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SOMETHING OLD, SOMETHING NEW

Some months ago, a new name started to appear on the Healeys List. For several weeks, questions were raised about Healeys and whether it would be appropriate to buy a particular car. It developed that the writer, Ned Smith, lived in the Chattanooga, Tennessee, vicinity, and he was interested in a car that was listed on eBay. Ned explained in his emails that he was retired, had owned an MG-TD as a teenager in 1958, and now wanted to restore a Healey. Most of the experienced "Listers" (those who are subscribed to the Healeys Mail List) counseled him that it would make more sense to buy an already restored car, or at least a very good daily driver.

Over a period of several weeks, Ned located several prospects around the country, and each time he asked the list for opinions, which were graciously given. After being steered clear of some potentially fraudulent listings on an online auction and several unworthy candidates in which the sellers were apparently less than forthcoming, Ned settled on a BJ8 that was located in Portland, Maine. By late September, Ned had found his car.

In late October, Ned happily wrote:

"I arrived safely in Wildwood, Georgia, from Portland, Maine, yesterday. The car held up better than I did. What a grueling experience: four days of 70 MPH driving in an unfamiliar car, just waiting for the oil pressure to suddenly drop. But everything held together. There was a lot of shake at 65 MPH though. I understand that that can be corrected by proper balancing of the wheels.

Thanks to all on those list who recommended mechanics along my route. I stopped at Leyland British Motors in Arundel, Maine, and Britannic Motors in Avon, Massachusetts. They were both super-knowledgeable and helpful."

Since arriving home, Ned has asked several questions. Typical of these was the following:

"I am trying to remove the ventilator and rollup window to replace the nylon slides. I have removed the two screws on the inside of the ventilator, but the two small screws on the outside stripped their slots. I then ground off the heads and tried to drill out the shank. No luck. These screws seem to be harder than most. A new bit doesn't start to cut."

There were several replies to this request on the same day, and several days later he wrote:

"I have been trying all morning with no luck. I have folded the rubber glazing into the channel then sprayed WD40 into the fold as a lubricant and tried to stuff the glass in the slot. I am applying force via strap clamps and hoping the glass doesn't break. I am unable to force the glass all the way down into the channel. And it pops out when I remove the clamp. Any suggestions would be appreciated."

Rich Chrysler responded by stating that:

"I went to an automotive glass installer and got a thin rubber strip that is designed for this very purpose. It is cut approximately to size, then is oiled with clean engine oil, and the glass is pressed into place in the channel. The rubber is designed to swell with the oil and everything locks beautifully in place over the next 30 minutes or so. Then come back and clean away the excess oil and install the glass back into the door. The rubber is called Glaspak and comes in .040" and .065" thicknesses by 1½" wide. I used the .040" to install the windup window glass."

Ned has stated that:

"Replies from the List have been invaluable. Sometimes I don't agree with the suggestions, but nine out of ten responses are very helpful. If it seems that all I do is work on this car, then that is about right. I am retired so this is my winter project."

Not only is this your winter project, Ned, but it will be your project for spring, summer and fall, but there is absolutely nothing as beautiful as the sight and sound of a Healey on the road. As he delves further into the intricacies and quirks of Healeys, we wish Ned good luck, and feel certain that his efforts will be aided by the efforts and support of the Healeys Mail List.

TO JOIN THE DISCUSSION

These messages and many others may be found in the Healeys Mail List archives at www.team.net/archive/healeys. If you are interested in joining the Healeys Mail List, all that is necessary is to send an email message to: majordomo@autox.team.net, and in the text field enter **subscribe healeys** and send the message. (Leave the subject line blank.) Then follow the instructions in the automated email message that you will receive in return. You will not be disappointed! **HM**