

The Flash



Atlanta Austin-Healey Club
December 2018 Volume XXXVII, Issue 12



Panoz Avezano GT, all gift wrapped for Christmas!

Little Bit of Everything Tour to Panoz and Lunch

Kellan Getzler, who actually fits! (His nickname should be Bud)



Some of their cars in the museum section

In this Issue

- 2 . . . Contacts, Birthdays
- 3 . . . 2018-2019 Events Calendar
- 4 . . . Dec BLD? Go on the Polar Bear Run
- 5 . . . Ric Anderson: Veep's Peep
- 6 . . . Rick's Recap
- 7 . . . Little Bit Tour to Panoz
- 10 . . . Membership Application
- 11 . . . Tour of Denis Welch Motorsports
- 14 . . . Tech Corner- Barry Rosenberg
- 17 . . . For Sale, Wanted

Visit to Denis Welch Motorsports

Rick Hertzberg

We landed at Heathrow Saturday Dec 8 and picked up the rental car, a Ford Focus 6-speed stick shift. Oh, and you sit on the right side of the car and drive on the left side of the road. And roundabouts go clockwise. That can't be too hard to figure out, right? So I drove while Vicki navigated (Too close to the curb! Pull right!). All was pretty good until we entered the tiniest village street, 2-way supposedly. And only two miles from the B&B we had reserved. That's when the colonist's curse struck- the curb reached out and bashed the tire, breaking the seal and making a POP sound- instant flat. No cell service of course. But a couple walking their dog saved us- called the Avis help line and got the mechanic on his way. Less than an hour later we had the wonderful donut spare mounted ("stay



Sunday we visited the Royal Air Force museum in Cosford, about 40 min drive. Great collection of planes from past 100 years, including from



WW II: several German craft (pic: Messerschmitt) and a few Japanese planes (pic: Ohka suicide rocket plane).

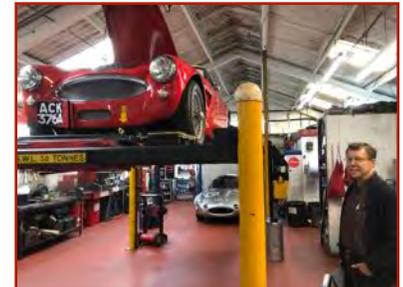


Monday we were smarter, calling DWM from the B&B (still no cell coverage) and getting a formal invite. Gavin Connelly in sales showed me around and did a nice job explaining how the various sections worked. It is much larger than I thought from the street view.

Layout

The facility includes many buildings, which are mostly connected, though the street view looks fairly small and simple. Most are on ground level, with design on the second floor. The first room we entered was a shop area. It was fun to

see the cars featured on their website- the famous race entrants and winners, both Jags and Healeys. The Jag behind me is the E type 5303 VB owned by Julian Thomas that races often and won the Jaguar Classic Challenge in 2016. The nearest car in the next photo had been in a fire so was almost written off. I tried to convince Gavin to ship me the chassis but no sale.



History

The shop began when the father of Denis Welch needed some engine repairs and thought the parts to be poorly constructed. So he decided to make them himself. A gas station & shop was purchased

DWM visit – cont'd

and the new life was begun, initially focusing on marine engines and boat parts. Denis Welch took over initially but son Jeremy began taking more control of the management end several years ago. Denis Welch was killed in 2014 while racing a Lotus 18 at the Silverstone Classic. The ladies of the B&B where we stayed were not car nuts at all but knew about the event: "tragic", "he was so young", "of course we knew him; he was a local boy."



Operations
DW Motorsports prides itself in better than original parts, accomplished by its use of CNC

(Computer Numerical Control) machining. Tools that can be controlled in this manner mainly include lathes, mills, routers and grinders. The little cousin machine in this category is their 3D printer (MakerBot Replicator 2), which is just like Glenn's! Well, OK, maybe a tad more elaborate. But their current use that I saw is mainly with plastic (just like



Glenn).

The main CNC machines are quite complex and heavy duty, in large walled off areas looking like big steel boxes. One of the milling & grinding operations (that may not be CNC) is I guess more messy or noisy so is in a separate location, a detached container out back. I said it looked like where you would send someone if they had been bad.

Very high tech machines require accurate information, so they have a staff of designers who create the specs. Many parts have no written specs, or the available examples are worn or were originally manufactured with unacceptable tolerances by today's standards. So the DWM designers create the specs via very fancy computer aided design (CAD) programs. Then they use the 3D printer to make lifesize plastic versions and then check fit. The two I spoke with, Cheryl Robson and David Richards, have extensive CAD experience: Cheryl said she has learned on the job over 19 years. It was fun to watch them, as David manipulated the views and colored the parts at will, such as a green crankshaft or a blue cylinder block. The 3D printed parts can also be color coded for easier evaluation. DWM make the parts mostly for race versions of their cars, and have many trophies to show for it. But several parts are being remanufactured for the rest of us, including chassis pieces.

Operations
DW Motorsports prides itself in better than original parts, accomplished by its use of CNC

(Computer Numerical Control) machining. Tools that can be controlled in this manner mainly include lathes, mills, routers and grinders. The little cousin machine in this category is their 3D printer (MakerBot Replicator 2), which is just like Glenn's! Well, OK, maybe a tad more elaborate. But their current use that I saw is mainly with plastic (just like



Two other striking characteristics about the DWM operation: clean and organized. It was a Monday when I visited, so they did confess the shop looked its best. The parts collection is immense, with shelves labeled like a library does. Many bins are for

DWM visit – cont'd

new standard hardware (bolts, washers) and similar small items. I bought my much needed “cup washers” for my valve cover so the rubber seals



would work and keep the oil inside where it belongs, and no shipping charges! With the exchange rate improving daily for us Americans, I should have placed a large order. The catalog we see only shows a part of the total collection of stuff they keep on site, as much is

impressive group at DWM for a very enlightening tour, a highly qualified team and friendly too.



After leaving DWM (tire repaired earlier), we followed the Ford Focus' excellent GPS/SatNav onto a tiny muddy one lane road that said “road closed”. We tried a nearby road, and exiting it found large earth moving machines repairing that road. Fortunately we could squeak by (Vicki got much better judging where the left side was) and soon hit the freeways for Cambridge. It was a mix of thrilling (I really want a 6-speed all synchro tranny), fascinating, liberating vs needing a cab, and downright terrifying. At night I had to focus all my logic to convince myself that staying in my lane would NOT result in a head on collision with those headlights bearing down on me from the wrong direction. Mr. Spock would have been proud.

for their modification and repair business, not for sales. Thanks to Gavin and the rest of their

-Rick Hertzberg

.....

AUSTIN HEALEY
Autofarm Ltd.

Parts, Service and Restorations The Leading Supplier and Manufacturer of Austin Healey parts.

Working together to bring you the very best in top quality Healey parts

HUGE INVENTORY OF QUALITY PARTS READY TO SHIP FROM OUR NORTH AMERICAN WAREHOUSE.

FRIENDLY, PROFESSIONAL ADVICE.

QUICK AND EASY TO USE ONLINE CATALOGUE.

COMPETITIVE PRICING.

WWW.AUTOFARM.NET

6521 Line 66, Monkton, Ontario, N0K 1P0
519-356-2427
bob@autofarm.net

Offering free standard shipping on orders over \$500