

M I D - O H I O

AUSTIN HEALEY

November 2009 Newsletter

Thanks Mark and Ellen for hosting the October meeting! We all sat around a nice campfire by the pond as Mark grilled hot dogs and burgers. We did what we do best and dined well.

It was a cool evening but the Clark's brought their 2 Big Healey's and a Sprite. Ched's family was visiting so they joined us, along with Nancy Overturf's granddaughter, Sam, and Brian McNamara's grandson, Brian. Keep those future healey owner's coming.

Healey weather is getting scarcer so enjoy motoring while you can.

See you at Claddagh's.

Paul Stevens

Upcoming Events & Information:

1. November 3rd - The dinner location has been changed to Claddagh Irish Pub -- Polaris Parkway, 8745 Sancus Blvd, Phone: (614) 885-0100. Chris Clark has arranged this dinner location for us. You may contact Chris, if you have questions: 740-881-9731

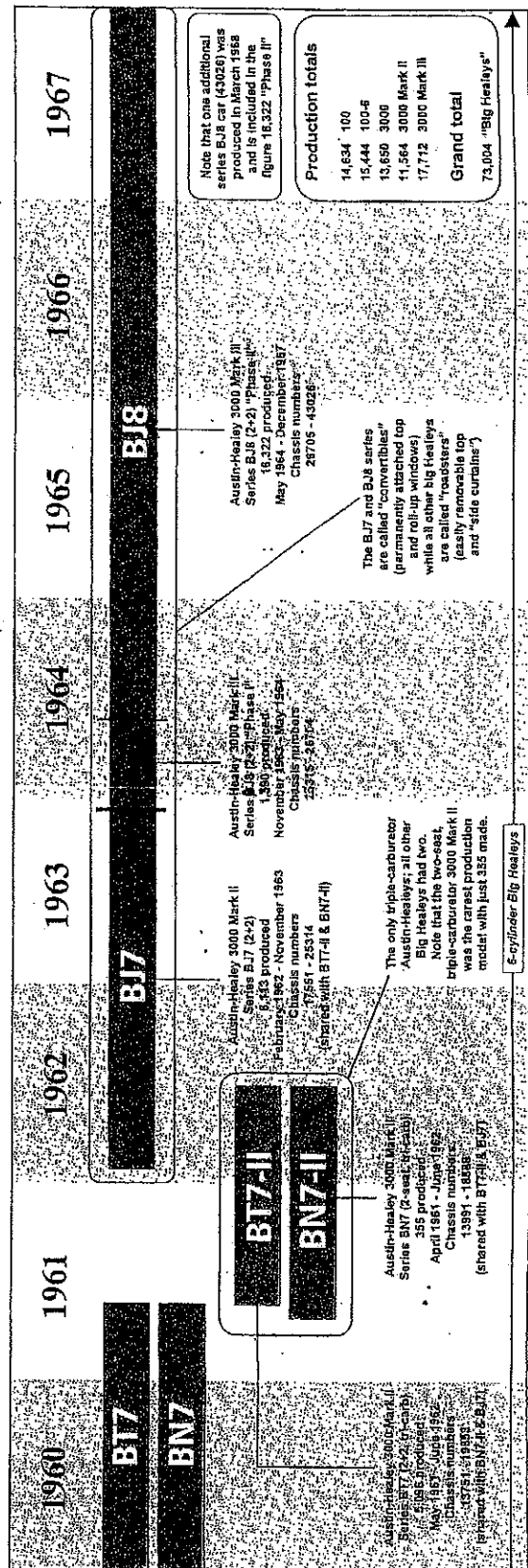
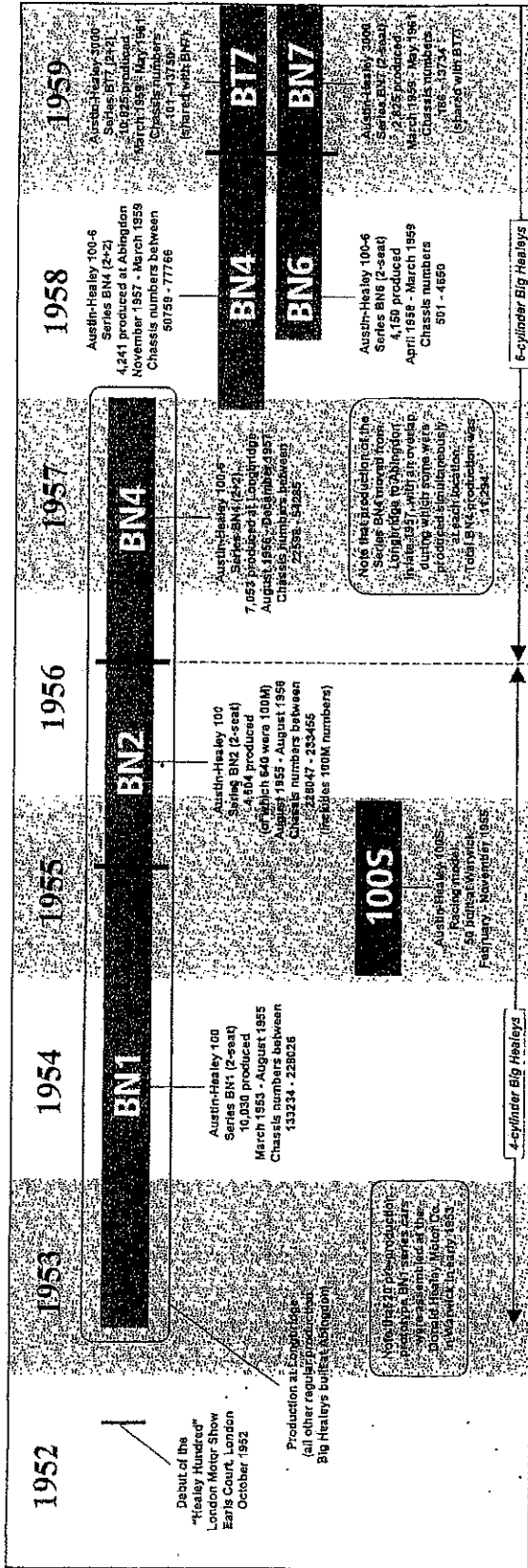
2. No December meeting – Enjoy the holidays!

3. Our Christmas Party will be at Richard and Stacy Ritter's home on Jan 9th. More information will be provided as we get closer to the event.

4. The T-shirt orders are in. Please reach out to Brian to purchase a t-shirt or for more information at 882-9117 or bmacbuddy@columbus.rr.com.

5. Membership Renewals start shortly. Stacy Ritter will provide membership information in the next newsletter.

Big Healey Production



INTELLIGENT ENGINE REBUILDING

Rebuilding the motor in your Sprite or Midget is always a time of great interest and anticipation. After all, successful completion of this task should immediately increase your day to day driving pleasure as well as significantly increasing the life of the car and its value. The cost and above stated ramifications therefore make it imperative that logical and informed decisions be made throughout the rebuild process. To make these decisions correctly it is critical that you establish your goals and expectations long before the first nut is unscrewed. First, decide how the motor is to be used. Do you primarily drive the car on weekends and to shows? How far might you be driving to the events furthest from your home? Do you autocross or race the car and if so, to what extent? How important is your engine's life expectancy? The point to be made here is to make the engine you build fit your use and driving style. If you succeed in this, you will never have any regrets. Over the many years I have spent rebuilding A-series motors, the most common inclination of most customers is to desire an increase in performance. This is only natural. The A-series motors found in our cars may be pretty reliable but no one can say the stock configuration developed too much power. On the contrary, the smaller displacement motors are just marginally powerful enough to safely keep up with existing traffic. The problem we have is many of the improvements and modifications available to us generate other adverse characteristics that make the car less enjoyable under normal driving circumstances. One of the most common modifications I am asked about is camshafts. A change here will certainly change a car's driving characteristics. Mild cams may generate very mild improvements in power with a slightly higher idle. Wild cams can give you significant power gains while losing low speed tractability and throwing a smooth low speed idle out the window! On top of these obvious changes valve train wear will certainly increase in varied degrees in accordance to the cam selected. Most of the more performance oriented cams will require additional modified parts to work in harmony with them. Obvious possibilities include headers, special pistons, special rockers, valve springs, and alternate carburation. Beside the expense one must consider the decrease in life expectancy some of these items may induce on the motor. What has to be done therefore is to decide how your motor is to be used and what driving characteristics are most important to you. I have heard many a customer say a year or so after his rebuild that he regretted not choosing a stock cam replacement for his car. Although there is no question of the exhilaration felt when accelerating hard with a highly modified engine many will admit the exasperation of trying to horse the same car around in traffic or on a slow speed drive. The momentary enjoyment of the extra power is far outweighed by the poor drive ability in other situations. The camshaft is just an example chosen here to illustrate a point. Make your engine rebuild decisions in an educated and logical manner. Check with others who have done it and get their input. Get additional input from your parts suppliers and repair shop. Any good shop will take the time to give you their thoughts. Most of us are just as concerned as you that you are satisfied with your parts and finished power plant. Remember that carefully choosing appropriate components combined with attention to detail during assembly will yield an end result that you can be proud of and live with.

Jack Merryman
T/A Merryman Modifications

BERNIE'S TECH TIP:

From the Triad AF.

What you should know about Antifreeze

When does "Permanent" not really mean *Permanent*?.... When it's the adjective "permanent" as applied to antifreeze.

Contrary to what most car owners have come to believe, "permanent" antifreeze is not permanent. Permanent, as applied to antifreeze, simply means it will not boil away like the alcohol mixture of the good ol' days.


Modern antifreeze maintained at the proper mixture (50/50 water and antifreeze) will protect against freezing down to about -34 degrees F. This same 50/50 mixture also raises the boiling point to about 295 degrees F. with a 7 lb. radiator cap to help in the proper cooling indefinitely. **But...** that's not the "permanent" you need be concerned about!

What you **do** need to be concerned about is the wearing out and disappearance of the other inhibitors added to antifreeze by the manufacturers. These inhibitors wear out and just go away during the normal coolant circulation. Along with acting as a water pump lubricant, these inhibitors keep the coolant at about pH 7 and prevent rust and corrosion and actually give a sweet smell if everything is in order.

The 50/50 mix is critical! Too little water and the systems' ability to transport heat will be affected. If you have been adding straight antifreeze to top up, the concentration will get too high and the silicates that protect the aluminum can fall out and stop up water passages.

Most cooling system failures are due to neglect! It is important that the inhibitors and lubricants be kept in the system. The pH balance rarely ever goes up; it goes down and the coolant becomes acidic...next comes the holes in the radiator core or possibly gasket failure.

The easiest way to insure against failure of, or problems in the cooling system is: **Change Antifreeze every two years...**and also change the belt and hoses. It's easier at your convenience than beside the road in a ditch!

 Mr. Paul Stevens
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