

Flatwater Austin Healey Club Newsletter

Austin Healey CLUB OF AMERICA, INC.

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Editors: Bob Shaw & Martha Johnson



AUGUST EVENTS

Breakfast at Mahoney State Park, August 14th at 9:30 A.M.
Ice Cream with Her Majesty's Royal Nebraska Patrol at Goodrich Dairy Store, 48th and Pioneer Blvd, in Lincoln, August 12th at 7:30 P.M.

Fish at Ricky Sue's, formerly the Union Bar Friday, 28, 1999 at 7:30 P.M.

The Picture rally will be rescheduled for a later time. Bob Shaw and Jim Danielson's schedules are such that they just can not put it together right now. We are shooting for September or October. Stay tuned.

Next month we have both the Kansas City All British and the FWAHC car show (The Package arrived from Moss this week.)

SAC SHOW & SHINE AFTER BREAKFAST

We only had a dozen or so cars show up, but those that came had fun, in spite of the sultry weather. This was a rather unusual event in that most that came were from Omaha and all people that I called or handed out flyers to at ice cream Thursday a few weeks ago.

With everything else going on, none of our regular attendees made it, so it was really nice to see a lot of new faces.

Marv Marshall wanted to be there, but had to work, so Sue got daring and, for the first time, drove their (Marv's?) MGB down to the museum. Many in attendance were folks who have belonged to the club for awhile, but have been out to very few, if any events.

The road tour was short, due to the heat, but fun, with a welcome destination at Springfield Drug's Olde Time Soda Fountain & Ice Cream Parlour.

WOULD YOU LIKE TO JOIN US?

Contact the following people for membership information:
In Lincoln call John Ulrich at 421-9252 or Bob Shaw at 435-4905. In Omaha, call Jerry Needham at 291-7122 or Marvin Marshall at 733-6868.

Once again Moss Motors has agreed to sponsor our car show in September. Please consider this as you order parts. And when you order from Moss, remember to leave a message for Moss in general and Ken Smith, Club activities director in particular, for their continued support.

THANKS MOSS MOTORS

- Jerry Needham



Events chair, Fred Meyer, has requested that we include a map to the airport Marriott in Kansas City where the All-British is held Labor Day weekend. In case you can't go with the group, here's how to get there!

SIGNS SPOTTED IN ENGLAND

From Michael Graziano,

**AUTOMATIC WASHING
MACHINES**

Please remove all
your clothes when
the light goes out.

**BARGAIN
BASEMENT
UPSTAIRS**

Would the person who
took the stepladder
yesterday please bring
it back or further
steps will be taken.

THE TOWN HALL IS
CLOSED UNTIL OPENING.
IT WILL REMAIN CLOSED
AFTER BEING OPENED.

OPEN TOMORROW

OUT TO LUNCH:

If not back by five,
out for dinner also.

**SLOW
CATTLE CROSSING**

NO OVERTAKING
FOR THE NEXT
100 YRS.

SMARTS
IS THE MOST EXCLUSIVE
DISCO IN TOWN

Everyone Welcome

*Due to increasing problems
with letter louts and vandals
we must ask anyone with
relatives buried in the
graveyard to do their best
to keep them in order.*

**ANYONE
LEAVING THEIR
GARMENTS HERE
FOR MORE THAN
30 DAYS WILL
BE DISPOSED OF.**

**PLEASE
DO NOT SMOKE**

YOUR LIFE MAY NOT BE
WORTH MUCH BUT OUR
PETROL IS!

**CLOSED
DUE TO ILLNESS**

ELEPHANTS
PLEASE STAY IN YOUR CAR

In another office:

AFTER TEA BREAK
staff should empty
the teapot and stand
upside down on the
draining board.

On a church door:

THIS IS THE GATE OF HEAVEN.
ENTER YE ALL BY THIS DOOR.
(This door is kept locked because
of the draft. Please use side door.)

Outside a second-hand shop:

WE EXCHANGE
ANYTHING!!
Bicycles, washing
machines, etc.
Why not bring your wife
along and get a
WONDERFUL BARGAIN?

Sign warning of quicksand:

QUICKSAND
ANY PERSON PASSING THIS
POINT WILL BE DROWNED.
BY ORDER OF THE DISTRICT COUNCIL

Seen during a conference:

FOR ANYONE WHO HAS
CHILDREN AND DOESN'T
KNOW IT, THERE IS A
DAY CARE ON THE
FIRST FLOOR

Notice in a field:

THE FARMER ALLOWS
WALKERS TO CROSS
THE FIELD FOR
FREE, BUT THE
BULL CHARGES.

Message on a leaflet:

If you cannot read,
this leaflet will tell
you how to get
lessons.

Spotted in a toilet in a London office block:

Sign on a repair shop door:

**WE CAN REPAIR
ANYTHING**
(Please knock HARD on the door -
the bell doesn't work)

**TOILET OUT
OF ORDER**
Please use
floor below.

REVISED MG TO ROVER POWER

MGB-GT V-8 Conversion Part Two

By John Ulrich

Since the first article in the Newsletter, I have spent hours and hours disassembling the car itself and about an equal number of hours on the phone accumulating the

The astute reader will wonder why in the world I need an Isky cam. Well ä The Rover 4.0 was all electronic, and the cam just quit when it came out of the block.

There is no provision to run a distributor at all. So, if you have to buy a

It will probably go down to Road and track next where Bud and I can put it all together, and cut and pound until it fits in the hole. Then It's off to Terry's shop for bodywork and paint, and back to R&T to refit the drive train. While this is going on, I'll get the legwork done or the air conditioning, system. So what do I think? Well now it really isn't going to be cheap! I've never been sorry I started, and It will get finished, but sometimes I do glance at any number of nice British cars that fall in the same price range as a converted GT. However, the GTV8 conversion is the car I really want, and when it

correct parts to make the whole project come together.

This is not intended to gain the "sympathy vote", but to give an accurate picture as possible of what a conversion truly involves.

The first of the bad news came when I took the front fenders off the GT: Rusted rockers and a hit on the right side "A" pillar greeted me. The good Dr. Shaw and I went over that car with ice picks and flashlights before I bought it, and all I can say is someone knew EXACTLY what to fix to make it pass inspection. I'll have to figure two new rockers, a rear valance, passenger side "A" pillar, and now of course, new paint on top of new paint. The good news is that Terry at Absolute will fix it to perfection, and I can go with a shade darker BRG.

On the mechanical side of the ledger, I now have received the following additional parts:

1. A narrowed Ford 8.8 rear end with 3.0 gears.
2. A Carter 500 CFM carb on a Buick four-barrel manifold. RV8 style through the fender well headers, and
3. An Isky 262 cam with sprockets and chain.

new cam, why not add a horse or two? By the way, there was no way I was going to run electronic everything. It would have taken the "brain", and front wiring harness from a Range Rover 4.0, and if it ever quit, well, see Yellow Lotus (1997 year in review, ed.) for reference. Free advice: Buy a 3.5 or 3.9 and hot rod the crap out of it.

The parts and engineering are all worked out for you.

The check is in the mail for the rear trans mount, the brackets for the alternator, and A/C compressor. Those last two parts will be for good old Delco, get it from "Big A" if it breaks components. I'm going to run a stock Rover distributor with an optic conversion. At least if that breaks, you stick your old points in, and drive it home. More free advice: If you buy a GM Borg-Warner T-5, it will bolt right up. The Ford version takes an adapter plate. The next steps? To review, I now have the 4.0 Rover V-8, light flywheel, hydraulic clutch, bell housing, T-5 trans, Ford 8.8 rear, and various and assorted cams, brackets, carbs, starter motors, headers, and etc.

is done, I know it will be pure heaven. That is, until I punch the pedal on the right, and all hell breaks loose.

FOR SALE

1975 **Spitfire**, 49K, new clutch, new top not installed, Pimento, clean, \$2100 OBO. 402-488-8948 (H) or 402-434-2288 (W)
Early Box Sprite, 1 body, two of almost everything else, \$1000. 402-464-6174
My garage is toooo full and I have a purple '74 GT that could find a new home. Basked case in need of new rockers, bumpers, \$300 to club members. 402-435-4905.