such heat. Nay---PAIN!!!! What to do? Swap feet? not enough room. Weep? Much too embarrassing, however whimpering and an occasional sob was acceptable.

We switched vehicles about every 20 miles thereafter, alternately praising the wonders of Freon.

Would such an experience prevent anyone owning one of these magnificent beasts? I would hope not. I have recently joined the ranks of Healey owners, but not yet an operator. I do make solemn vow though, that transmission cover, insulation and carpet will be all properly affixed before road tests are attempted.



SAY "AHHH"

## BIRTH OF HEALEY ANNUAL

By Al Noah

Fall Foliage and light sweaters were the theme for the first Annual Turkey Shoot sponsored by the Austin Healey Marque, held on November 6th, at Arkabutla Lake. Charlie Roberts and his group had the cooperation of good weather, park officials (there were none), as fourteen cars made their way from Southland Mall down Mississippi Route 301. (That is, except for Carpenter, who led his own small group, due to a wrong turn. Jane was out of the city and can't be blamed for this one, Allen.)

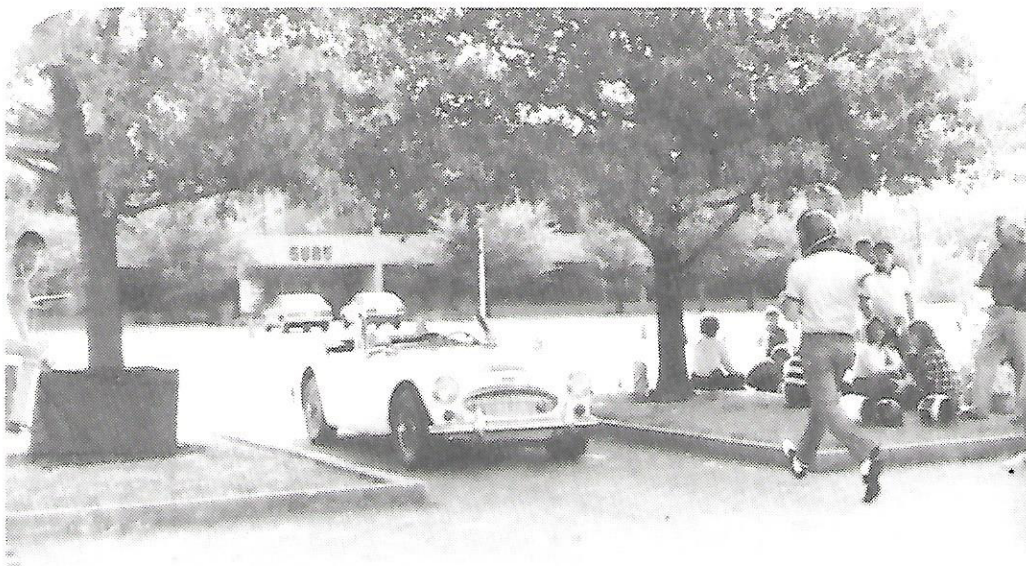
We had our own private parking lot and a small, but tough course was laid out. The Healey Marque is known to be a bit dense, so when the group was told that the drivers would be blindfolded, navigator would shift gears, and give directions; the participants were not surprised. The girls were given the chance to really do some "back seat" driving and much conversing was done between teams. Harry and Beverly Entwisle may have stopped their communication, but they have the dubious honor of breaking the four-minute barrier. After Janis turned in a better time than Thom on the driving course, there is a rumor she may be getting her own Healey.

Keith Macumber sped through the course with Carp kneeling on the tunnel and he finished with the best net time after penalties. Dan and Carole Sheppard "floated" through the course, hoping to make up points on the "Turkey Shoot".

The early afternoon dusk found everyone on their way back to the Bluff City, and to the best of our knowledge all cars made the 80 or so mile round trip without a breakdown.

Video tapes of the event, pylons spray-painted in gold by freehand, and dash plaques are on sale by your Healey Marque member. We couldn't agree on price; so make your best deal.

Official standings are on page 12.



THE CANNONBALL RUN

Official Standings - Turkey Shoot

1.	Keith - Allen	83.15	A/H
2.	Jon - Mad-Dog	78.15	M/G
3.	Al - Mad-Dog	62.05	A/H
4.	Randy - Skip	61.30	A/H
5.	Ray - Charlie	59.90	JAG
6.	Thom - Janis	53.70	A/H
7.	Mad-Dog - relative	46.50	JAG
8.	Janis - Thom	45.00	A/H
9.	Roger - Ramona	42.40	A/H
10.	Emily - Grant	32.50	M/G
11.	Skip - Vickie	31.30	M/G
12.	Dan - Carole	29.50	TRIUMPH
13.	Lynn - Priscilla	29.10	M/G
14.	Harry - Beverly	22.00	M/G

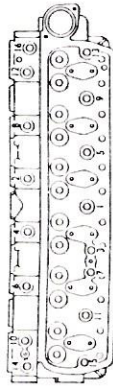
## \*\*\*\*\* \* \* \* \* \* ASK MR. FINESPANNER \* \* \* \* \* \*\*\*\*\*

### Mr. Finespanner's Complete Guide to Six Cylinder Healey Ignition Tuning

The following article is an attempt to put down in one convenient source everything the average owner/enthusiast needs to know in order to trouble shoot and tune a Big Healey, and is based on *Harve Malloy's Tuning the 100 6 or 3000 Engine*. The powerplant of your Austin Healey dates to the pre WW II era and is actually a rather unsophisticated example of the engine development of that period. For that reason, it is possible for the current owner to tune the engine using fairly simple tools and techniques. It is recommended that the owner invest in the proper tools in order to obtain optimum results.

#### Preliminary Checks (optional):

- 1 Remove the valve cover and gasket. Remove the 12 rocker shaft bracket nuts with their washers and disconnect the oil pipe at the union. Lift off the shaft assembly. Compress a couple of the rocker arms against their springs so that the beaming surface of the shaft is revealed. Check the underside of the shaft for wear by scraping a fingernail across the area where the rocker arm is normally located. Ridges that a fingernail will catch on indicate excessive wear of the shaft.
- 2 Check that the cylinder head nuts are torqued to 75 ft. lbs following the torquing sequence shown.
- 3 Replace the rocker shaft assembly. Torque the bracket nuts to 25 ft. lbs working from bracket 4 and alternating. You may want to use Lock Tite to insure that the assembly stays down where it belongs. Reconnect the oil pipe at the union. Be VERY careful when playing with this oil line. If at all possible, the upper banjo part should never be removed from the shaft bracket; it screws onto The roumated bolt which holds the banjo onto the bracket is fine threaded, it cross threads easily and wears the threads in the portmetal with each removal and replacement, eventually failing to fit tightly and seal. Make sure there is a copper washer on each side of the banjo.



#### Tuning:

- 1 Remove the distributor cap and note the position of the rotor. Remove the clamp plate bolts and the vacuum advance line and pull the distributor off the motor. While firmly holding the bottom shaft and driving dog stationary, press the rotor in the direction of the arrow on top. The rotor and cam assembly should be able to move approximately 1/4" in this anti-clockwise direction, and then snap back smartly when pressure is relaxed. Failure to do so indicates seized shafts, necessitating the removal and cleaning of the cam assembly and the central shaft it screws onto. Observe the movement of the cam assembly and the central shaft it screws onto. Observe the opening. Don't get carried away with love for the car—slobber in the vacuum diaphragm will not enhance performance. Remove the rotor arm, points, and condenser.
- 2 Thoroughly clean all interior and exterior surfaces of the cap and distributor. Carefully examine the cap for evidence of electrical tracking; this is especially important when a hot coil is in use. Check the condition of the central carbon brush, and replace the cap if there is any sign of wear, cracks, or damage. Early cars take caps with the Lucas number 418851. BJ's take #5441,2474 or DC 16. Record the distributor number stamped on the side of the body for parts reference.

- 5 Rotate engine (anti-clockwise at distributor) until #1 piston is at TDC, that is, #1 intake has opened and closed and the crank pulley has been turned further clockwise until the timing pointer aligns with the notch. **Note:** On older engines it is important to confirm TDC and adjust as needed for normal wear. Lacking a proper dial indicator, insert a wood pencil into the spark plug hole and slowly rotate engine back and forth until movement by the pencil cannot be detected, indicating TDC. This position spans a range of 3 degrees, corresponding to 1/8-1/4" measured on the circumference of the pulley. Remark the pulley if there is a substantial difference relative to the factory mark. Remember, some engines came from the factory with improper markings. The woodruff keyway in the crank pulley can also tend to wear over time, resulting in "slop" in the pulley, clunking noises, and incorrect timing readings due to the notch jumping all about.

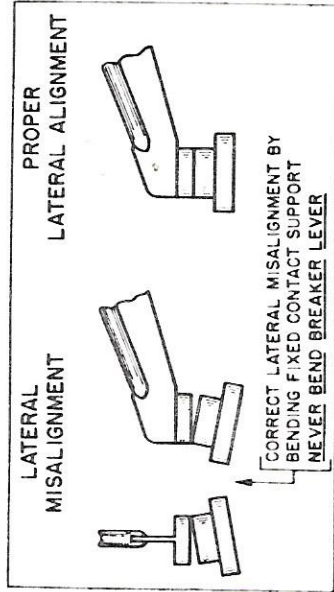
- 6 Twist the distributor vacuum advance adjuster until it is centered in its possible travel on the threaded shaft. Loosen the distributor clamp bolt (these clamps are available new from Lucas, part number 421191). With a 12 volt indicator on the low tension lead to the distributor, rotate the distributor body until the points just open and the light comes on, and then tighten the clamp. You must, of course, have the ignition on but the motor not running to make this static timing setting. The spark is now set to about 6° BTDC.
  - 7 Place one or two drops of light oil in the depressor atop the distributor shaft that the rotor arm fits over, and a dab of silicone based grease on the cam to lubricate the moveable contact. Install a new rotor (#418726) and refit the cap and plug wires. Insure that the positive (CB) terminal of the coil is hooked to the distributor by the white wire with black tracer and the negative (SW) terminal is hooked to the distributor by the power wire. Start the motor and use a timing light to adjust the distributor to the proper strobotoscopic advance for your model. Recheck the dwell after setting timing.
  - 8 With the engine idling, observe the valve gear as operating temperature is reached. Oil should dribble out of the holes on the top of the rocker arms at idle. Increased speed—up to 2800 rpm—should cause the oil to shoot out the holes in little columns approximately 1/2" high. Excessive flow, streams of oil 1" or more high, especially when speed is increased, indicates bad wear in the rocker shaft.
  - 9 Stop engine when at temperature. Pull the plugs, block open the throttles with a spacer between the stop arm and rest, and attach a remote start switch across the solenoid. Using a compressor tester, check each cylinder in turn, cranking the engine through four or five revolutions. Permanently record results. Readings should uniformly exceed 100 psi with variations among cylinders not to exceed 10-15%. Average for a good Healey is 150-160 psi. New motors just run in will show around 190 psi of compression. Readings under 100 psi indicate badly worn rings. Recheck sensously low cylinders after introducing a teaspoon of engine oil at the plug hole. Do NOT use a glass eye dropper, even if your name is Gary. Use a teaspoon or a long-necked oil can, and give her a couple of squirts. Substantial compression improvement after cranking indicates ring failure. Little or no charge suggests leakage due to poorly seated valves. Close throttles and remove remote switch.
  - 10 If you have not yet checked the rocker shaft as in "Preliminary Checks" above, slacken the adjustment of one rocker until the arm can be moved clear of the pushrod. Compress the rocker arm against its spring and check the bottom of the shaft for grooves. Any badly worn shaft will not retain a proper valve setting for long. Adjustment of valves must be made with the tappet on the back of the cam, so gap valves according to this sequence.  
With #1 valve all the way down, gap #12.  
With #2 valve all the way down, gap #11.  
With #6 valve all the way down, gap #7.  
With #12 valve all the way down, gap #1, etc.
- Note that the sum of the "down" valve and the one to be adjusted is always 13. You can also count from opposite ends of the motor to determine which valve to gap next. For example, if #5 (from the front) is down, the fifth one from the rear of the motor (#8) gets set, and so forth. Adjust clearances to 0.012 inch. Always recheck gap after adjustment to be sure tightening the locknut did not change the setting. Replace the spark plugs.
- 11 Restart the motor and adjust and balance carburetors for mixture, slow and fast idle at normal temperature. Slow idle should not exceed 750 rpm on early models and 900 rpm on Mk IIIs. Stop engine.

3. Remove spark plugs in order, noting any differences in appearance. On Mikill cars with servo units, compare #6 plus with #1. If #1 is dry but #6 has slimy residue, a leaky servo could be the cause. Most Healeys were delivered with Champion plugs, which are over rated, junk and have a reputation of giving poor high speed performance after a few thousand miles. NGK plugs are less expensive, and a highly recommended alternative. Mr. Finespanner uses only NGK's, because they last three times as long as any other and even deliver better as mileage.

**Heat Range** NGK  
**Champion** BP6 ES  
**Normal** N12Y  
**Colder** N5  
**BP7 ES**

Clean plugs thoroughly and regap to 0.025" for standard coil, 0.028-0.030 (uniformly) for sports coil.

4. Clean off any protective coating on new points using a soft cloth. Lightly buff point surfaces with emery cloth. Avoid contamination when installing new goodies. Rotate the distributor shaft until the heel on the moving contact is centered on one of the cam lobes. Adjust the stationary contact until the gap is 0.014"-0.016", i.e. a clean 0.015" feeler gauge is a slip fit. Hold the distributor at eye level and observe the alignment of the points. All too frequently the final tightening of the point adjusting screw will throw the two surfaces out of parallel and radically change the setting—this is especially true on late model cars with the one-piece points (Lucas Quikfits).



If tightening results in misalignment the stationary contact must be carefully bent back, using small ignition pliers, until the surfaces are parallel again. Do not bend the moving contact. Dr. Bowen of the Healey Haven recommends using Blue Streak LubrPoints in B8 cars to avoid this problem. The part number is LU1617 XP and they align properly when torqued down. Readjust the gap to 0.015" and retit the distributor to the car with the rotor positioned properly. NOW, spend a few bucks and buy a good quality dwell meter and use the meter after the feeler gauge to insure exact adjustment—this is the only way you can be positive of optimum point setting and engine efficiency. The Book sez 35 + 3°, but set points at 34° since dwell increases as points wear. A dwell meter can also be used to diagnose point resistance, misalignment, and wear of the distributor shaft; bushing—it's truly one of the soundest investments an owner can make, and can pay for itself in a couple months in terms of gas savings.

For those owners who would like to avoid this hassle altogether and improve performance and mileage at the same time, Mr. Finespanner recommends changing to a breakerless electronic ignition system. Many companies make such an animal, though it's not easy to find one for a car like a positive ground Healey. But for those of you with one piece points—some B17's and all B18's—there is a great English unit available called the Piranha Ignition System. Mr. F. uses them because they're made in Blackburn, Lancashire, where all the hoies are that fill the Albert Hall in the Beatles song. The Piranha can be installed by any experienced owner and no special tools are required; it's also guaranteed for two years or 100,000 miles. The increase in performance and mileage is incredible. Pickup and acceleration are substantially greater.

— Dave Dr. carb Healey, we know, of fitted with a Piranha unit and NGK plugs average #4.75 - mpg at 80 mph.

Optional — Can go straight to #15

12. Install vacuum gauge using tap located on top rear surface of intake manifold. With engine again at idle make the following observations:

- a vacuum reading in range of 18-22 inches
- b much lower, steady reading = intake side leak(s).
- c steady pulse = one valve, plug, or cylinder gasket leak
- d unsteady pulse = as in c, but more than one cylinder
- e unsteady, varies with speed — sweeps larger with speed = valve springs sweep smaller with speed = intake leaks
- f. steadies with speed = ignition, carburettor, or distributor fault

13. With engine idling, loosen distributor and advance (rotate clockwise) to obtain maximum steady vacuum reading. Now retard until vacuum reading is 1/4 - 1/2 inch below the maximum reading. Engine is now in time if: a) vacuum reading is in range, b) ignition is in time when checked with light. Note: maximum advance is about 35° or about 1 3/4" on the circumference of the pulley.

14. Set throttles to idle engine at 1000 rpm. Now check cylinder balance by testing how well pairs of cylinders run the engine. Read and record vacuum level for each pair as follows:

Run On	Short Out
1-6	2-3-4-5
2-5	1-3-4-6
3-4	1-2-5-6

Vacuum levels between pairs should be about the same. CAUTION: Use well-insulated pliers to manipulate plus wires.

15. Stop motor. Remove tools and gauges and replace valve cover, renewing the gasket as needed. Note that the gasket is not symmetrical. Reinstall crankcase and cover breather hoses. During subsequent running, observe any tendency to "ping" under load or to "run-on" when killed. Used the micrometer adjuster to retard the spark and reduce ping associated with variations in fuel. Alternatively, advance spark to improve performance if engine will tolerate the adjustment. Running on is most frequently caused by too fast motor idle.

Now you're ready to go out and test the quality of your handiwork, but try to pick an area, which is not frequented by uniformed representatives of the state (not that they could catch you anyway, right?) Anybody else have any good articles or tips? Send them on in, and get your name in print.

Rep ... from AUSTIN HEALEY  
 HIGHLIGHTS !! DOUG REID, AUTHOR  
 SUBMITTED BY Thom ANDERSON.

her time.

He has just told you there is nothing serious between them, she is just a fling. Hah! It's hard to believe that an average of two hours a day, seven days a week with the same woman is not serious. He actually expects you to believe him.

His devotion to her is deplorable. Just let you have a bad day; can hardly get out of bed, and his classic comment.. "Why don't you try to get some rest after you are dusted and put up my underwear." Then he has the audacity to rush out the door to her when he hears the least cough or gaseous indigestion from her, so he can fondle and caress her until she is humming around him like a doting lover she is.

He also thinks you are fool enough to fall for the line of "She doesn't mean anything to me". Don't hold your breath lady, he just went out and spent \$200 on a car for some silly whim they had. It's the kind of pressure that is not shown to the average person; another reason you know she is not the kind of woman just any man would be seen with.

And another thing! Have you ever asked him to spend a pleasant fall Saturday with you and you alone. That's the idea! You have just intruded on their most intimate time together. She lets him play dirty with her. He can even dress "Trés Naturale". He doesn't think of you as fast either. His favorite word for her is tempe

There are some places that she can't go with him and he is forced to take you, for appearances sake. Last year, she can't go dancing with him at the Christmas



I'm sure he has protested all the way to City Hall, but thank goodness Dick is a family man. None the less, you will find him with the other guys off in some dark corner at Beale Street East, murmuring to each other all the intimate details of his last rendezvous with her. And furthermore...the other men are going to tell him about their dark secrets with their lady fair.

You keep thinking, this can't go on forever. You are right! Eventually he will wear her out and she will fall apart. But what luck! Your husband just happens to have a good friend, who just happens to know someone, whose wife just happens to have threatened divorce over that other woman and he is going to have to spend some time with his wife and drop his mistress.

You just lost again my dear!!



THE NEW - MISTRESS MARY - IN DISTRESS

The recent "incident" in the Falkland Islands is now over, and the victor is clear. What has not been so well reported however, is the true identity of the legendary British commandor, known to the world only as "H".

I was recently contacted in my official capacity as outgoing Triumph Marque Leader, by representatives of HMG (No! that's not a preservative or taste enhancer) who informed me that the tanks and other amphibious vehicles which liberated Goose Green and the other Falkland Island communities were in reality built in Canley, home of the TR-3. And yes, they did use modified Standard Vanguard engines, they did leak oil, they did use dzus fasteners - but, they were hell in first gear!

Is it any wonder then, that "H" used only an initial? He was somewhat sheepish (as are most Falklanders), that "H" stood for "Healey"!

Speaking of "H", did you know that Mayor Hackett in his never ending battle against perversion, decadence and fun, is trying to get a new Memphis City Ordinance against topless cars?

My "clean" "near perfect" TR-3A now resides in Nashville, and I am still defying death on a four-banger motorcycle. Yet, I still ponder questions such as these:

(Answers on next page)

1. How many TR-1's were built in 1952? \_\_\_\_\_
2. What did a 1953 TR-2 cost new? \_\_\_\_\_
3. When were disc brakes introduced on TR's? \_\_\_\_\_
4. In 1959, three LeMans TR's were built. What was their model designation \_\_\_\_\_?
5. TS 22014 was the first \_\_\_\_\_?

6. The basic price of a TR-3A in 1969 was \_\_\_\_\_?
7. The commission number of the last TR-3 built was \_\_\_\_\_? In what month and year \_\_\_\_\_?
8. The fastest production TR from 0-100 was what model? \_\_\_\_\_
9. The biggest model run of TR's was \_\_\_\_\_?
10. What famous country singer's namesake won the Triumph Mystery Tour Rally last fall? \_\_\_\_\_

So, while I don't own a British sports car at present, just last week I was heading east, crossing the railroad tracks in Moscow, Tennessee, when on the right, overgrown with weeds, I saw a "restorable" TR-3. It's cheap ----- and worth every penny!

ANSWERS TO ABOVE QUESTIONS.

1. One - it was the original prototype.
2. B 555
3. September, 1956
4. TR3-S
5. TR3-A; not an official designation, but accepted as such
6. B 699, I guess they didn't have much inflation!
7. TCF 2804 - October, 1962
8. TR-5 in 28.5 seconds (TR-250 wasn't close here)
9. TR6 - 94,619
10. Roger Miller

## ENGINE ADJUSTING PROCEDURE AUSTIN HEALEY

In order to assure a properly adjusted/operating engine, the following procedure has been developed. It attempts to gather information from numerous sources into one comprehensive document. It should be noted here that this document encompasses only one way to perform the various operations. Others based on favorable experiences, hearsay or from other sources may have been found to be as satisfactory with regards to final results.

It is strongly recommended that each step of this procedure be performed in the order given. Doing just one portion of it will not give the desired results. Remember a mechanical or electrical part wears out and to reuse parts with what may seem to be "some useful life" may result in being stranded on the road somewhere with only somewhat more expensive alternatives to get back home or to your destination.

SO HERE GOES !!!

I. Run engine or drive car to get engine to normal operating temperature

### II. COMPRESSION CHECK

A. Remove all plugs and rack in order (1,2,3,etc.)

1. Inspect plug electrodes for corrosion, pitting, oil deposits, etc.

2. Check porcelain for cracks.

B. Check compression in each bore with a reliable compression gage

1. Open throttle completely (tie or wire open)

2. Record each compression reading

3. Note relationship of all readings

- a) 120-150 psi is normal
- b) Under 100 psi - there is a problem
  - 1) Rings worn or broken
  - 2) Valves or valve seats burned or broken
  - 3) Head gasket damaged
- c) Variation greater than 10% indicates a problem

1) Rings worn or broken

2) Blown headgasket

3) Valve or valve seat damaged

d) If compression is low, add 1/2 to 3/4 ounce 30 wt. oil to that cylinder

1) If compression reading comes up, rings are worn or broken

2) If compression does not come up, suspect valves

3) If low compression is in adjacent cylinder, suspect head gasket

### III. DISTRIBUTOR

A. Remove distributor, cap and rotor, recording position of key or rotor during removal

B. Remove ignition wires. Mark ignition cables with the cylinder number. A permanent taped marking is desirable

A. Remove valve cover and seal. Clean oil, etc. from cover and clean valve cover gasket sealing surface on both valve cover and cylinder head.

B. Inspect rocker shaft for excess wear.

1. Release load on several rockers by loosening adjusting nut

2. Slide rockers away from its position

3. Note wear on shaft. If dark brown in color and scored, and there are signs of puddles of oil in top of cylinder head, you may have excessive wear

4. Other indications of a worn rocker shaft is an oil clogged rear air cleaner, excess oil in vent breather and burning oil with good compression.

5. Inspect springs and washers on rocker shaft assembly for broken parts

C. Adjust valves to 0.012" with the engine either cold or cool. If the engine is cold adjust to the high side of 0.012".

D. To adjust the valves using the "magic 9" or "magic 13" system.

1. On four cylinder cars (magic 9)

a) Turn engine until #1 rocker (at front of engine) rocks in the valve open position

b) Loosen locking nut on rocker adjusting screw of valve #8 (#1 + #8 = 9)

c) Insert feeler gage between valve stem and rocker

d) Tighten rocker adjusting screw until the two surfaces just drag on feeler gage

e) With screwdriver still in slot of adjusting screw, tighten locking nut

f) Turn engine until #2 rocker rocks in the open position (#2 + #7 = 9)

g) Follow steps b) through e) and continue until all valves are adjusted

2. On six cylinder cars (magic 13), use same procedure as on four cylinder cars except that valve #1 + #12 = 13, hence "magic 13".

E. Replace valve cover and gasket (always replace with new valve cover gasket if gasket is compressed more than 1/8"). It is a good idea to use a non-hardening adhesive (i.e. Silastic) to secure the gasket to valve cover (not cylinder head). This helps to maintain the position of the gasket.

### V. SPARK PLUGS

A. A spark plug is designed to operate at 95-100% efficiency for about 200 miles. The efficiency then drops quickly to a somewhat lower level for the rest of its life. Therefore, it doesn't pay to be economical when considering the replacement of plugs. At today's gasoline prices a

- C. Inspect distributor cap, rotor and ignition wires
- 1) If cap electrodes are indented or burned then replace
  - 2) If end of rotor contact is burned, corroded, rough, etc. then replace
  - 3) Always replace cap and rotor as a set
  - 4) If ignition wires show signs of cracking or fraying, then replace all wires including coil wire

NOTE: Carbon wires produce less radio interference, but can only be used on SPRIRES and six-cylinder big HEALEYS due to the method of securing to the distributor cap. The four cylinder 100 requires a solid core ignition cable.

- 5) Clean all dirt, oil and grease from all components, if they are to be reused

- D. Inspect points
- 1) Each contact should have at least 1/16" material with no pitting or material buildup.
  - 2) If points are beyond filing to meet this criteria-replace

- E. Inspect for cracks
- 1) Inspect for cracks in the body of the distributor

- 2) Check distributor shaft for wobble. With point follower on a lobe and points just closing, move shaft back and forth. If points open 0.003" or more, shaft bushing is worn too much to hold a point setting. The only cure for this is to rebush the distributor.

- 3) Move advance plate and let spring back to determine if the plate is free moving
- 4) Remove plate to see if springs are still intact. If removing springs and weights, record the installation positions

F. Reassemble distributor

- 1) Install points and set at 0.014"-0.016".  
NOTE: a matchbook cover is approximately 0.015" and is an acceptable "field fix"
- 2) Always replace the rotor when replacing points.
- 3) It is much simpler to set the point gap with the distributor out of the car
- 4) Lubricate lobe cams and the point follower block

- G. Replace distributor to engine-recall your record of location of the distributor drive.

- H. Seal wires and distributor cap with waterproofing spray (i.e. Silicone)   
 ADJUSTING VALVES.

\$5.00 to \$10.00 investment in new plugs can be made up in a season's driving and give you a much more reliable and smooth running engine.

- C. Recommended plugs for the various models:
1. Sprite N5
  2. 100-4 N5
  3. 100-6 N9Y or N12Y
  4. 3000 N12Y

- D. When installing plugs, turn in finger tight, then tighten 1/6 turn (one flat of hex on plug), in no case more the 1/2 turn

VI. ADJUST TIMING

(see other paper on timing)

VII. ADJUST CARBURETTORS

- A. This is the last step in the procedure
- B. The engine should be up to normal operating temperature, and unless all other parts of the system are properly adjusted, proper carburetor adjustment is a useless exercise
- C. Proper adjusting and servicing procedures are available at \$2.00 from:

REGALIA, AUSTIN-HEALEY CLUB OF AMERICA  
6010 Vance Avenue  
Ft Wayne, Indiana 46815

REPRINT FROM A/H CHATTER  
! COURTESY OF WALT BLANK !  
WIRT HARLIN III

## PUTTING THE IGNITION SYSTEM IN ORDER

The ignition system consists of two circuits:

1. The primary or coil/breaker circuit, and
2. The secondary or spark plug circuit.

The adjustment of the primary circuit is done at the distributor. The breaker contacts (points) when closed allow current to flow from the ignition switch (on the dashboard) through the primary windings of the coil (the two small posts) to ground through the points. When this current is flowing an electromagnetic field is created in both windings of the coil (primary and secondary). When the points open this field collapses and a surge of high voltage electricity leaves the coil through the secondary circuit (the large post in the center of the coil). Immediately the points close and the field begins building in the coil, again to be released, etc. This surge of high voltage carries the current that causes the spark that fires the engine when it jumps the gap at the spark plug. The adjustment of the ignition points is quite critical in the proper running of the engine as it controls (1) the spark timing (the exact moment the spark occurs) and (2) the amount of time the coil has to build its field.

### ADJUSTING IGNITION POINTS:

If fitting new parts, proceed by removing the distributor cap. You will see the points below the rotor. Remove the rotor for better access. Rotate the engine crankshaft by (1) bumping the starter button until the points are open the widest, or (2) by putting the car in fourth gear and pushing it until the same results are achieved. Install the new points and condenser. With a feeler gage check the gap between the points. The gap should be 0.15 (0.14-0.16). If the gap is incorrect, slacken the points securing screw or screws and nudge the sliding base until the feeler gage just slides between the points. Tighten the screw(s) and recheck the gap. This may take several tries at first but you'll get with it with practice. There, the breaker gap (dwell) as it is called (measured in degrees of rotation), is adjusted. See, nothing to it. If you have replaced the points, check to see that the little wires (pigtailed) are clear of moving parts and aren't chafing anywhere. Next, rotate the engine until the points are closed. Turn on the ignition. Open the points with a screwdriver. If a spark occurs you've installed the points correctly. Congratulations are in order (have a beer). If there is no spark, you blew it! Check to see if the aforementioned pigtail is not touching the pivot stud of the points but is properly insulated so that it touches only the curved spring. If it were touching the pivot stud it would be ground at that point and the current could not flow to the points. Also check the braided ground strap which goes from the breaker plate to the distributor housing.

### IGNITION TIMING:

Now that the points are set correctly, you can proceed with the ignition timing. Using a droplight or flashlight locate the notch on the front crankshaft pulley. It may be

necessary to clean the pulley with a rag and some solvent. If a notch is not present you will have to make one.

1. Locate the arrow on the timing cover (this may need some cleaning also),

2. Remove the #1 sparkplug, look into the cylinder until the piston comes to the top of its stroke (this is TDC or Top, dead center). Take a cold chisel and make a dent at the spot the arrow points to on the pulley. This is not the timing mark but an indicator of TDC. The proper initial timing settings are as follows:

100-4	6 deg BTDC	measure 5/16"
100-6	6 deg BTDC	measure 3/8"
3000 MKI	5 deg BTDC	measure 5/16"
3000 MKII	12 deg BTDC	measure 3/4"
3000 MKIII	12 deg BTDC	measure 3/4"
Sprite MKI	5 deg BTDC	1st pointer
SpriteMKII-948	4 deg BTDC	1/32" after 1st pointer
SpriteMKII-1098	5 deg BTDC	1st pointer
SpriteMKIII	5 deg BTDC	1st pointer
Sprite MKIV	7 deg BTDC	1/16" before 1st pointer

To find and mark your proper initial timing setting you will need a small ruler, your cold chisel and a hammer. Using a degree wheel I have calculated the distances to measure on a pulley circumference so you won't have to. The proper pulley diameters are as follows: 100-4=6", all 6 cylinder models=7", Sprites=5". Crank the engine using the starter to determine the direction of rotation. Rotate until the TDC notch aligns with the pointer. Put the car in fourth gear and roll it backwards until the notch is the proper distance from the pointer for your particular model (see chart above). Take your chisel and make another dent in line with the pointer. This then is your initial timing setting. You may want to mark this notch with some paint so you won't confuse the two. Now, loosen the clamp screw at the base of the distributor. Hold the rotor against its direction of rotation and turn the distributor until the points just open. If you turn on the ignition switch this will be indicated by a small spark at the points. This little trick eliminates the need for a testlight and should save some time. The initial timing is now set. Tighten but don't wail on the clamp screw at the distributor base as overtightening can cause the casting to collapse (as I'm sure a few of you have discovered). If the distributor won't hold a setting it would be wise to check for distributor shaft and bushing wear.

#### DISTRIBUTOR SHAFT AND BUSHING WEAR:

To check for this wear, rotate the distributor shaft until the points are just closed. Grasp the rotor shaft until the points rubbing block (also called the follower). If the points open more than 0.003" the wear is excessive. If the bushing is worn to this extent, the distributor will not hold a satisfactory point gap and it will be impossible to set the timing accurately. A good machinist with some time can rebush the Lucas distributor for you. The BJ8 distributor does not have a bush but can be fitted with one. A second alternative is to find a good used distributor. If your distributor is still in good shape,

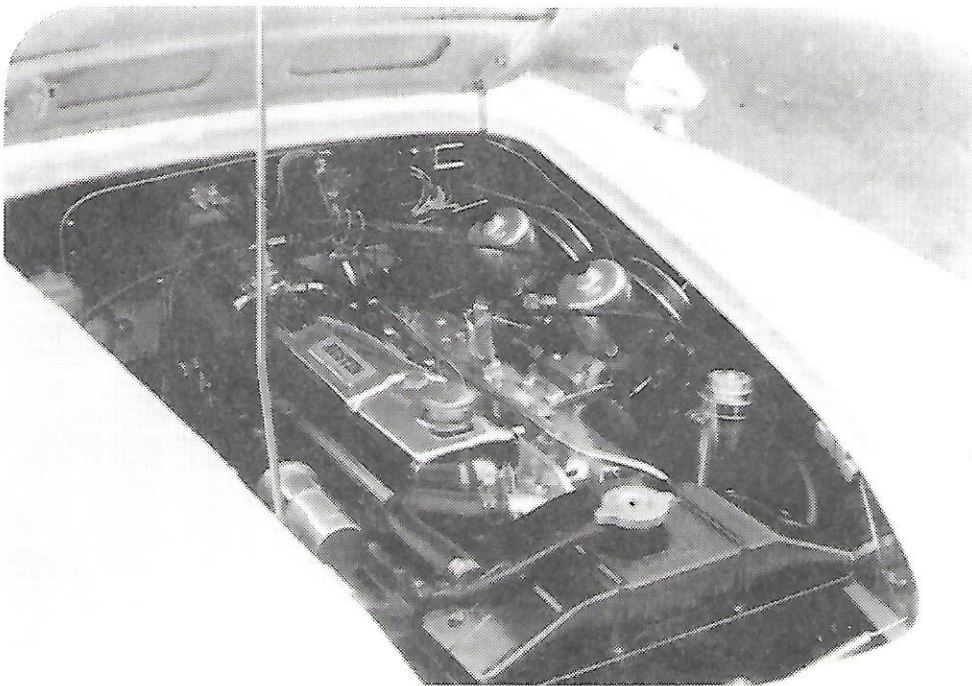
keep it that way by keeping it well lubricated. Remove the rotor, remove the screw beneath it and apply several large drops of oil. If you do this frequently your distributor will stay healthy. Next, a quick check of the centrifugal advance is a good policy. Turn the rotor counter-clockwise by hand, release it. The advance springs should return the rotor to its original position. If it hangs up and doesn't return fully, a disassembly is in order. Remove the breaker plate and set it to the side without disconnecting any of the leads. Be careful not to drop the two little screws into the distributor housing. Once you have access to the advance weights and springs, check to see that the springs are not broken or stretched and that the weights move freely and are adequately lubricated. Any all-purpose molybdenum or lithium grease works well for this. If the springs are bad they will need replacing. Occasionally new ones are available and sometimes advance springs from other cars can be made to work. This modification usually requires a distributor calibrating machine. Your best bet is to locate some springs from a worn distributor with worn bushings. Next, reinstall the breaker plate and see that it rotates freely. This may need lubrication also. Apply vacuum to the vacuum advance line with your mouth and make sure the diaphragm doesn't leak and that the breaker plate moves and returns. If everything checks out O.K. you are ready to start the car and check total advance at speed with a timing light. Hook up the timing light as per the instructions included with it. The induction type is easiest to use but any stroboscopic timing light will work. Total advance at over 3000 rpm should be between 30 and 36 BTDC. The advance should not all come in at once but gradually as engine speed is increased.

Unless you are trying to achieve extra fractions of horsepower for that race at Watkins Glen in the future, the important thing is that the total advance is achieved and that it comes at a steady rate. There are some things you should know about fuels and timing. With the demise of high octane petrol, it may be necessary to retard the timing a bit to avoid detonation (pinging). DETONATION MUST BE AVOIDED!!! It can cause great damage to engine components such as pistons and piston rings. It can even cause valve seats to become dislodged from the cylinder head. It often helps to enrich the mixture if you intend to run at high speeds for long periods of time. The HEALEYS and Jaguars seem to like gasahol and run well at stock settings on it. A blend of high octane unleaded and leaded regular (4 to 1) also works well as the lead helps lubricate and cool valve guides and valves. If your car still insists on detonating on rapid acceleration, then don't accelerate hard. It is possible that there are deposits of carbon in the combustion chamber which retain heat and are causing the detonation.

I hope the above information will help you to keep your car in tune and running like a HEALEY should.

HAPPY HEALEYING





KEITH = TAKE NOTE = AN ORIGINAL!!!!

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Q. Why do the British drink warm beer?

A. Lucas makes all their refrigerators.

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SAFETY FIRST - taken from AMGBA Quarterly, Fall '82

Remember - It does not matter how quickly your MG accelerates, or how fast it goes, if it cannot stop. The proper functioning of your brakes must ALWAYS be at the top of your list of priorities. You owe this degree of safety to yourself, your passenger, and all

others on the road!

MGB SERVICE TIP - Contributed by Randy Balogh

With the winter months upon us, you will want your heater/defroster to operate at its maximum. Here are several steps to check to ensure clear windows and warm compartment:

1. Close the fresh air vent. (This is the lever on the driver's side below the dash.)
2. Open the heater vents: There are two - one on each side of the console.
3. Put in a hotter thermostat (180°).
4. Check the heater control valve to see if it is working and/or not leaking (valve is just above the distributor) and replace if leaking.

The following are some secrets to maximize your heater/defroster efforts:

Defroster - Close heater vents to force more air up to the wind screen. After windows are clear, open heater vents for heat.

Heater - If you are in the car by yourself, close the heater vent on the passenger side to force more warm air on the driver's side.

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NOTE FROM THE EDITORS

If you note a Healey flavor in this issue, you can correct this by contributing your notes and pics.

We were short MG and Triumph profiles (Marque leaders take note) and there was no tech information from the Jags and Triumphs.

This is YOUR quarterly publication and it can only be as club and marque oriented as you make it!

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CLASSIFIED

Austin Healey engine and transmission offered by Jim Garts. Will sell as unit, separate, or by breakdown. Priced according to how you want to purchase. Jim might even swap. Give him a call, day or nite. Office/525-1455 , HOME/372-2216

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Richard Hindman has old MG body panels and chrome if enough orders come in for \$2000 purchase. If order is made, your price will be below cost.

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1963 MGB Roadster (powder blue) stolen from 3009 Vanguard sometime between Nov. 9 - 14. If anyone has any information, please contact Randy Balogh at 685-0956.

ANSWERS TO TRIUMPH TRIVIA TEST FROM PAGES 7 & 8

1. F
2. G
3. I
4. B
5. J
6. K
7. E
8. D
9. C
10. H
11. A