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WHEEL SPIN

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Contacts:

NEWSLETTER

Ken Klemmer
kaklemmer1969@gmail.com

TREASURER

Kevin Livingston
60bugeye@earthlink.net

MEMBERSHIP

Kevin Livingston
60bugeye@earthlink.net

DELEGATE

Bruce Gearn
bgearns@yahoo.com

WEBMASTER

Ron Mitchell
healeyron@yahoo.com

Notes from the Editor

by Ken Klemmer, SEMAHC Editor



The driving season is officially here, so it's time to put away those side curtains and get out and enjoy the beautiful scenery our region has to offer.

So naturally, this issue is going to capitalize on some of the great events you can participate in or drive your Healey to all around the state. To help you out, the club is offering 2 great tours and 7 contiguous days of excuses, centered around "Drive your British Car Week", May 26th to June 3rd this year, and culminating with Conclave 2012, in Louisville, KY beginning June 17th!

Beginning in the next issue, I would like to begin some highlights of individual member's projects. Please send in your stories!

The Klemmer household has also experienced a few vehicular changes. The Lotus has gone off to its new owner in northern California, and Mr. Powers now shares a garage with a new friend, Joanie, a 2012 Mazda Miata (oops, MX-5, as they are called now). This was the car closest in spirit to a Sprite that I wouldn't feel bad leaving parked at the airport all week. Mr. Powers has been fully tuned up (and iTuned up; a mostly concealed iPod interface is now installed) and is raring to go!

Drive Your British Car Week:

by Scott Helms



This Article excerpt comes from Scott Helms of the new British Car Week National Meet, held this year May 30 through June 3, 2012 in Hot Springs, Arkansas, Ed.

If you're new to British Car Week, here's a little bit of history....

The idea came about during the early spring of 1997 after reading an article written by Road & Track columnist, Peter Egan (Side Glances), in the March, 1997 issue of Road & Track Magazine, titled "Seldom seen cars."

Peter writes in his article about his trip to the Dentist's office, which spawned a conversation about cars. While sitting in the Dentist chair with his mouth full of

gauze, the doctor commented that he hadn't seen a Porsche 356 on the road in years.

During the remainder of his time in the dentist's chair Peter couldn't speak, so he had plenty of time to sit with his eyes closed and ponder about that comment. So he asked himself the same question.... "When was the last time I saw a Porsche 356 on the road?"

He recalled quite a few at organized car events, vintage races at Elkhart Lake, Mid Ohio, and Monterey, but noted that once he got more than 25 miles away from those landmark events, most of the old cars seemed to evaporate into thin air.

The exception was Southern California, where he used to live, where on any Saturday or Sunday, he could hang around by the Pacific Coast Highway or Mulholland Drive and watch the traffic go by. He would see one of almost everything in a given hour's time, from Cobras, Speedsters, '32 high-boy roadsters, to MGA's, TC's, E-Types, and Woodie wagons. Porsche 356 coupes? They were everywhere! Peter continues to tell us in his story that the last time he spotted a 356 Porsche on the road was in 1976.



As a response to Mr. Peter Egan's story, birth came to British Car Week during that very same spring of 1997. This very first successful British Car Week began as an earnest attempt to help create interest among enthusiastic British car owners, who would pull together to help generate awareness of older model British cars in their home town environment. Car owners and entire clubs came together to make it a success.

Since then, British Car Week has been an ongoing, annual opportunity for all classic car owners to get together with other classic car owners in their own communities, regardless of geographical origins, and share stories, answer questions, and display their cars among those who rarely get a chance to learn about and appreciate them. Whether it's a church parking lot, town square, local restaurant, pub, park, shopping mall, or car rally, the intent is to get these cars out of their hiding places and into public view.

There's no mistaking, historic British cars are a special breed of automobiles that have played an important role of shaping automobile design as we know it today. Even though they have characteristics that are not easily replicated, car manufacturers of today are constantly struggling to create the same kind of excitement that British car designers of the past were able to accomplish so naturally without the use of modern technologies. With each passing year, their history, design features, racing pedigree, and even their idiosyncrasies become increasingly appreciated.

This appreciation is especially true for those who experience these cars for the very first time. Once bitten by the British car hobby bug, these newly born enthusiasts begin buying books, magazines, regalia, cars and parts, and anything else they can get their hands on to fulfill their yearning for British car fun. They soon become an integral support that helps keep the hobby thriving for many enjoyable years to come. If these cars are tucked away in a dark corner of a garage, this scenario will never happen.

So if you're the owner of a British car, grab your goggles and driving gloves, and be sure to top off your dashpots! It's time to have some fun! If you're not the owner of a British car...maybe it's time you join us!

SEMAHC "Happy it's Spring" Drive

by Rick Eisele



Southeast Michigan Austin Healey Club

2012 "Happy It's Spring" Drive

Sunday May 20, 2012

The Southeast Michigan Austin Healey Club is doing a spring drive.

Where: Start: Meijer's parking lot at the corner of 8 mile and Haggerty Roads, near the I-275 exit.

Finish: Zukey Lake Tavern, 5011 Girard Dr, Pinckney, MI 48169 South of M-36 East of Pinckney, MI. See Map Below <http://zukeylaketavern.com/>

When: Sunday May 20, 2012 at 11:30 am

Why: Because it's spring and time to get our British cars out and dust them off!

The drive is between 45 and 50 miles and it took me about 1 hour and 15 minutes to drive it without stops.

There will be a short driver's meeting at 11:30 in the northeast part of the Meijer's parking lot near the gas station. There is construction going on near the gas station, but there is still plenty of room in the parking lot close by. You will be given written driving instructions and sent on your way. You may go in groups or on your own as there are no planned stops along the route for the group. You may stop anywhere you like on your own. There is no time limit, just a nice drive on some country roads. What, your LBC isn't ready yet? No problem, drive what you have. After all, mine isn't ready yet either!

I will stay at the starting point until 12:00 pm for and late comers. If you know you are going to arrive after 12:00 call me at 734-646-5708 before 12:00.

If you plan on attending please confirm your intentions: han51778@comcast.net

Richard Eisele

Member SEMAHC

Member WDMGC

Myths about fuel filters:

by Tom Mitchell, SEMAHC

MYTH: In line, high efficiency filters added to the inlet side of the pump to protect them

SU pumps are able to pass most debris right through them without causing any problems. The filters that are built in them are designed to stop rocks and small birds.

Placing a high efficiency filter on the inlet side of a SU pump is something to be avoided because if the filter clogs to the point where it will not allow fuel to pass through it, the pump will stall in a current on condition.

This situation, if the power is left on for any period of time (such as while troubleshooting), will cause the coil to overheat and will burn out the internal swamping resistor (see picture below). Unfortunately, since the resistor is internal to the coil housing, the damage goes unnoticed but the result is that the points will start arcing excessively and burn out prematurely (This occurs because the internal swamping resistor is part of the arc suppression circuit).

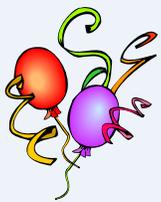
Worse still, if the burned points are replaced, the replacement points too, will burn out very rapidly, leaving another British car driver cursing the SU fuel pumps as worthless pieces of _____ (you fill in the blank).

The above description is for a points style fuel pump. The results are even more severe if you have an all-electronic pump. I have been told by one of the technicians at Burlen Fuel Systems (makers of all things SU) that when the swamping resistor in the all-electronic pumps burns out, the pump won't function at all. Further, if the power is left on long enough while an all-electronic pump is stalled in a current on condition, damage will be done to the circuit board.

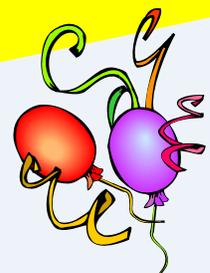
The bottom line here is that if you are having a sediment and/or rust problem with the fuel tank that is severe enough to require a filter, then the tank should be removed, cleaned and sealed, or a new tank installed. Sticking a high efficiency filter between the tank will not protect your SU fuel pump, instead it will result in damage to your pump if it becomes clogged.

If you have a great compulsion to stick a filter in the fuel system, place it between the pump and the carburetors where it will not cause damage to the pump.

DuBois, D., (2008) SU Fuel Pump Articles. Retrieved on March 12, 2012 from http://homepages.donobi.net/sufuelpumps/Fuel_Pumps/SU_Fuel_Pumps_Facts_and_Myths.pdf



In the March issue of "Healey Marque", Gary & Paulette Lownsdale & Thomas & Patricia Massimino of the South East Michigan AHC are honored as 35 Year members of the Austin Healey Club of America. Congratulations!!!



Rear Spring Wedges (for ¼ elliptic Sprites and Midgets):

by Rick Eisele, SEMAHC

As many of us have found, when you buy new rear springs from Moss Motors or Victoria British they have too much arch to them which raises the back of the car up. This just doesn't look right. I have heard, and tried, several different solutions, most of which are either time consuming or dangerous. Yes, I have de-arched these springs by taking them apart then putting each leaf between 2 blocks then hitting them with a sledge hammer, while wearing my crash helmet. Wow, do they bounce around the garage when you do that!

Anyway, I have found a solution to lower the rear of the car without a lot of work. You can buy Leaf Spring Caster Wedges from your local NAPA store. I actually used these on my Bugeye for 3 or 4 years without any problems.

The wedges are 4 3/8" long and are for 1 3/4" to 2" wide springs. You will need to file or grind the sides to clear the u-bolt, and the narrow end to clear the 2 bolts that go through the front of the spring.

These are zinc alloy shims and have a breakaway groove so you could just break it off and it will be narrow enough to fit without grinding for the u-bolt.

The part numbers are:

264-4100 - 1/2 degree

264-4101 - 1 degree

264-4102 - 1 1/2 degree

264-4103 - 2 degree

264-4104 - 2 1/2 degree

264-4105 - 3 degree

264-4106 - 3 1/2 degree

264-4107 - 4 degree

264-4108 - 5 degree

264-4109 - 6 degree



I used the 3 degree wedge and it seemed just about right for my car, but I was also using the 340# springs on the front which lowered the front of the car by about 1". You don't need to modify or change the stock mounting bolts or the u-bolt for these to work. The price I got from NAPA's website was \$11.00 per set.

One of the things that you must do if you use these wedges is once the car is ready to go drive it around for a few miles, then re-torque the spring bolts. It's probably a good idea to do this 2 or 3 times just so everything is set in place and secure.

Oh, your local NAPA store won't have these in stock, at least the one down the street from my house didn't, so they will have to order them, which should only take a couple of days.

Kalitta Motorsports tour: May 12th

by Kevin Livingston, SEMAHC



Saturday, May 12, we are invited to tour Kalitta Motor Sports in Ypsilanti, MI at 11:00 AM. We will be meeting at Tim Horton's at 10:00 AM. Tim Horton's is located at 760 South Hewitt Road, Ypsilanti, MI on the south side of West Michigan Ave and the North side of US 12 and is a short drive to Kalitta Motor Sports located at 1010 James L Hart Parkway, Ypsilanti, MI. Not sure how long the tour will be but if you're interested, after the tour we can cruise over to Johnny's Bar & Grill (146 High Street) on Belleville lake in downtown Belleville.

We have to know in advance how many will be attending so RSVP by May 6th.

Calendar

The next few month's AH related events and happenings



Date	Time	Event	Contact	Notes
May TBD	TBD	<u>Tech Session</u> -56050 8 Mile Rd, Northville, MI 48167	Roger Cotting	
May 9	19:00	Monthly Meeting at Duggan's Irish Pub		
May 12	11:00	Tour of Kalitta Motorsport. Meet at Tim Hortons, 760 South Hewitt Road, Ypsilanti sat 10:00	Kevin Livingston	RSVP to Kevin by May 6!!
May TBD	TBD	<u>Tech Session</u> -56050 8 Mile Rd, Northville, MI 48167	Roger Cotting	
May 20	11:30	MG Club Road Rally	Richard Eisele	Rally will end at George's Garage in Plymouth. See article.
May 25-27	TBD	Spring Fling	David Murphy	http://www.mgtoronto.com/pdf/SpringFling_2012.pdf
June 3		14th annual—British Return to Ft. Meigs, Perrysburg, OH		
June 15-16	9:00	Motor Muster-Greenfield Village		
June 17-22		Louisville Conclave 2012		

South East Michigan Austin Healey Club Members meet at 7:00 PM the 2nd Wednesday of every month at "Duggan's Irish Pub". Weather permitting; we like to drive our cars for the pub patrons to appreciate since one can't really drive these little beauties anywhere without drawing a crowd. Duggan's is located in Royal Oak on the West Side of Woodward South of 14 Mile Rd. and of course North of 13 Mile Rd. We usually have a good turn-out of members to partake of food, beverage and casual conversation. Come join us.



Skid Marks



A guy goes into a restaurant and lounge, with his shirt open at the collar, and is stopped by a bouncer who tells him he must wear a necktie to get in.

So the guy goes out to his car and he looks around for a tie and discovers that he just doesn't have a one. He sees a set of jumper cables in his trunk. In desperation, he ties these around his neck, and manages to fashion a fairly acceptable looking knot and lets the ends dangle free.

He goes back to the restaurant. The bouncer suspiciously looks him over for a few moments and then says, "Well, okay, I guess you can come in. Just don't start anything."

Guide to Fuse Replacement

