

The Flash



January, 2008

Material deadline for the February Issue is February 1st



Volume XXVIII Issue 1

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



View from a Healey on the Polar Bear Run looking into 2009

Richard Hertzberg



Volume XXVIII Issue I

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Members birthdays in December

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Ridley Chandler	Flo Cross
Dan Dougherty, Jr	Dick Martin
Julie Stevens	Dee Stevens
Jim Stevens	Martha Thomas

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. 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.

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Monthly meetings are held on the fourth Sunday of each month
(except December and January)



The Harp Irish Pub

1425 Market Boulevard Roswell, GA 30076
(Publix Shopping Center at Hwy 400 and
Holcomb Bridge Road)
5:00 PM Dinner - 6:00 PM Healey Talk



ANNIVERSARIES

Janet and James Letson

Dee and Jim Stevens

ANNOUNCEMENT

I received a note from a gentleman by the name of Drew who has indicated that he would be interested in purchasing a BN-2. If anyone know of a person with a BN-2 that he might be willing to sell, please contact Drew at Tcd4137@aol.com

Editor

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
230 Willow Lake Cove
Roswell, GA 30075

Members may also submit items of interest via e-mail by sending them to austinhealeyclub@bellsouth.net

SAVE THE DATE

WHAT: 2009 PLANNING MEETING

WHEN: SAT - JAN 17TH - 4:00 PM

WHERE: LINDA AND JOHN MAY'S
774 BEDFORD OAKS DRIVE
MARIETTA, GA 30068

WHY: TO DEVELOP THE
2009 CALENDAR OF EVENTS

POT LUCK DINNER: A - G = SALAD
H - P = SIDE DISH
Q - Z = DESSERT

**NOTE: IF YOU HAVE A
SPECIALTY DISH, IT IS AL-
WAYS WELCOME.**

**DIRECTIONS
SEE NEXT PAGE**



DIRECTIONS TO HEALEY CLUB PLANNING MEETING

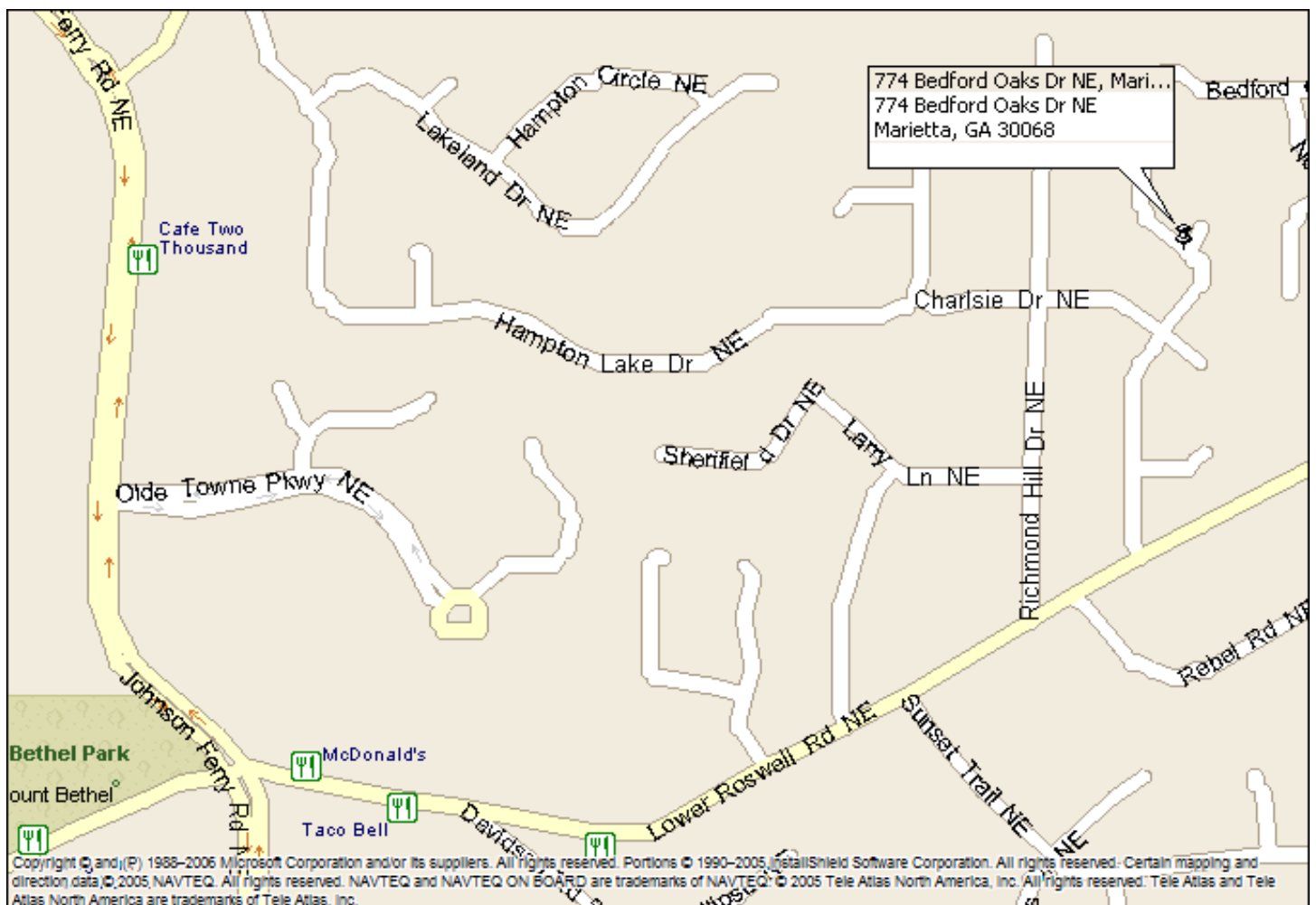
FROM I-285 ON THE WEST SIDE
TAKE RIVERSIDE EXIT. GO NORTH AND TURN LEFT AT JOHNSON FERRY LIGHT.
CROSS THE RIVER. ON JOHNSON FERRY,
LOWER ROSWELL IS NEXT INTERSECTION AFTER BP STATION.
TURN RIGHT AND FOLLOW MAP.

FROM I-285 ON THE EAST SIDE.
EXIT ON GA400, NORTH A
ND TAKE EXIT 5B - SANDY SPRINGS - ABERNATHY ROAD WEST
AFTER ABERNATHY NARROWS TO TWO LANES, THE SECOND LIGHT IS JOHNSON FERRY.
TURN RIGHT ON JOHNSON FERRY RD.
LOWER ROSWELL IS NEXT INTERSECTION AFTER BP STATION. TURN RIGHT AND FOLLOW MAP.

FROM JOHNSON FERRY AND LOWER ROSWELL GO EAST 0.6 MILES
TURN LEFT ONTO BEDFORD OAKS DRIVE
GO THROUGH STOP SIGN
PASS THE CUL-DE-SAC ON THE RIGHT
FIRST HOUSE ON THE RIGHT

JOHN AND LYNDA MAY, 770-998-9098
774 BEDFORD OAKS DRIVE
MARIETTA, GA 30068

NORTH ↑



President's Corner -

Kate O'Leary



Welcome to 2009!

Healey Friends –

Here we are in the first weekend of 2009, and looking forward to an exciting year of Healeying! Once again, Conclave is within a reasonable driving distance, and Southeastern Classic is pretty close, too!

In December, we all attended the Holiday Party, arranged by Debbie Harrington at the Le Cordon Bleu Academy. Old friends and new gathered at the restaurant, donating more than 75 new toys to Toys for Tots. What a terrific ending to 2008.

John and Lynda May are hosting our annual Planning Meeting at their home in east Cobb. It is one of the best-attended events of the year, and the food always surpasses all expectations. Please put this event, on January 17th, on your calendar and make plans to be there. This club needs your ideas and input to make 2009 the best year ever. We have included the directions and other details in this newsletter again (it was in December's issue as well). The officers all hope to see you

there.

With Conclave again within 2-day driving distance – in another country, sure, but a drivable distance – we can again set our sites on returning the DMH trophy to Atlanta. This annual event, held June 21-26, promises to showcase the beautiful Canadian vistas of Ontario. Preparation is key; get your passports ready, take your cars out for test drives this spring, and work out any bugs or issues before the mid-June departure. The registration forms for Conclave were in the latest issue of the Healey Marque, so send them in. Check out the website at www.conclave09.com. And remember: the host club has set up the form in Canadian dollars!!

Southeastern Classic is going to held this year in Townsend, Tennessee, site of some of the most enjoyable Healey weekends we have had. The Smoky Mountains chapter has blocked off September 17-20 for a long weekend of Healey Mountain Fun. Townsend isn't far from Gatlinburg, Knoxville, and the Smoky Mountains National Park. We will have more details soon, maybe even at the planning meeting, but the registration information is already available online at <http://www.smokymthealeys.org/SEC09Reg.pdf>

Add these important dates to your calendar – Make arrangements to attend the planning meeting – Enjoy a full year of Healeying!

POLAR BEAR RUN REPORTS



My daughter Jill and I got to the start, east of Stone Mtn Park, a little late hoping for drier streets. Still there were three Solstices, a Mustang, several Triumphs (Tr4, Tr6, Tr7 and Spitfires) and an Allard. Any other Healeys were already gone. We headed out and got to the countryside after only a few traffic lights. The two covered bridges, many farms, rolling hills and the Georgia Civil War Heritage Trail were a nice surprise, along with fairly dry roads! Adventure awaited though. I first felt the odd vibration under my feet, and a few seconds later Jill heard the rattle

noise from the right rear wheel. Pulling off the country road, I found nothing amiss, and was glad it was not a broken spoke. So we drove slowly hoping for a house nearby, and Lady Luck smiled on us. Within a quarter mile we came to a major intersection, across which was a sheriff's car! At the green light I slowly crossed and parked in front of him. Very helpful, he got out his hydraulic jack, I removed the knockoff and in taking off the wheel found that the hub was loose! Not a busted bearing, but merely 4 loose lug nuts. Ever more helpful, the deputy then offered his very clean lug wrench. So in less than 10 minutes we were back on the road, much relieved and thankful for meeting friendly Rockdale County's finest. After many fast twists and turns came lunch at Yesterday's Cafe in Rutledge with fried green tomatoes, of course, to top off of a truly fun tour.

Rick Hertzberg 62 3000 Mk II

I would like to thank everyone who attended this year's Georgia Polar Bear Run on Saturday. The day started a little misty, but the skies dried up as the first cars arrived at our gathering point in Stone Mountain, and the rest of the day was just fine. In all, we had right around 70 cars participate. Our oldest car was Terrell Underwood's Allard, and the newest were a group of Pontiac Solstices from the Atlanta chapter of the Kappa Club (Solstice and Saturn Skye). Most of the participants were from the metro Atlanta area, but a few classics came from as far away as Knoxville, Tennessee, Asheville, North Carolina. It was a fine mix of old and new as we made our way down some scenic lanes and through 3 of Georgia's wooden covered bridges.

The tour ended in Athens, where the group had lunch, strolled the streets, and visited the shops before returning home.

Our tenth Polar Bear Run will be scheduled for December 26, 2009. Be sure to ask Santa for a tank of gas and a warm scarf so that you can join us on our next Winter Tour. Details on the next drive will be available late this coming summer. We hope to see you there.

On behalf of the Georgia Triumph Association, I would like to wish each of you a happy, safe, and prosperous New Year..

Photos from our drive are available on the GTA web site: www.GaTriumph.com. If you are in one of the local clubs, other than the GTA, share the link with your club members and encourage them all to join us next time. If you have any photos or stories to share, please send them to me, or to the GTA webmaster.

George Forster
Georgia Triumph Association

British Cars

Wow, it is already 2009 by the time you read this. I really hope everyone had a great holiday season and a safe one. Did you all get what you wanted? How many got a British car or just parts for one? As I am writing this before Christmas or Chanukah, I know not what I am getting but I will bet there is something for a new home. We are very close to getting our certificate of occupancy on our log cabin; in fact, we may have it by the time this gets published. It has been over a two-year ordeal to get to this point.

So, let's get back to my last article where we were talking about the problems with British cars. I said I would take it one marque at a time. Since I own an MGB, I will take them, MGs, first. There is MGA, MGB, MGBGT, MGC, and Midget. Starting with things that can get pricey first, let's look at the engines. MG has always built a very stout little engine, however, they do have problems. Before you buy a used British car, do a compression check. The cylinder bores on all MG engines is a relatively soft metal and will wear more than the rings. A dry compression check and then a wet one (where you squirt some oil in the cylinder) will quickly show a worn engine. You do not want more than about 15 lbs. difference although I would accept 25 lbs myself.

Do not crank the car up in an enclosed space after taking the wet compression check. If there is wear, putting rings on

the piston will not work in over 90% of the cases. The block must be bored and oversize pistons installed. Re-ringing will last only about 6 months before it is back to smoking. And since you have to bore the engine, it will also require a new cam as that is the next major wear point in the engine. Unfortunately, you cannot easily check the cam wear before you buy the car other than checking the valve lift. With a very accurate rule, just a few bucks at Harbor Freight, you can measure each valve lift and if they are not all the same, suspect a bad cam.

This is another major expense as most cars, it is easier to pull the engine to replace. In my last article, it was mentioned how to watch for bearing problems with the oil pressure gauge and cold starting. If you heard engine noise when starting a cold engine or have very low pressure, anticipate bearing work. Plan about \$3,500 for a complete and proper engine re-build. The MGC engine will cost about another \$800 to \$1,000 but all else is the same.

One other last thing to look for on the engine. The heads of the MGA and MGB engines are interchangeable and are marked with the engine size. Look at the top rear of the head and see if there is a 15, 16, or 18 cast into the head by the rear stud. It is not often but the heads do get put on the wrong engine. You do not want a 15 head on your MGB, and an 18 is really too big for your 1500 MGA engine.

Oil leaks are always a problem but most can be fixed easily. Except for early engines that have a slinger or mechanical rear seal. These can require a re-build to

fix. So, don't let the seller tell you the oil leak under the 1275 midget motor is just the oil pan, make sure even if you have to go to the car wash and clean under there yourself.

Most MGs have good transmissions. The MGB and C have one of the best there is. Midgets on the other hand do not. The good thing is that there are 5 speed conversions for most of the MG line. However, if you are into originality, watch out for the Midget box. A whine in 1st gear or reverse is a bad thing; it requires a cluster gear to fix. That means pulling the engine and gearbox for an overhaul. And the parts are high priced, a diamond necklace costs less.

I would say check the fluid but that is difficult to do unless you have access to a lift or shop. You should drain a little out and see if it has much metal in it. On the MG based boxes, there will be a little silver shine to it and on the Triumph Midget box only, there will be a brass shine to it. This is normal as long as it does not look like metallic paint. The shine comes from normal synchro wear mostly. There should not be any big chunks in the fluid though. Gear chips are not a good thing.

Most trans oil leaks require that the trans be pulled for repair, so look carefully for those. The clutch housing has a small hole in it that may have a cotter pin rattling around in it. If fluid is coming from this hole, suspect the front trans seal. The hole is there to let the oil out and the cotter pin is to keep the hole from clog-

ging with oil and clutch dust. I told you how to test the clutch already last article. If you are looking under the car, you will see that the only way to put a new clutch in is to pull the engine, check it carefully.

You also want to see an overdrive on the MGB and C. Midgets and MGAs do not normally have overdrives as they do not fit and were not available back then. All the MGs have a rubber rear trans mount of differing designs look at them as with any oil leaks from the engine and trans, the hot oil ends up on the rubber and slowly dissolves it leaving some of the nastiest rubber goo you can imagine. Mounts are not easy to replace but can be done from underneath except on the Midgets. You get to, guess, pull the engine.

Next in line is the drive shaft. MGs have the weakest drive shaft for some reason. All of them have U-joint problems so check these carefully. Use a good light to check the flanges that attaches the u-joint to the trans and differentials as these get worn when the u-joints go bad. If there is any play in the joints, plan on replacing them.

And now to the differential, one of the best under a British car, except for the Midgets. The MGB and C diff. is extremely dependable and should last the life of the car. The problems it has are minor compared to the Midget. Even V-8s do not break these units. They do have some problems to look for. One is oil leaks. The pinion seal and axle seals can be replaced with the diff in the car. No need to pull it. The other problem is a clunk in the gears. Two major things cause this and neither is death to the unit.

They can go 50,000 miles like that.

If you hear a clunk and can rotate the pinion flange more than a few degrees with the parking brake on, there is some wear. Both can be fixed by a real good mechanic without pulling the diff out. Pull the rear cover and you will find play in one or two spots. One is in the spider gears and they just need new shims and the other spot is in the backlash between the ring and pinion. Very seldom does anything else go wrong in there. Now the Midget is a slightly different story. The diff unit is not nearly as strong. Even though the motor is weaker, the diff will break axles and gears. And you never know when it could go, but when the axle snaps, the car stops. For a streetcar, standard axles are ok replacements and the extra heavy duty, heat-treated; very expensive ones are not necessary. The problem is getting the broken bits out.

That is the major mechanical areas; now let us look at the smaller items. The MGs all use a similar hydraulic system for brakes and clutch. The designs are a little different but they all work the same. Look at the master cylinder assembly and pull back the boots. You may have to pull a cover on some of the MGs to see this. If there is any wetness in the boot, anticipate cylinder rebuild or replacement.

The later cars have a silly little item under the master cylinders, or as part of them, that is a brake pressure differential sensor and they have a switch on them.

This switch often leaks. It is not the switch causing the leak; it is the BPDS seals that are bad. These little suckers used to cost over \$400 and there were no rebuild kits available. There are some now. To go along with this little item is a switch on the dash that has a red light on it and the switch rocks. This is so you can test the BPDS switch light bulb to make sure it is still good. That is all the switch on the dash is for.

The problem with any leaky master cylinder, besides the obvious lack of brakes or clutch, is the fluid that leaks on the paint. You cannot get the area clean enough without pulling the entire system off to repaint it and expect it to look good.

MGAs and early Midget have a dual cylinder where the brake and clutch are in one unit. These are expensive but can be relined if pitted and rebuilt. This is one place where one of those Apple Hydraulic gift certificates comes in handy.

If, when you push on the brake pedal and the car pulls to one side or you feel drag, check the flex lines at the wheels first. All British cars use a flex hose at the wheels and for the clutch slave cylinder and these do go bad. They swell shut inside and the pedal pressure can push fluid through them but there is not enough pressure to push it back and it can take awhile for the pressure to bleed back into the master cylinder.

Everyone knows about the British electrical systems and if not, you should look for another make of car. The big

gest problem is previous owners. The systems work very well for what they were intended to do. They were not built for huge stereos or Halogen lights and AC on most of them. These items draw more current than anticipated and the wiring and fuse panels were not designed for this. Look carefully at the wiring under the hood. If there is any telephone cord showing, plan on problems. Look for taped up wires and pull it back to see if the wires were burned.

Burned wires are not a good thing. Also jiggle the fuses and if they feel loose, the fuse clips have probably been overheated by either a short or too much current draw and will need tightening. Then find out which problem caused it. Relays installed in lights, etc. are a good thing. Look under the dash for wiring nightmares and if you see one, plan on either problems or repairs. I prefer you get repairs, as they are more fun to me. All harnesses do not need replacing, only the really hacked ones. When you are looking under the dash. Move the bundles of wires and look for a burned trail along the tape, this indicates a short has occurred and there could be bare wires in the bundle.

When I was under the hood, I did not mention carbs, alternators, etc. I will say it now that I do not like downdraft Webbers or side draft Webbers, I do not like alternators on cars that should have generators, but I do like the new high torque starters. I like SU or Stromberg carbs. They are better overall and will give

fewer headaches. A set of 1 1/2" SUs can flow almost 400 CFM of air and that is more than you need for a MGB. But do look at the carbs and check for excessive throttle shaft play and any fuel leaks. All these can be fixed easily.

I am on page four typing so I think I will shorten this some going forward. So let's see what else the MGs do wrong. Look for rust under the carpet or stop signs under there. New floors are great if put in correctly. If you see new floors, look under the car and see if they removed the old ones first or just pop riveted the new ones down. Also look for rust around the rear tire well openings and behind the front tires in the lower fenders.

Feel the lips of the wheel openings with your fingers and see if you can feel where the bondo is. If you can feel some, there was most likely rust there once and you have no idea how well it was repaired. On the Bs, look at the drovers side of the trunk lid for a bend in the trunk lid. If there is one, this cannot be fixed and a replacement lid is required. If it shows no sign of ever being bent, then take off the stupid trunk stay bar before it gets bent. Under the hoods, look at the area where the hinges are attached, does it look warped? If so, the hood has been sprung and will not fit it's best ever.

And the repro hoods will fit worse. Look at the door tops on the Bs and see if there is the famous door crack. Cannot really fix this either unless you strip the door apart and weld a little plate to the inside and then fix the outside. It is not caused by the mirrors; it is caused by the windshield and vent window not meeting

at the same angle and interfering. At least this problem is limited to the B model only. The other rust problems are spread around all of them.

On Midgets, look at the front mount of the rear springs as this is prone to rusting. The only area that is not prone to rusting on the MGs is the frame and that is because only the MGA has one. A sharp knife or ice pick can detect rust in them.

Look at all the suspension bushings, steering racks, and any other rubber in the suspension. Rack boots are easy to replace but if they have been gone for a while, the rack could be getting dirt and rust in it. With the wheels straight ahead, wiggle the steering wheel. If there is a lot of play, look and see if it is where the shaft goes into the rack or is at the rod ends. The rack can be adjusted some but not a lot and rod ends are easy to replace. All the MGs have a king pin front suspension that is repairable but can cost from \$400 to over \$800 to repair. Look for any play in the king pins with a big pry bar and a jack.

Proper wheel bearing adjustment on the MGs is critical and must be done correctly, so feel for any play when the wheels are off the ground. It takes shims to set the play correctly. The rear axle bearings are very good and seldom need replacing. The seals however like to leak into your brake shoes so look back there for signs of oil.

Remember, any problem can be fixed; it is just a matter of how much time and

money you want to put into the car. If you plan to restore the car, you do not need to start with the nicest one out there as you will be redoing most everything on it. But if you want to participate in drives and shows without a lot of work, buy a nice one to start. Most parts are available but the quality on a lot of stuff really stinks. I have three of the electronic voltage stabilizers that are Moss new parts that do not work. I used a good used early one and the problem of a low reading gas gauge was fixed. This was after the customer bought two new sending units and a voltage stabilizer himself.

If you have any specific questions, just give me a call and I will be happy to discuss them with you. 770-578-6925 or 770-689-7573. I hope to see yall soon on the road. It will be nice weather again soon.

DATES TO REMEMBER

Southeastern Classic,
September 17-20, Townsend TN,
[http://www.smokymthealeys.org/
SEC09Reg.pdf](http://www.smokymthealeys.org/SEC09Reg.pdf)

Conclave
June 21-26,
Kingston Ontario
www.conclave09.com

A Rough Ride in Collectible Cars

by Jonathan Welsh

Submitted by John May

For some, the first sign of trouble was a Daytona Spyder.

When one of these rare early-1970s Ferrari sports cars turns up at an auction, high-end collectors typically bid aggressively, even fiercely, to acquire it. But at a recent sale in California, one Spyder failed to fetch the minimum bid. In recent years, the vintage car market has soared, led by the priciest European models. But now, as the economy worsens to the point where even the wealthiest collectors feel pinched, demand for million-dollar sports cars is starting to skid.

Dealers, auction-company executives and others in the business acknowledge the downturn but say that, until recently, it has mainly affected the low end of the market: cars costing up to about \$100,000, many of them American models. And while some insist that Ferraris, Mercedes-Benzes and Alfa Romeos are still holding their value, an increasing number of sellers are looking to unload their cars in a hurry to raise cash after losing their jobs, or a large chunk of their wealth in the stock-market plunge, say car auctioneers and others.

Recently, two of Michael Sheehan's clients came to him looking to sell their Ferraris in a hurry—an unusual request. "They needed cash now," says Mr. Sheehan, a longtime Ferrari broker in Newport Beach, Calif. The cars, a \$110,000 1982 Berlinetta Boxer and a \$950,000 1972 Daytona Spyder, wound up selling for about 25% less than they would have sold for just a few months ago. Both sellers themselves were in hammered industries: One was a home builder from Chicago, and the other a former Lehman Bros. executive from New York. Mr. Sheehan says he and others saw it as a bad omen when the Daytona Spyder failed to sell during an annual weekend of car shows, auctions and racing events on California's Monterey Peninsula in August. The event attracts some of the most sought-after cars and well-to-do collectors, and sales this year included several record prices. Surprisingly, though, there were four Daytona Spydres—which are sleek, shapely two-seat convertibles—up for sale this year by three auction companies. That's considered too many for a car of which only about 120 were made. While one sold for about \$1.5 million, two others sold for between \$1 million and \$1.1 million. The fourth failed to sell because bids fell short of the reserve price. "Monterey was the swan song," Mr. Sheehan says. "Since then the Ferrari market has fallen. There were other signs of trouble at the summer auto auctions. Mike Regalia was at an auction in Pebble Beach, Calif., in August when bidding began for a Porsche that once belonged to actor Steve McQueen. The auction house's estimate was \$125,000 to \$175,000, though Mr. Regalia, a Sun Valley, Calif., collector who also restores vintage cars, says he thought it would fetch at least \$200,000. After all, collectors have paid outlandish sums recently for the late actor's property. Bidding on the Porsche slowed just above \$100,000. "I realized that the car wasn't going to get anywhere near the number I expected," he says. So he wound up bidding \$125,000 and taking the car home. "I hadn't planned on bidding, but I kept thinking, 'These peo

A Rough Ride in Collectible Cars - con't

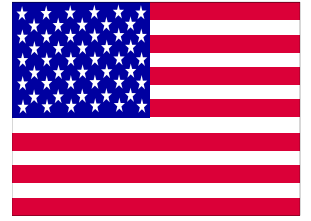
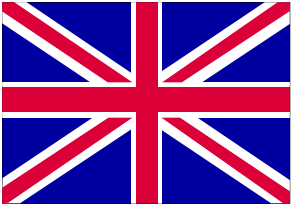


ple must be asleep,' " says Mr. Regalia. Or maybe they just ran out of money. Amid the broad economic deterioration of recent months, spending on extravagances like antique cars has slowed. In many cases, people can no longer afford even to keep their collections, says David Gooding, president of Gooding & Co., a Los Angeles car auction house.

In the past year, many collectors who used home equity loans or other credit to buy the vintage convertible or muscle car of their dreams have had to sell as the housing and credit markets have declined. The same factors have kept new collectors from entering the market. As a result, many staple collector cars like 1957 Chevrolets, 1940 Fords and 1960s Pontiac GTOs are selling for half what they commanded two or three years ago. According to industry tracker CNW Research, long-established classic cars are also suffering. The price of a 1934 Packard Touring is down 17% on average, compared with two years ago. The 1957 Ford Thunderbird is down 15%, and the 1940 Ford DeLuxe Coupe is down 40%.

Market watchers are bracing themselves for the next big round of high-end auto auctions in Scottsdale, Ariz., in January—long a collective barometer of the market's condition. Some fear that these auctions may disappoint, much like this month's New York contemporary-art sales by the Sotheby's and Christie's auction houses. The Sotheby's sale totaled \$125 million, well below the low estimate. The Christie's sale brought in \$113.6 million, or about half the low estimate. At both auctions, about a third of the lots failed to sell. For some collectors, the downturn could be a good time to amass a long-coveted vehicle or are suddenly available. John McCue of Half Moon Bay, Calif., bought a 1958 Mercury Park Lane last summer for \$39,000. The 61-year old retired software executive says it probably cost him about 5% less than the car's value a year earlier. But since he has pursued the car for years, he knows the former owner wouldn't have sold it then. "There are those cars that you think will never be for sale, the ones the owners will take to their graves," he says. "Well, now a lot of those cars are changing hands."

While many in the collecting business say there will always be enough wealthy people who want vintage cars, others fear the market could be headed for a repeat of its last crash in 1989, when speculators who had no particular interest in vintage cars drove a steep, if fleeting, run-up in prices. Today, more of the buyers are car lovers, but speculation underpins their motives as well. "The love of cars never outweighs the love of money," Mr. Gooding says.



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We are your one stop shop for all your British car parts needs. We are the largest Moss Motors authorized distributor on the East Coast. On staff we have over 20 years of British car mechanical and service experience. Give us a try, you will be glad you did!!

Great news!!

Huge **After Holiday** sale on hundreds of parts, accessories for your British Car.
Save up to 25 %

This sale is listed at www.englishparts.com It lasts through December 26th, 2008. Order often and order early, as these items always seem to run out soon after being put on sale. Check it Out!! This is our newest website and we think a bit easier to use than our old one.

Also, do not forget, when placing your order to put in the discount code **clubff** to receive your free freight on any orders totaling over \$100.

We also have gift certificates available for that person we all know who is impossible to buy for.

Come by and see us anytime, and we hope you have a very happy holiday season!!

In addition, if you own a Miata, or know anyone who does, check out www.miatazone.com. It is our newest website and our attempt to expand our horizons and hopefully, our customer base as well

“FROM BOOT TO BONNET, WE’LL GET RIGHT ON IT !!!”