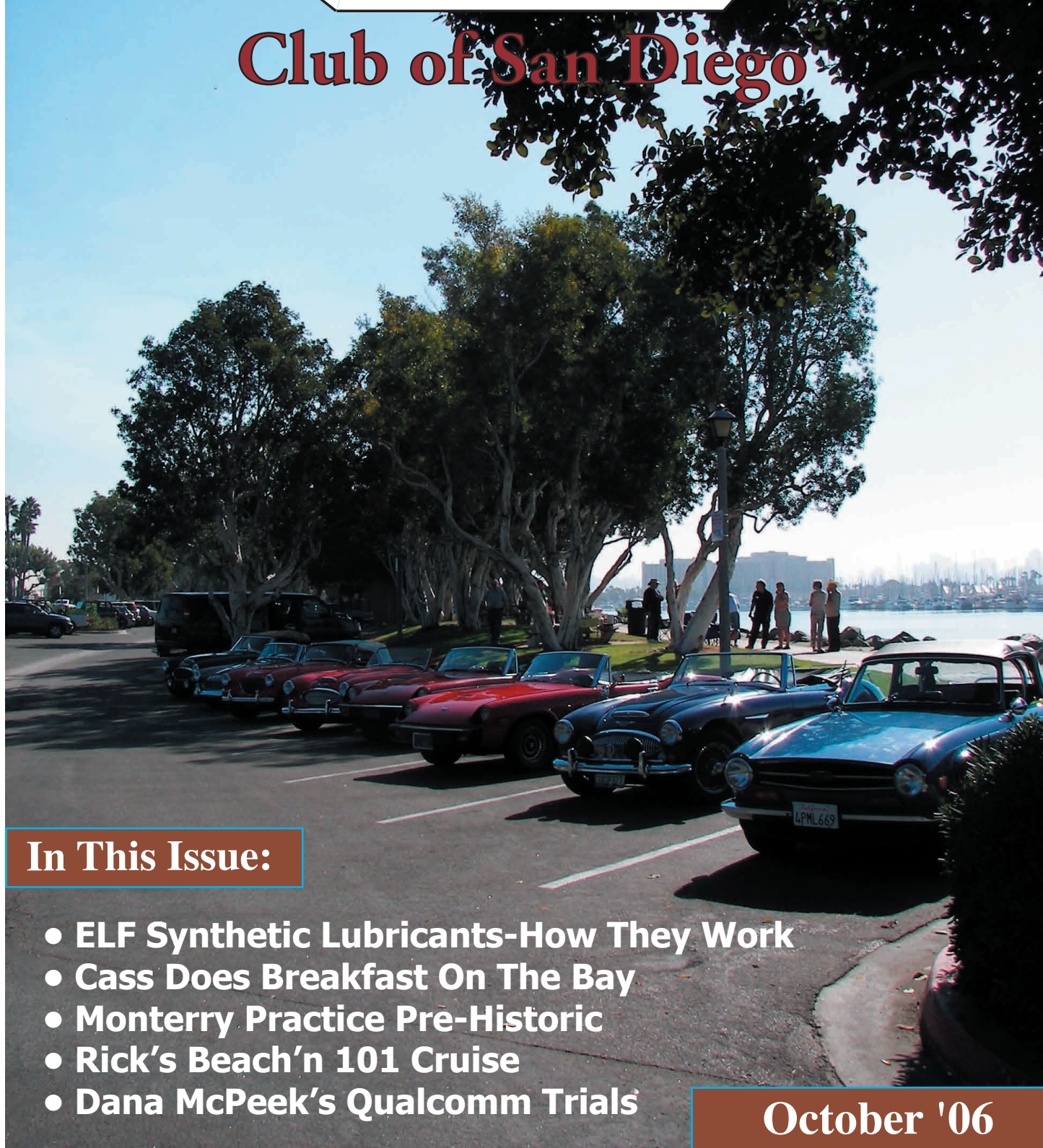


HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego



In This Issue:

- ELF Synthetic Lubricants-How They Work
- Cass Does Breakfast On The Bay
- Monterey Practice Pre-Historic
- Rick's Beach'n 101 Cruise
- Dana McPeek's Qualcomm Trials

October '06

From The Editor: I mentioned, last month, that I plan to replace the top on my BJ8. The reason that this project is on hold is the cuts in the top from the bows. I am not sure what I am doing wrong. I want to resolve this first.

I contacted the guys in the know in San Diego and no solutions were found. Ron Phillips, "The Nut Behind The Wheel", said he has no problem with his top, He suggested I contact Don Fisher as a person with more experience with BJ8 tops. The following is the E-mail from Don.

"...This may sound simplistic, but I believe it is the answer. I have had several tops on my BJ8, including an original, a replacement from England designed like the original, and a Robbins. The secret is to reach your fingers in just before the bows are completely folded down and push the vinyl material outward with your hands on the side toward the center of the car. Only then do you finish pushing the bows all the way down. If you don't do this little maneuver, you will pinch the material between two of the uprights for either the second and third, or the third and fourth bows - I would have to be looking at a car to be sure which ones. Believe me, the bows are not the problem. You should not modify the bows as you suggest. One thing you must remember about these cars, is that the boys at the factory planned every inch of the design for minimum tolerances. For example, one of the differences between your BJ8 frame (car frame, not the top frame in this instance) is a little depression for the air cleaner of the rear carb for when the engine rotates in the motor mounts as the car starts moving. Another is the thickness of the various materials used - there are about five different thicknesses in a BJ8, and when you restore these cars, most materials now are thicker and cause problems of fit for closing doors, etc. Just keep these things in mind. If you fold the top down as I say, you will not get any cuts. My top has been on my BJ8 for about 25 years now - no cuts. Hope this helps. Don"

I have been *pulling* the material out of the way from the outside and I have several small cuts on each side. The "secret" of this seems to be to do what Don says. That is to *push* the fabric out from the inside to the outside to be sure all fabric is clear.

I reviewed my original owners manual to see if I had been over looking the basics of raising and lowering the hood (top). The only exception is my squib (back of back seat) has always been screwed in place.

Regards,
Warren

October Meeting

The October 11 general meeting, 6:30-8:30 pm will be at Round Table Pizza 3250 Governor Drive (TB 1228-C2)

The HEALEY HEARSAY is the official monthly publication of the AUSTIN HEALEY CLUB of SAN DIEGO. General membership meetings are held on the second Wednesday of every month at 6:30 P.M. The location is announced in the newsletter and on our website; sdhealey.org.

Membership Information

Membership in the AUSTIN HEALEY CLUB of SAN DIEGO is open to all owners of Austin & Jensen Healey's and to all others who profess an interest in the cars or the purpose of the club. Yearly dues to the AUSTIN HEALEY CLUB of SAN DIEGO are \$30 per household.

2005 AHCS D Board Members

President.....Rick Snover..... (858) 689-9340
Vice President...Sandy Leon..... (619) 470-2595
Treasurer.....Lou Galper..... (619) 287-0626
Activities.....Dana McPeck..... (858) 549-7878
Secretary.....Susan Virden-Kwiat (619) 922-9315
Newsletter.....Warren Voth..... (619) 445-3156

Special Staff

Librarian.....Ron Martin..... (760) 758-1611
RegaliaJan Schmidt..... (858) 453-3864
S.D. British Car Club Council
Terry Cowan.....(619)-477-7937
Car Club Council of San Diego
Gerry Kwiat.....(619) 466-2581
AHCA Delegate & Conclave '08 Chair
Mike Williams.....(858) 496-0546

Advertising Information

Classified Ads (Market Place) are free to members. Classifieds for items wanted or small items for sale are free to nonmembers, too. Ads may be placed any time. Submit artwork and payment to the Treasurer. Annual display ad and monthly nonmember "Car For Sale" classified ad rates are as follows:

Full page 8"x 10.5"	\$ 100.00 per year
Half page 5"x 8"	\$ 75.00 per year
Quarter page	\$ 50.00 per year
Business card	\$ 30.00 per year

All advertising and articles for publication must be submitted to the editor no later than the 20th of each month for publication in the next month's issue. (vothstir@aol.com)

Cover: The gang and their cars at Spanish Landing on September 17 for Breakfast On The Bay.

Photo credits: Warren Voth, Mike Williams.

Visit our web site at <http://www.sdhealey.org>



September 27, 2006

Hi All,

I hope to have seen many of you before you read this, at the Conclave '08 planning meeting tonight and at British Car Day this Sunday, so I think I can probably get away with keeping this column pretty brief this month.

The two main issues facing the Club in the next two months are the election of our officers and membership renewals for 2007:

- We're still looking for nominees (i.e., volunteers) to fill some vacancies on the Board. Just about every office is up for grabs, so we really need a few of you step forward and do what you can to keep the Club going through the upcoming year. Contact Nominating Committee Chairman, VP Sandy Leon if you're interested.
- You all should be receiving your renewal statements in the mail at the end of October. When you receive yours, PLEASE take a few minutes to mark any corrections or updates on the renewal form, write a check for your dues, and drop it in the mail. We'd like to get all the renewals processed as early as possible, so the transition to the new VP next year can go smoothly.

That's really about all I can think of this afternoon. See y'all at the Coronado Speed Festival next weekend (gotta get myself a ticket!), the nominating meeting on the 11th, Dana's Driving Club on the 14th, and our Oktoberfest at the Farnsworths' on the 22nd.

TTFN,
Rick

Guest Speaker
At Oct. 11th Meeting
Winston Tan, Adhesives and
Sealants Specialist, representing
Henkel Loctite Corporation

SEPTEMBER MEETING MINUTES 2006

GO PADRES.

GO CHARGERS.

Attendance for the Sept 13, 2006 Meeting (held at the Greek Palace, Clairemont Mesa Drive):

21 members and guests were in attendance. Drove Healeys*, other British ~. Attending were: Loreen Wilhelmy, Gerry & Susan Kwiat', Dick & Jan Schmidt, Mike Williams, Dave Grundies,* Rick Snover*, Dana McPeek*, Lou Galper~, Bob Humphries*, Bob & Sue Farnsworth, Warren Voth~, Sandy Leon, Norm Brewer*, Gary Stalker, Chuck Sharp, Terry Cowan, and guests Mike & Jackie Kirby.

Meeting was called to order by President Rick Snover at 7:20 pm.

Call for reports from the board.

Secretary: August meeting minutes were approved.

Vice President/Membership: Membership at 90. Nominations for Officers will be held at next meeting.

Sandy & Loreen are on the nominating committee. Volunteers needed for various positions: i.e. President, Treasurer, etc.

Treasurer: See Treasurer for treasury balance.

Newsletter: Need stories for Newsletter. Info to Warren by 20th of month.

Activities: Dana reported on various activities to participate in: Dana's Monthly Drive will be on Sunday Sept 17th after the Breakfast on the Beach event which will be held at Spanish Landing at 8am.; Oktoberfest will be on Oct 22, 11-3pm at the Farnsworth's. See newsletter for these and other listed activities.

Museum/Greater SD Car Club Council: Gerry Kwiat reported on various car shows/events to participate in and reported on the special event celebration on Oct 21st for Historic Old Highway 80 driving tour/event. See Gerry for flyer on location, stops, and events planned.

SD British Car Club Council: Reports from Terry Cowan and Mike Williams on British Car Day, Oct 1, Fairbrook Farms, Fallbrook and the unexpected permit process problems. Volunteers needed to help park cars the day of the event. 244 cars have been pre-registered.

Regalia: No Report

Conclave 08: Planning meeting for Conclave 08 to be held Sept 27th at the Spice House Restaurant. New **Business:** No new business discussed. October meeting will be held at the Round Table Pizza on Govenor Drive, back room.

Bob Farnsworth was the lucky dinner entrée winner.

Meeting adjourned 8:20 p.m.

Respectfully submitted,
Susan Virden-Kwiat', Secretary

Activities by Dana McPeck



October 14th brunch and drive to the Desert Tower- Meet at the Westfields Shopping Town Parkway (Parkway Plaza) El Cajon (TB-1251-E4) in the parking lot (located at the NE corner of Arnette & N. Johnson) at 9:30 am. We will leave the parking lot at 10:00 am sharp for a short drive to Warren Voth's home and arrive at 10:30 for a patio brunch. Brunch is \$5.00 per person.

Brunch is a typical European breakfast you'll find when on tour. It includes; a variety of cereals, milk, yogurt, breakfast rolls, hard-boiled eggs, toast and jelly, cheese and meat, fruit juice, and coffee.

We will leave at 11:30 for a drive through Delzura, Campo, Jacumba and arrive at the Desert Tower about 1:00pm. There will be a short hike to the springs on the site. We will be at the Desert Tower for about one hour and return to Jacumba for a late lunch at the Jacumba Hot Springs Spa & Cabana Club. We should leave for home about 3:00/3:30pm.

We need to know how many are coming for the event so we may plan breakfast and seating on the patio. **Please RSVP Dana McPeck, (858)549-7878 <jensenhealey@earthlink.net> for reservations not later than Tuesday the 10th to allow time to purchase food.**

The next San Diego Conclave '08 Meeting will be Wednesday, October 25, 6:30 P.M. at the Spice House Cafe in Kearny Mesa (9035 Clairemont Mesa Blvd., San Diego, CA 92123). Please plan on joining us, especially if you haven't yet gotten involved on a committee. Lots of help is needed and, like the Marines at Camp Pendleton, we're always looking for "a few good men" (and women).

Please don't hesitate to contact me if you have any questions, suggestions, or earth shaking ideas! Hope to see you all there.

Mike Williams
Conclave 2008 Chair

OCTOBER 2006

- 1 27th Annual San Diego British Car Day – 10AM-3PM at Fairbrook Farms, 4949 S. Mission Rd. in Fallbrook (TB 1047-J6) – Registration opens at 7:30AM. <http://www.sandiegobritishcarday.org>
- 6-7 7th Annual Temecula Fall Car Show & Old Town Cruise – details at P&R Productions: <http://www.pnrrvents.com/>
- 7-8 Coronado Speed Festival historic car races & 1st Annual Fleet Week Car Show at NAS North Island. <http://www.fleetweeksandiego.org/event37.htm>
- 8 Just Ducky Car Show – In conjunction with Children's Bureau's Mighty Rubber Ducky Derby at Wild Rivers Waterpark in Irvine: <http://www.duckyderbyoc.com/car-show.html>
- 11 AHCSO Monthly Meeting, Nomination of 2007 Officers – 6:30 PM at Round Table Pizza, 3250 Governor Drive in University City (TB 1228-C5). Guest speaker-see pg.3.
- 14 AHCSO "Dana's Driving Club" Monthly Drive – Gather beginning at 9:30AM in the northeast corner of the Westfield Shoppingtown Parkway (Parkway Plaza) in El Cajon (TB 1251-E4). Departing from the parking lot at 10:00AM sharp, and stopping for brunch at Warren Voth's, 5554 Riggs Road in Dehesa (TB 1253-D5) around 10:30. Departing from Warren's after brunch at about 11:30, and proceeding out to Desert View Tower followed by a late lunch in Jacumba. Please let Dana or Warren know if you plan to be there for brunch.
- 14 6th Annual Bone Marrow Foundation Charity Car Show – 9:00am-3:00pm at Simpson's Nursery in Jamul – Classic Image Car Club: <http://www.classicimagecarshow.com>
- 18 AHCSO Board Meeting?
- 22 AHCSO Oktoberfest – 11:00AM-3:00PM at the Farnsworths', 19791 Via Vista Grande in Ramona (TB 1151-H2) – The Club will provide the bratwursts, fixin's & soft drinks. Bring your own other beverages, and a side dish or dessert to share
- 25 Conclave '08 meeting (see activities column).
- 29 Borrego Days Car Show and Desert Festival – Details & Registration: <http://www.sdhealey.org/BorregoDays06.pdf>

NOVEMBER 2006

- 8 AHCSO Monthly Meeting, Election of 2007 Officers – 6:30PM...
- 11 AHCSO "Dana's Driving Club" Monthly Drive...
- 15 AHCSO Board Meeting?
- 17-19 AHASO Healey Weekend on Catalina Island – Pavilion Lodge, Avalon. Email jeanne@fiestadev.com or call 800-322-3434 for details.

Complete activities dates may be found at
<http://www.sdhealey.org>

The ELF Synthetics Story

By Ron Kirker of ELF.

To make a long story short, ELF is now the “high tech” division of the TOTAL group, which is the 4th largest oil company in the world.

When TOTAL-FINA and ELF merged in 1999, ELF brought to the table a history of high tech developments ranging from active cooperation in the 6-wheel



Formula 1 Tyrrell-P34 of 1976-77 (*photo, above*) to the development of racing lubricants for the NISMO Rally Raid team in the Paris-Dakar race (*photo left*).



ELF is of course still involved in Formula 1, mostly with the 2005 World Champion Renault team. Fernando Alonso is set to keep his

title in 2006, by the way! In closer relation to the average owner of a street car, like myself, ELF is a supplier of several OEM factories for synthetic oils and coolants as well as a privileged partner of several OEM to develop new lubricants. ELF specializes in extended service lubricants. The European market, where ELF is a leader, has embraced 10 to 20,000 mile oil change intervals: this is no problem with the proper engine oil!

Concretely, how does ELF cooperate with OEMs on new lubricants?

On gear and engine lubricants, there are four basic directions that manufacturers always explore:

- resistance to high temperature and turbo applications, for racing programs and performance cars,

- resistance to wear to allow extended drains and “easy maintenance” new cars,
- compatibility with new emission control systems,
- fuel economy.

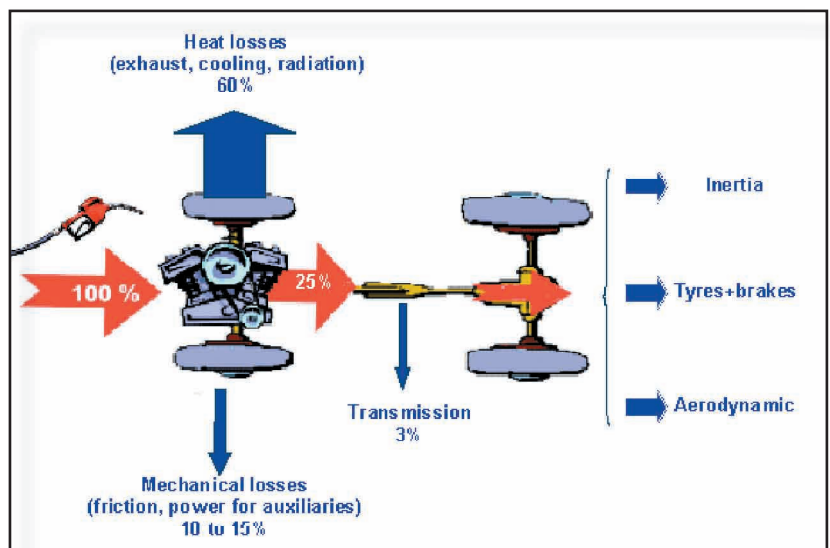
Total has two locations in France, in Solaize near Lyon, and in Normandy, where lubricant-related engine tests are running all day long for OEMs. It not only a cooperation where we test oils in a laboratory, but these are real world (and costly) engine tests. Most smaller companies who just “blend” oils cannot afford such development programs.

Fuel Economy? How can oil technology affect fuel consumption?

Well, the simple story is “the thinner the oil, the less drag”. It’s simple, but it is also sometimes inaccurate: the wrong “thin oil” can oxidize faster and send your fuel economy down the drain.

The accurate story is not much more complicated, though. Think of how the produced energy (burning fuel) is used to propel the car. Roughly, we can say that only 25% of the energy will get to the transmission. About 60% of the initial energy will go up in smoke or other heat losses (cooling, exhaust), and mechanical losses, like friction, will use up to 15%.

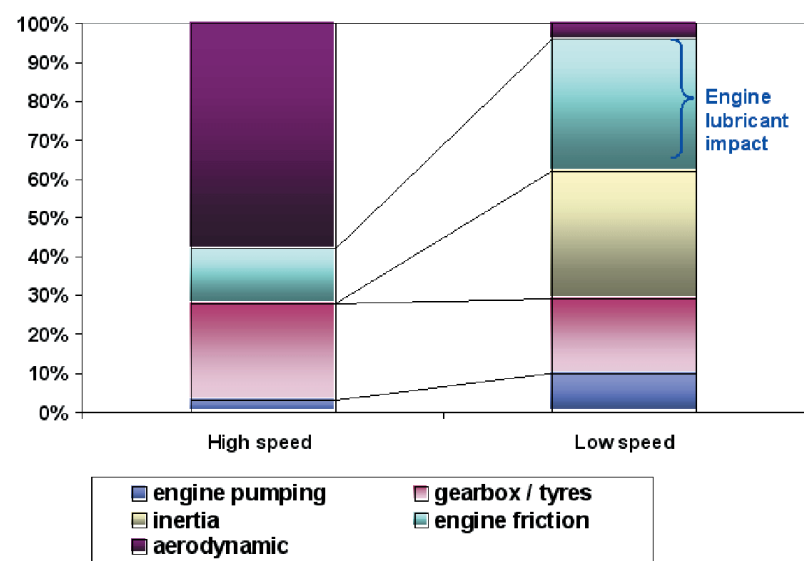
So, yes, oil acts only on friction, but the relevance of friction on the larger picture of the energy consumption in different driving conditions is what will influence the making of a fuel economy lubricant.



Now, the actual numbers (%) of energy loss above will vary widely, but this gives you an idea of what is going on.

To give you a more precise idea, if we forget about the heat losses, see below the breakdown of energy usage, or fuel consumption, between:

- Fighting "the wind", or the air resistance (aerodynamics)
- Fighting the friction of engine parts (friction),
- Getting the weight of the car to move when accelerating (inertia)
- Carrying the energy from the engine to the road (transmission, tires)
- Fighting the inertia inside the engine itself (engine pumping)



As you can see, the energy from the fuel is spent very differently at low speed or at high speed. Engine friction is more relevant at low speed than at high speed. This means that regarding fuel economy, the influence of the engine lubricant will be greater at low speed, when that of the gearbox lubricant, for example, will be higher at high speed... That's already probably more than you wanted to know, but it should help you understand why a synthetic lubricant, which is made of "tailored" molecules, can deliver better fuel economy. Let me just add that working on synthetics also allows to work on how long the fuel economy proper-

ties will last, and you'll understand why RENAULT-NISSAN, for example, makes ELF a part of their fuel economy research team. ELF EVOLUTION SXR 5W30 can deliver up to 9.3% fuel economy at start-up.

Regarding gearbox oil, you might also better appreciate why NISSAN requests synthetic technology in First Fill. The durability and fuel economy benefits of a TRANSELF TRJ 75W80 are a smart expense for the factory.

So is it fair to say that EVOLUTION SXR 5W30 is more for the commuting driver concerned about fuel economy and likely to do much stop-and-go? What about the "open throttle" type drivers and the turbocharged cars?

Both EVOLUTION SXR 5W30 and EXCELLIUM LDX 5W40 are versatile engine oils that meet stringent requirements for turbo, fuel economy, and even Diesel application, by the way!

Still, you are right: for racers and turbo owners, EXCELLIUM LDX 5W40 is a better product. EXCELLIUM is what is called a "high HTHS" oil (High Temperature High Shearing). It means that it will stay above a SAE defined viscosity at 305°F (150°C). Finding a 5W oil that is "high HTHS" in a North American auto parts store may require some research... EXCELLIUM LDX 5W40 passes some of the most demanding tests from auto manufacturers, like ACEA A3/B4, which focuses on the protection of bearings at high load as well as the cooling of turbochargers, while allowing extended drain intervals. I think that's pretty remarkable.



Ron Kirker

Distribution Sales and Service
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Breakfast On The Bay At Spanish Landing

By Warren Voth

Sunday, September 17th, breakfast on the bay, began with a bright clear morning at the West Spanish Landing Park without the traffic from the unlimited hydro-boat racers. We were there, had a nice outdoor breakfast and gone before the noise started.

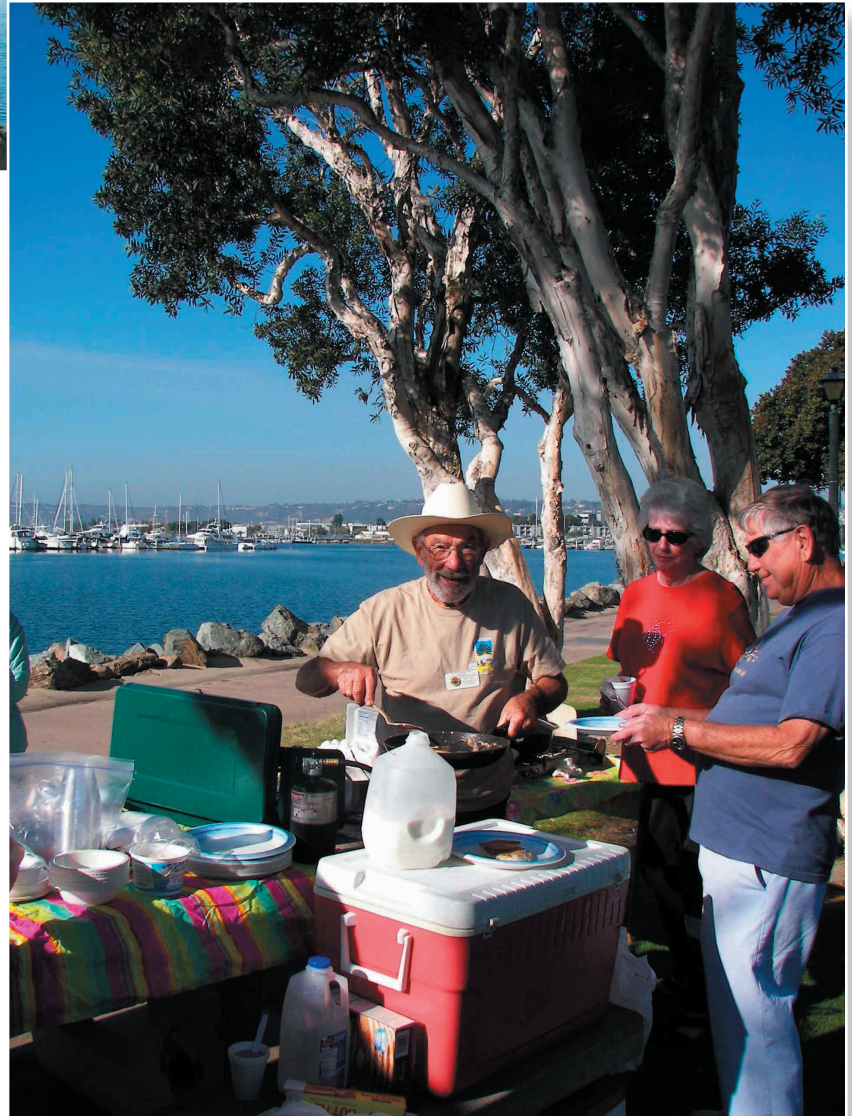
Those attending included the master-cook Cass Cacciatore with friend Mona, Bob & Sue Farnsworth, Gisela Putzke (Udo was delayed on a flight from Germany), Andrew Duncan, Warren Voth, Sandy Leon and boys, Rick Snover, Gerry Kwait & Susan Virden-Kwait, Dana McPeck, Klaus Kind & Ling Gou M.D. Ph.D., Bob & Barbara Humphreys, Dick & Jan Schmidt, Lou Galper &.....,Mike Williams, and Roland & Loreen Wilhelmy,

Cass, man for all seasons and things, whipped up pancakes, eggs, sausage & bacon on his camp stove. There was fruit, donuts, orange juice and coffee to round out the repast. There is nothing like food cooking over a camp stove on a beautiful morning to make me feel great to be alive.

A group of us went for a drive up the 101 coast route. We drove through Del Mar, Loma Santa Fe, and Carlsbad Village as far as the power station. We headed inland on 78 for a drive to Valley Center and back to Lake Henshaw for a break. As usual the restaurant at the lake was closed, this

time for a rummage sale. We rested with cold drinks and headed down through North County Square. All and all a nice day. Wished more of the Club could have been with us. Maybe next time...

*Dick Schmidt and Lou Galper
doing some baywatch basking.*



*Above- master chef Cass serves up hot cakes, eggs,
sausage, and bacon to Bob & Sue Farnsworth.*



Roland & Loreen Wilhelmy, Barbara Humphreys, Gisela Putzke, Mike Williams and Dana McPeck enjoying breakfast on the Bay.

Chef Cass and Gisela Putzke visit after the cooking's done.

The four finalists at the Lake Henshaw Restaurant Race.



The Monterey Pre-Historic Practice... And Healeys

By Sharon Tanahara

If you like vintage racing, the Monterey Historic Races are a “must see” since all of the cars that take to the track are vintage racers, each one with historical significance, from early 20th century Indy 500 participants, classic racers of the 50’s and 60’s (my favorite category), to current day Formula 1. So what do you do when you want to see some of these cars on the track, but avoid the crowds and expense of the Monterey Historic Races? You go to the Monterey “Pre-Historics.” Held the weekend before the historic races at Laguna Seca, the Pre-Historics are the practice sessions for that event, with admission to the races and pit areas, where you can see the cars up close and personal, free of charge to the public. About half of the cars participating in the Historics are present for the Pre-Historics, and there is room to roam, take pictures and view the cars from straightaways, turns, and the famed “corkscrew,” because rather than the tens of thousands of fans expected on race weekend, there are only a few hundred scattered around the entire track.

There’s also a convenient way to see the cars participating in the Pebble Beach Concours if you’re in town the Thursday before race weekend, since one of the activities on their agenda is a tour of the peninsula and a stop for lunch on Ocean Avenue in Carmel. So not only can you see them for free, you can see them in motion!

How does all of this relate to the Healey Hearsay, you ask? Well, spotted on the track were two of the three BRG Healeys participating in the races, the 100S of Greg Johnson and the 100 of John Shirley - a glorious sight for Healey fans everywhere!



Gregg Johnson’s BRG 100S goes through the “cork screw” at the ‘06 Monterey Pre-Historic practice session.





Cruisin' the 101 – Beach'n!

By Rick Snover, Photo by Mike Williams

It was cloudy and cool when I gassed-up the Sprite on Sunday morning, September 10, and headed out to Del Mar Race Track for the 1st Annual “Beach’n 101 Cruise” (sponsored by the Highway 101 Association, [HYPERLINK “http://www.drivethe101.com/”](http://www.drivethe101.com/) <http://www.drivethe101.com/>). I arrived there about 9 o’clock to check-in and meet my other friend named Mike Williams (a darts teammate), who was going to ride along with me for the day. We took a look at the other couple dozen cars that were in the parking lot, then saddled-up and began our cruise.

First stop, only a couple hundred yards away, was to turn in through a gate for a lap of the track. It wasn’t easy to keep the speed down, but there were several other cars enjoying this unique driving opportunity at the time and we didn’t want to kick up too much dust. We paused on the backstretch for a picture (left), then finished the lap with a flourish and headed out to the coast.

The first leg of our cruise was a southbound round-trip, down Torrey Pines Road and La Jolla Shores Drive, around La Jolla cove, and back to begin our northbound cruise up the coast to Oceanside. We were feeling a little disappointed that we only saw a few others cruising on this southern loop, but that soon went away as we headed north. There were all

sorts of cars going in both directions all the way. (The organizers said they were only expecting about 150 cars, but they ended up with 280 registered!)

We rolled on up the 101 through the beach communities, waving at the southbound cruisers going by, and paused at Starbucks in downtown Carlsbad for a cuppa. The marine layer had burned-off by now, so we ditched the long sleeves before continuing. From there it was on up to Oceanside, all the way around the harbor to the end of the north jetty and back down to the pier. They had the beachside “Strand” open for us, and that’s where the drive-by judging took place.

We stopped at the 101 Café for lunch. The café and its parking lot were both packed with cruisers, so it was like a mini car show. After lunch it was back down the coast to Del Mar Race Track, waving and smiling all the way. We got there a little after 1 o’clock, took another turn around the track, and parked for the car show. We wandered around looking at all the cars, including lots of the “usual suspects” I’ve seen at other shows. We might have a new member before long –

one of the last things Mike said before he left, a little before 2 o’clock, was “I gotta get me an old car”.

I stuck around for the raffle and awards, which wouldn’t begin until 3 o’clock. Still wandering around, I ran into AHCS member Kurt May and his 3000. I joined him and his friend for a brew and another look around. For the first time in a while, I didn’t win anything in the raffle, but there were only

a few cash prizes instead of the usual tables full of “junk”. I missed \$100 by 1 number. When the awards were eventually presented, the one I thought my Sprite might have a shot at (“Cruiser That Gidget Would Choose”) went to a ’54 Packard.

All in all, it was a great day, with gorgeous weather and scenery, tons of beautiful cars, and lots of friendly folks. The Highway 101 Association was already handing out entry forms for next year’s 2nd annual event (September 9, 2007). I’ve got mine!



Putzke's "FAHRSPASS"

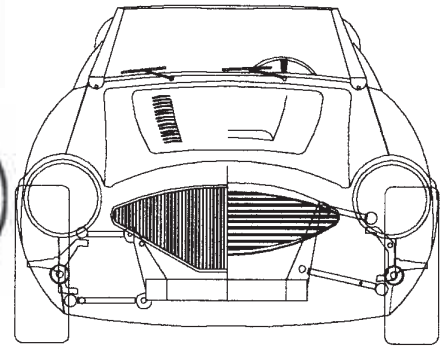
13809 Eisenhower Ave

Poway CA 92064

Ph & Fax USA (858-486-3870

E-mail: Putzkes@cox.net

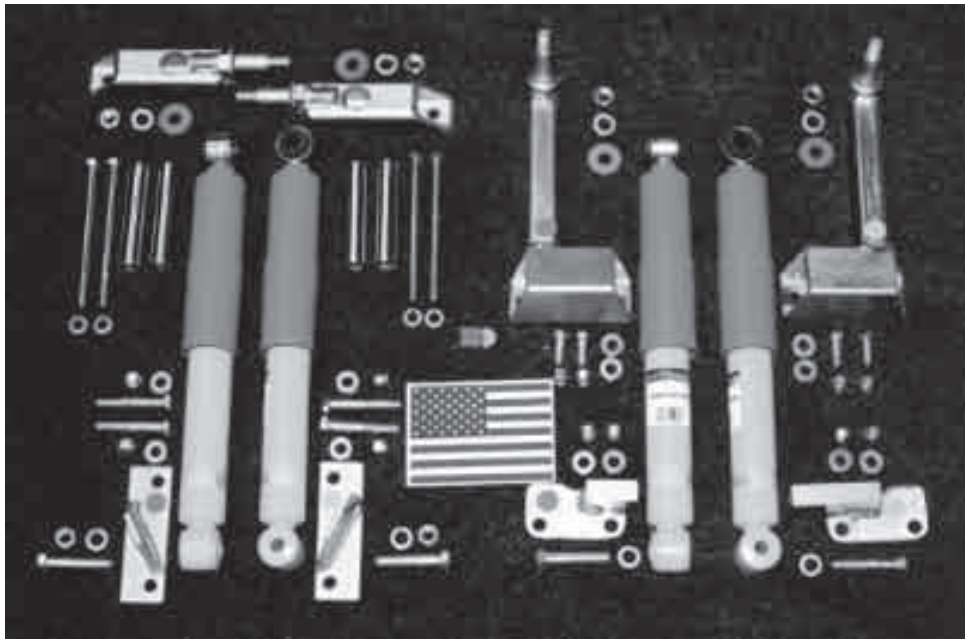
Web:putzkes-fahrspass.com



BILSTEIN Shock Absorber kit for all Big Healeys

Front and Rear, with brackets and all hardware. Bolt on, no frame modifications required. Drive your HEALEY safer, more control and more comfortable.

\$849.99 for AH 100/100-6/3000 **\$899.99** for AH BJ8 (Phase 2)



New Products:

Electronic Ignition for all 4-and 6-cylinder Big Healeys, positive and negative ground, completely integrated into distributor. Custom modified to fit.

\$109 for all positive ground **\$96** for all negative ground

Car Bra, custom made for BN1 to BJ8, black **\$255**. Custom colors, **\$305**.

Plastic Knock-off Hammer. No more scratches, dents or damage. **\$75**.

Polyurethane bushings for BN1 to BJ8, front, rear, lower and upper, individually available. Call for prices.

• Shipping and handling not included in above prices. California residents please add applicable sales tax.

• Shipping "Ground" only. Overseas please allow 4-6 weeks for delivery.

Ask about club discount on order of three or more shock sets. 15% discount for poly shocks ordered with shock kit.

CAR OF THE YEAR AWARD



In an effort to recognize club members who participate in events with their Healeys, the Club awards Car of the Year (COTY) points for various activities. The opportunity to collect points include any car related events (shows, drives, rallies etc.) sponsored by an official organization (other car clubs, auto museum, city chambers of commerce, charities) where you participate with your Healey. These events may or may not be listed in the newsletter. The participant is responsible

for providing proof (entrance fee receipt, photo, corroboration from other club members, etc.) to the recorder, Gisela Putzke (putzkes@cox.net) within 30 days of the event (meetings, drives, etc.) AHCSO events will have a sign in sheet that will be forwarded to the recorder. For Multi-Healey families, be sure to indicate which car(s) you drove.

Points currently approved by the Board are: AHCSO meetings, 4-pts, AHCSO tech sessions, 4-pts, AHCSO driving events, 6-pts, Healeys on the Green, 16-points, Calif. Healey Week, 16-pts, Healey Rendezvous, 16-pts. Conclave, 16-pts, Rolling British Car Day, 10-pts, S.D. British Car Day 10-pts, non-AHCSO one day events, 2-pts, multi-day events, 4-pts, Points for other events listed in Healey Hearsay will be awarded on a case by case basis.

The total points leader at the end of the year will receive the coveted "Car of the Year" grille badge for display on their Healey for the following year. Additionally, all points received during the year by all members will be worth a discount towards the purchase of AHCSO regalia. Good luck, and get out there and drive those Healeys.

Rick Snover AN8.....	188	Lou Golper MGB.....	12
Dana McPeck Jensen.....	106	Pendleton BJ8.....	10
Putzke, U + G BT 7.....	96	Humphreys Jensen.....	10
Humphreys BT7.....	84	Zoller R. Morgan.....	10
Warren Voth BJ8.....	60	Schmidt D & J 100/6.....	9
Lou Galper 100.....	58	Davies, S & R AN5.....	6
Klaus Kind BJ8.....	54	Snover R. AN5 racer.....	6
Crawford, D & P 104.....	52	Segal, Chris AN5.....	6
Mike Williams TR6.....	32	Farnsworth, B & S 100....	6
Grundies, Dave BJ 8.....	30	New Member BJ8.....	6
Cowan, Terry 100.....	30	Copley, J & M BJ 8.....	6
Cass Cassiatore BJ8.....	22	Tanihara, Sharon 100.....	6
Norm Brewer Jensen.....	20	Klein, S & D 100-6.....	6
Davies, S & R BT7.....	16	Sharp, Chuck BJ8.....	4
Davies, S & R 100.....	16	Tisdale. Scott TFGT6.....	3
Deringer, K & J 100.....	16	Kirby, Steve MG TD.....	2
Goldsworth, C & K 100....	16	May, Kurt BJ7	2
Newman, D & K BJ8.....	16		
Kvam, Kirk BT7.....	16		
Putzke, U & G AN5.....	16		
Sandy Leon AN5.....	16		
Galper, Lou Jag XJ6.....	15		
Kirby, Steve BT 7.....	12		

New Members, Birthdays, & Anniversaries

New Members

Mark & Linda Kelly San Diego, CA

Birthdays

George Keens.....	10/07
Dick Schmidt	10/09
Lee Dompe.....	10/11
Dave Nightingale.....	10/13
Mark Kelly.....	10/17
Henry Kohlmann.....	10/20
Don Newman.....	10/27
Nancy Tabachki.....	10/01
Pamela Crawford.....	10/02
Cheryl Dolmage.....	10/04
Ernestine Luckie.....	10/18
Catherine Close.....	10/22
Ling Guo M.D. Ph.D.....	10/27
Susan Snow.....	10/28
Kevin Klein.....	10/04
Anton Mc Gee.....	10/11
Jessica Schaffer.....	10/30
Kirstie Mc Peek.....	10/10
Marissa-Elena Rivas.....	10/05
Natalie Armstrong.....	10/27

Anniversaries

Dave Grundies	
& Diane Schneider, MD.....	10/11/97
Gerry Kwiat	
& Susan Virden-Kwiat.....	10/26/04

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Dana's Day At The Track- SCCA Solo Races At Qualcomm

By Dana Mc Peek

On Sunday I entered in the SCCA Solo races at Qualcomm. Mike suggested I send something for the newsletter and pictures. Here goes. Imagine a pleasant, not too hot Sunday morning... the smell of scorched brake pads and unburned hydrocarbons in the air. That was how it was on 9/10 at Qualcomm for an SCCA Solo qualifying race.

We arrived at 7:00 am to register, then walked the track to familiarize myself with the course, then... we waited. Till 2:00 when I pulled my duty on the work crew for an hour (everybody does it).



Then I got in line to make 3 laps around the 1 mile course. I had never done this type of thing, so I didn't expect to set any records (at least I HOPED I would set any record!)

2/3 of my way through the first lap, I spun out, something I had never been able to make Candy (Dana's car) do before. Then I found out that an instructor can ride with you. He helped talk me through the next two laps finishing both times with improving times. MY time was 90.014 seconds on lap 3, not bad for the Stock class which was mostly in the mid 80s.

It was loads of fun. Kinda like Disneyland rides. It was over before you figured out how much fun it is!

Since I am not really interested in the championships, I will DEFINITELY be at the practice days.



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October Meeting

- October 11th, 6:30 p.m. •
- Round Table Pizza
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- (Thomas Brothers 1228-C2)