

HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego

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**From The Editor:**

I decided to take in the Golden Cove meeting of British cars in Palos Verdes. I was already going to be in Orange County

that Sunday so I invited my son-in-law to join me. Getting to the event necessitated an early departure to arrive there at 9:00 a.m. There is no doubt that the countryside is beautiful and the drive around the peninsula would have been a rue "Healey delight." Unfortunately, I was there in my Honda.

As we drove along I noticed a couple of Bugattis and a Delahaye and thought, "wow, this must be an amazing gathering." Then we came upon a "Concourse Parking" sign and turned in. As we rolled up to the gates, I thought, "something doesn't look right." The attendant asked for \$10 for parking and I later found out the entrance fee was \$35.

Obviously we were in the wrong place. On down the road we found the Golden Cove meeting. No Bugattis or Delahayes and no parking or entrance fees either. There gathered in the parking lot of Starbucks was three Healeys, two TR6's, a bunch of MG's a Jag XJS and a

Continued on page 5

October Meetings

October 10, 2012

Jimmies Restaurant
9635 Mission Gorge Rd
Santee, CA
6:30 PM



HEALEY HEARSAY is the official monthly publication of the **AUSTIN HEALEY CLUB of SAN DIEGO**. Monthly member's meetings are held on the second Wednesday of each month at 6:30 P. M. The location varies and is announced in the newsletter and on our web site: www.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. Visit our web site www.sdhealey.org or contact our Membership Coordinator, Vice President Mike Williams healeymike@earthlink.com for details and an application.

2011 AHCS D Board Members

President - Terry Cowan 619-475-7937 terry@toyshop-resto.com

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COTY Recorder - Rick Snover 619-980-4194 ricksnover@earthlink.net

Librarian - Vacant

Web Master - Rick Snover - sdhealey_admin@sdhealey.org

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Representative, Car Club Council of Greater San Diego

Gerry Kwiat (Part Time) 619-922-2581, aahealeyguy@aol.com

Representative British Car Club Council

Terry Cowan 619-475-7937 terry@toyshop-resto.com

Advertising Information

Classified Ads (Market Place) are free to members. Classifieds for items wanted or small items for sale are free to nonmembers also. Ads may be placed at 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 7" x 9"	\$100.00 per year
Half Page 4.5" x 7"	\$75.00 per year
Quarter page 2.25" x 3.5"	\$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. smacktalbert@yahoo.com

Howard Stark brought home a trophy from the British Invasion of the Cajon Classic Cruise in his 1959 BT7. Congratulations!!

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



OCTOBER 2012



Hey there Healey folks...

I want to thank
all the members who
showed up @ the British
Invasion Car Show in El
Cajon with 12 plus running

driving Healey's for last months meeting outside on
the patio @ the Downtown Cafe...while we were a
chatting it up news came that both the Starks &
Farnsworth's had won awards...a great & fun night for
the Healey Club !!

We are also still winding down from Coronado
Speedfest...I want to thank all who came out to cheer Dewey, Pete Smith, Bill Rooklidge & I, and then
joined us @ our house for a wonderful Wine & Dinner Soiree put on by.... Ms Lisa Queen "O" the
Kitchen !!!

WhoooooWeeeee... She cooked all week long preparing food not only for the dinner party but
also food @ the track as well we all thank you Lisa !!!

She/we couldn't have done it without help from Lynne & Howard who came to our rescue early
on Saturday to help set up, cook, etc... while I was still attending to race cars and then running home
with bags of Ice for the sodas, beer & wine picked up from a Costco run earlier in the day between races
& lunch...think we will have the party @ the event next year !!

Dewey, Pete & Bill all ran well, with the typical teething on Pete's car which BTW, got



Honorable Mention @ the awards ceremony. Great Start Pete !!!

We ran into some issues with PMO at the last minute 11:45 Thursday night... and she didn't want
to come out and play...so she became a Static Display...again... bummer man !!

The person who makes the reservations for our brunch place has been sick the last few days but I
am assured she will be back in on Monday so I can lock in the brunch for the 11th of November.

Until then I look forward to seeing you all @wait for itoh you guessed it....

Jimmy's in Santee 6:30 PM Wednesday the 10th of October !!

*Editor's Note: The cars pictured here are the cars of Dewey, Pete and Bill, but these photos were not
taken at the Coronado Speed Fest. These are old potos from the archives.*

President's Message:





September 2012 Healey Meeting Minutes

The September 12th meeting was a joint car show at the Cajon Classic British Invasion Cruise Night and dinner at the Downtown Café, on Main Street, El Cajon, CA.

18 members and guests were in attendance: Drove Healeys*, other British~.

Terry Cowan & Lisa Mandell, Norm Brewer, Bob & Sue Farnsworth*, , Lou Galper~, Dave Grundies*, Dick & Deb Hoss, Gerry & Susi Kwiat*, John & Mary Schermerhorn, Howard* & Lynne Stark~, Sam Talbert*, Ed Valle'*, Warren Voth*. Cass Caccitore only attended the car show.

Meeting was called to order at 7:30 p.m. by president Terry Cowan.

General Discussions: Terry announced that Bob & Sue Farnsworth and Howard & Lynne Stark won trophies at car show. Several items were brought up for discussion from last meeting. See **Old Business** section for details.

Minutes of the last meeting were approved as written.

Vice President/Membership: Mike Williams was not in attendance.

Secretary: Dick Schmidt was not in attendance. Susan Kwiat substituted for him. Mary Schermerhorn reported on Dick's progress with his treatments.

Treasurer: Mike Dolphin was not in attendance.

Newsletter: Sam Talbert asked for pictures and write ups of events.

Activities: Rick Snover was not in attendance. Terry discussed a variety of activities for the upcoming weeks and months including (but not limited to): ***Speed Fest at North Island*** Sat/Sun Sept 22/23, Dewey & Terry will be racing. Terry also invited club members to a dinner party at his house on Saturday after the races. Sunday Sept 16th ***English Motors Show at Fairbrook Farms*** in Fallbrook; Oct 6 & 7th ***British Car Day BBQ and Show*** at Liberty Station. Oct 20th ***Oktoberfest*** at the Farnsworth's in Ramona. See activities page for further information.

Regalia: Open position.

Museum/Greater SD Car Club Council: Gerry Kwiat had no reports.

Old Business: Discussion was held as to the need for approval for a \$500 deposit for the caterer for the Holiday Party on December 15th at the SD Auto Museum (10am-2pm). A motion was made, seconded, and passed.

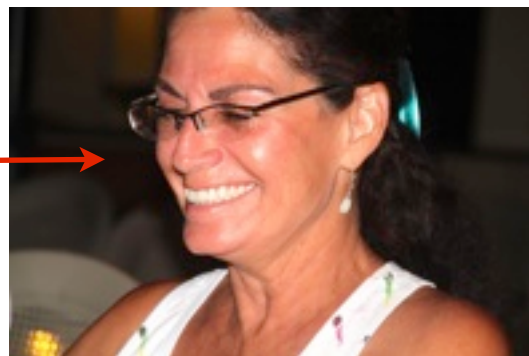
New Business: Discussion was held as to the setting of a date for the Club's anniversary Brunch at BellFleurs in Carlsbad, CA. It was decided on Sunday, November 11th (Sam Talbert's Birthday) from 12pm to 2pm. Terry will call and get the reservation set up. Further discussion to be held at October meeting.

Lynne Stark was the lucky dinner entree winner.

Meeting adjourned 8:10 p.m.

Respectfully submitted

Susan Kwiat, Acting Secretary





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couple of Morris Minors and a Sunbeam Tiger.

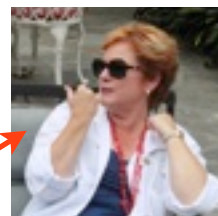


The group was down that Sunday, perhaps because of the Concourse taking place nearby. Other times the participation is much higher.

My purpose in going to this event was to evaluate it and determine if we should participate in it sometime. In my opinion even with its great location and scenic drives, it is not worth the effort for us to get there. What I would like to see is something like this somewhere near San Diego. Any opportunity to drive my Healey on some great roads in some beautiful place is a Whooooee!

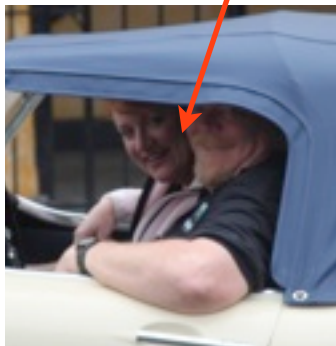
OCTOBER BIRTHDAYS

Nancy Tabachki	1
Kathy Shoemaker	2
Cheryl Dolmage	4
Stephen Felt	4
Dick Schmidt	9
Abbe Neumeyer	15
Hank Kohlmann	20
Joal Mayer	21
Don Newman	27
Peter Smith	29
Robin Nelson	30
Erich Wolf	31



OCTOBER ANNIVERSARIES

Kathy & George McHarris	10/03/59
Cecile & Paul Able	10/08/93
Allie & Rick Snover	10/10/10
Diane Schneider & Dave Grundies	10/11/97
Bibi & Andy Washburn	10/25/86
Susan Virden-Kwiat & Gerry Kwiat	10/26/04



Cobras, and Jaguars and Tigers, oh my.....

Touring amongst a flock of wild animals is not for the faint of heart...



English Motors at Fairbrook

Home **Tour** About Gallery Register/Spectate Contact

The tour started on a Saturday at 9am at the Mercedes-Benz Advanced Design Studio in Carlsbad. As I pulled up next to a Morris Minor 'Woodie' and NSU Spyder my 59' Bugeye with its 85HP engine felt powerful and strong. Then the animals arrived.

First a Tiger roared into the parking lot, followed by a few Jaguars. Once the dust settled, engines turned off and the birds started chirping again, through the fog and the mist any reminiscence of a quiet Saturday morning was shattered by the fantastic sounds of a gaggle of AC Cobras pulling into the lot. Welcome to the English Motors at Fairbrook Tour 2012.

With a strong German accent, before entering the building, our guide (Margarete Wies) informed us that the taking of any photos was strictly forbidden. Interestingly, after staring into a flashing light before leaving the building most of our memories of the whole place seem to have been erased. However I can say with fairly good



confidence that we saw a ¼ scale clay model of a concept car they described as being grown from a leaf. We also watched in fascination as a sculptor carefully molded the lines of this car in a warm clay model. We were told this Biome concept was created into a full-size model (see image above). You can watch its 'birth' on the following video: <http://vimeo.com/20845457>. After a Q&A session that was supposed to be about the design center, but resulted in a wide variety of questions about how the Biome works, our kind, host tired of repetitively saying 'this purely a concept car with no engine', told us to go eat lunch. Following a nice lunch discussing how to sneak the Biome out of the

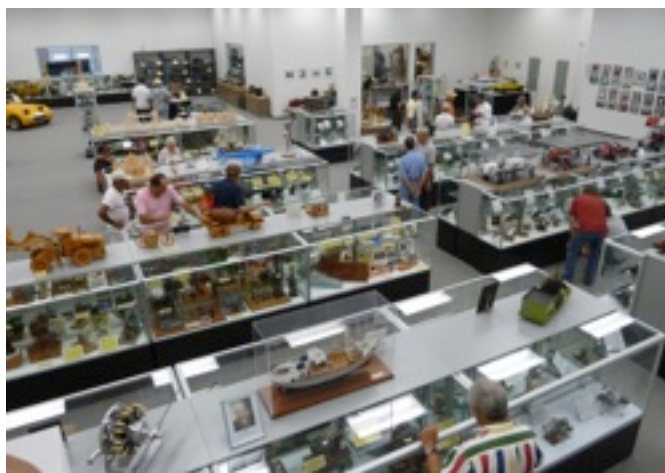
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building to take it for a test drive, the British engines were fired up, oil left on the parking lot and we prepared ourselves for the long drive to the Miniature Craftsman Museum (3 miles down the road).

For those who have not been there, and for anyone that either appreciates mechanics (or knows one), this museum in Carlsbad is well worth the trip. Photos are allowed and in fact encouraged. More photos can be found here: <http://craftsmanshipmuseum.com/>. Although skeptical, we were told that all but two engines in the place are operational. Given the wide variety of boats, cars and trains within this museum seem to be the perfect size for a small squirrel, the fact that these all have working motors seemed interesting enough. However most of them run on 'traditional' 4-stroke gas engines with spark plugs the size of a tic tac. For fear that my bug-eye might be out



powered again, I did not ask the HP of any of these engines. However, low and behold in the corner of the museum stood a 1960 bug-eye (appearing as a monster among the miniatures) all geared up for vintage racing! This one is actually for sale – contact the museum for more info.

The next stop on the tour was an hour drive, 30mile trek, to Harrah's Rincon Hotel and Casino. Because the paint was melting off my car from the 100' heat and

my 13 year old son is a notoriously bad gambler, we chose to end our tour there and head towards the coast. All told the tour was an excellent – good cars, great people and a lot of fun, despite or perhaps because of all the wild animals.

Text and photos by Paul Able

More Photos on Page 9



ACTIVITIES

Rick Snover, Chairman, AHCS D Activities Committee

I've been so busy at work the last few weeks that I even missed the September meeting! So, this is going to be brief.

Next weekend, October 6th & 7th is the **San Diego British Car Day BBQ** (Saturday) and **Car Show & Picnic** (Sunday) at Liberty Station in Point Loma. This year's featured marque is MG, celebrating the MGB 50th anniversary.

Our annual **Oktoberfest BBQ** at the Farnsworths' will be on October 20th. As usual, the Club will provide the bratwursts, buns, condiments, etc., along with soft drinks and ice. Everybody please bring a side dish or dessert to share, and whatever else you might like to drink.

John Felt's 3rd annual **Bugeye BBQ** is on October 27th. The event is open to all Club members. This year, there'll also be a swap meet area for folks to buy, sell, or give away parts.

Our next **Anniversary Brunch** at Belle Fleur is set for noon on Sunday November 11th, and we've reserved the loft at the San Diego Automotive Museum and booked the caterer for our annual **Christmas Party & Gift Exchange** on Saturday, December 15th. We'll be working out some of the details at the upcoming meeting on the 10th. Stay tuned for details.

WHAT'S COMING UP?

Saturday, Oct 6, 2012, 5:00PM – S.D. British Car Day BBQ – You can receive your registration packet early and skip the lines on the day of the show! Plus Hamburgers, Hot Dogs, Condiments, Potato and Macaroni Salad, Pickles, Chips, Drinks. – Courtyard SD Airport/Liberty Station, 2592 Laning Rd, San Diego – Buy tickets (\$20 each) with your British Car Day pre-registration, below. – Presented by: San Diego British Car Club Council. <http://www.sandiegobritishcarday.org/>

Sunday, Oct 7– 33rd Annual San Diego British Car Day & Picnic – *Celebrating 50 Years of MGB* Ingram Plaza at Liberty Station, 2640 Decatur Road, in Point Loma.

- Information Line: (760) 746-1458.
- "British Car Day" group rate at Courtyard SD Airport/Liberty Station:
- One King-size bed | Two Queen-size beds

Presented by: San Diego British Car Club Council. <http://www.sandiegobritishcarday.org/>

Wednesday Oct 10, 6:30PM – AHCS D Monthly Meeting – at Jimmy's Family Restaurant, 9635 Mission Gorge Rd in Santee.

Saturday, October 20, 1PM – Annual AHCS D “Oktoberfest” – Bob & Sue Farnsworth's house, 19791 Via Vista Grande in Ramona. **Sunday,**

Sunday Oct 21, 9:00AM – Golden Cove All British Cars Coffee Meet

Join other British car enthusiasts for Starbucks and conversation – Starbucks Coffee at Golden Cove Shopping Center, 31202 Hawthorne Boulevard in Rancho Palos Verde. Recommended by: Austin Healey Association of Southern California.

<http://www.sdhealey.org/calendar/flyers/GoldenCove2%20%20Every%20Month.pdf>

Saturday, Oct 27, Noon-4PM – 3rd Annual Bugeye BBQ – John Felt's house, 3701 Via Paradiso in Vista.

Sunday, Nov 11, Noon-2PM – AHCS D Anniversary Brunch – Bellefleur Restaurant, 5610 Paseo Del Norte, Suite 100 B in the Carlsbad Premium Outlets center.



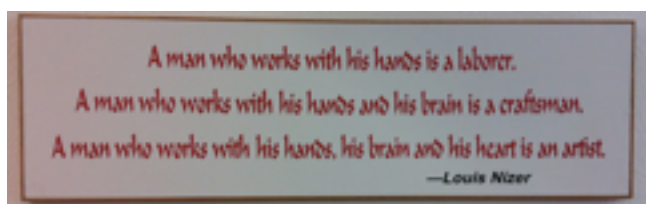
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Nov 23-25 – 2nd Fall Del Mar Nationals – Del Mar Fairgrounds. Presented by: Goodguys Rod & Custom Club <http://www.goodguys.com/>

Early Dec – Temecula Cork Inspection Tour?
Saturday, Dec 15th, 10AM-2PM – AHCS
Christmas Party & Gift Exchange – San Diego Automotive Museum in Balboa Park.

Photos from Fairbrook Tour

By Paul Able



The Greatest Show on Turf

The Greatest Show on Turf was well organized with a lot of interesting cars. In the section where I was sent to park, which was supposedly for European cars, I saw no other Austin Healeys of any sort. I parked under a big tree for shade and that was a horrible mistake because the tree dropped these little balls of sap on my car and probably on me also, which I didn't notice until later. I spent a few hours the next day cleaning up the mess on my car. Even though I didn't win a trophy or an award it seemed like they gave out at least a hundred of them. They sold raffle tickets all day and raised a lot of money, and some of the prizes were pretty nice.

In the category I was in a very nice Triumph won and surely deserved it. If they had had only another 50 or so awards to give out I am sure I would have won one. It is probably not true but it seemed to me that if you were a member of the Auto Museum you had a better chance to win.

I really liked the venue. Parking all the cars on the grass gives it a nice touch apposed to parking cars on the street. It is more compact and easier to walk around and view the cars. I will be at British Car Day with my Bugeye parked in the blazing sun and away from any trees.

By Bill Mayer





SEPTEMBER MEANS BEAULIEU

September can be summed up in one word – BEAULIEU. For those of you who are unaware of this event, it is the best car parts swap meet in the world for British cars. Over 2,000 vendors, and lots of parts that are unobtainable anywhere else. I have been attending for the past 15 years and over that time have brought home parts that I never expected to find. This year I came home with an oil pan, steering wheel, and wiring harness for the Healey, and a set of pistons for the 2-Liter Aston, as well as BSF, Whitworth and British Cycle taps and dies.

village. The scenery is right off a picture post card, with the Palace House on one side of the mill pond and the village on the other.

The swap meet has a Friday vendor set-up, then opens to the public on the Saturday and Sunday. The hours are very civilized, with a 10am opening on Saturday and 9:30 on the Sunday. The National Motor Museum is on the grounds, so most people spend the time before the meet opens going through the museum which also has a large “Top Gear” exhibit.

If you do decide to go to the Beaulieu Autojumble, you might want to stay through the following weekend and attend the “Goodwood Revival”, for a weekend of great vintage racing, with



The Location of the swap meet is in the south of England, about 15 miles west of Southampton, on the estate of Lord Montague of Beaulieu. This is right in the middle of the New Forest National Park, with the free range horses, donkeys and cows, that wander all over the area, even wandering through the

most of the spectators in period clothing. Contact me if you need any help planning your trip...

Sandy Watt





AUSTIN-HEALEY CLUB OF AMERICA

invites you to become one of our nearly 4,000 members and begin receiving the benefits of membership in the world's largest club for Austin-Healey enthusiasts:

- HEALEY MARQUE magazine, our award-winning, 40-page, colorful monthly magazine.
- AHCA Membership Directory, listing members in all 50 states, across Canada, and even many overseas.
- Austin-Healey Calendar, our colorful calendar with beautiful photography of these beautiful cars.
- 47 local chapters across the continent.
- Annual dues are still just \$40.
- Please visit our website:
www.healeyclub.org



It's 1961 and young Bill Mayer decides to purchase a white Bugeye. It was a fun drive and took him and his friend on a loop including Yosemite, the Golden gate and Disneyland before returning to Chula Vista. It wasn't long before Bill saw a foxy schoolmate and made a critical decision. He found one of the few legitimate reasons for selling a Healey. He sold his Sprite to buy an engagement ring for Joal, the love of his life.

For all those years Bill was happy with his decision but lurking in the back of his head was the desire to drive another Sprite. So, early this year Bill began looking on line for another Bugeye. He

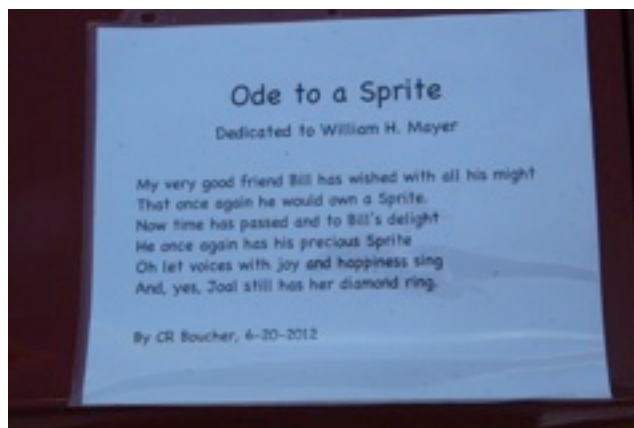
Welcome New Members

Dick & Deborah Hoss – Sebring MX 5000 (1963 BJ7 Replica) Profiled last month
Bill & Joal Mayer – 1959 Sprite MkI “Bugeye”



first found one on e-bay but it proved to need more TLC than he was willing to give. Then one showed up on Bugeye Parts and Bill called immediately to tie it up. This car resided in Honey Lake, Washington, and was rebuilt by a grandma who left it to her grandson when she died. He didn't think he could do it justice and sold it to Bill for a fair price.

Now Bill is doubly happy. He has his lovely wife, and she still wears that diamond and



he drives around San Diego in his 59DIMND.



AUSTIN HEALEY STREAMLINER RETURNS TO BONNEVILLE

We flew out on Thursday afternoon to arrive at 1AM on Friday morning in Wendover. After a short night we went to the salt to find the Healey team. As we approached the end of the asphalt, the team was directly in front of us. We drove together to find the ideal spot for our pit camp. The salt was still wet from the last rain and the salt built up on the rental car fast. Lucky for us, the rental car was white.

As soon as we decided on a spot for the pits, we set up a large canopy, provided by Dave Maxwell. Everyone lent a hand and we had it standing in minutes. Others unloaded the streamliner and gear.



Steve Pike, Joe Jared, Paul Flint, Paul Harris and Ken Frese went to register and sign up for the driver and tech inspection, which went smoothly. Since rules change every year, we had to install an inertia switch on the fuel pump and safety wire the knock off nut for the wheels. No big deal for the crew.

Saturday morning after a warm up run in the pits we rolled out to the start line. The first operator error stopped us from taking off. The engine was running fine. One of the

fire extinguisher systems goes off during removal of the safety pin. Steve asked me to check the second system, I try to insert the remote cable and double and triple check the seat of the cable, but no, it was not correctly inserted and the second tank went off.

That was the end for this day. We spend the whole day Saturday trying to locate new tanks or refill our tanks. With so many different systems out there, it is hard to find a replacement tank in the pits. Steve Pike drove to Salt Lake to find a shop, but with no success. That night, Dave Maxwell, drove with some crew members to Salt Lake and got one tank out of a car from someone he knows.



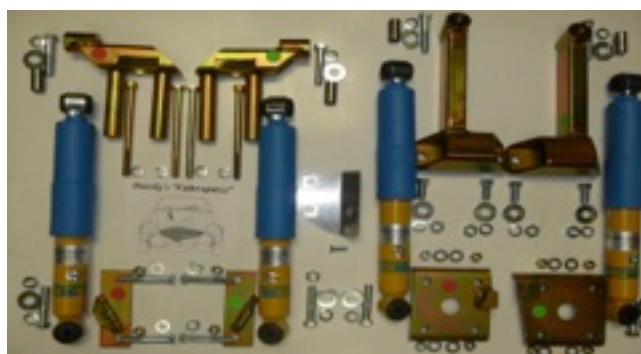
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OCTOBER 2012

Putzke's "FAHRSPASS"

13809 Eisenhower Ave
Poway CA 92064 USA
Ph + Fax: (858) 486-3870
E-mail: putzkes@cox.net



Drive your HEALEY safer, more comfortable and controlled!

Shock absorber conversion kits for
Big Healeys \$ 899/\$ 949 (BJ8 Ph2)
Bugeye Sprite \$ 650/\$ 690
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Front and rear, with brackets and all hardware Bolt-on, no frame modifications required

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for BN1 to BJ8 and Bugeye, front lower and upper suspension, rear leaf spring eyes, Sway Bar link. Individually available.
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For more details, prices and pictures, please visit our web page at www.putzkes-fahrspass.com
Club discount on order of three or more shock kits. 15% discount for any poly bushings ordered with a shock kit.



CAR OF THE YEAR (COTY) AWARD

To recognize Club members who participate with their Healeys, the Austin Healey Club of San Diego awards CAR OF THE YEAR (COTY) points for various activities. Opportunities to collect COTY 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, etc.) where you participate with your Healey. Events need not be listed in the Club's newsletter to earn points. The participant is responsible for providing proof of participation (entrance fee receipt, photo, corroboration from other club members etc.) to the COTY Recorder, Rick Snover (619-980-4194 ricksnover@earthlink.net) within 30 days after the event. AHCSO events will have a sign-in sheet that will be forwarded to the

recorder. For members with multiple eligible vehicles, be sure to indicate which one(s) you drove.

COTY points currently approved by the Board are: AHCSO Meetings & Tech Sessions 4pts; AHCSO Driving Events, Parties, etc. 6pts; AHCSO Healeys on the Green 8pts; California Healey Week, Healey Rendezvous and Austin Healey Conclave 16pts; S.D. British Car Day and Rolling B.C.D. 10pts; other multi-day British-themed events 8pts; other multi-day events 4pts; other one-day British-themed events 4pts; other one-day events 2pts. Other non-Healey British-built cars earn half points, but are not eligible to win the award.

All points received during the year by all members will be worth a discount towards the purchase of AHCSO regalia during the subsequent year. The total point leader at the end of the year will receive the coveted CAR OF THE YEAR badge for display on their Healey for the following year.

2012 CotY Standings (as of 9/20/2012)

<u>Members</u>	<u>Car</u>	<u>Pts</u>	<u>Members</u>	<u>Car</u>	<u>Pts</u>
Stark, H&L	AH 3000 BT7	128	Leon, S&L	AH Sprite AN5	12
Farnsworth, B&S	AH 3000 Mk II BT7	62	Matheus, E.	AH Sprite AN5	12
Humphreys, B&B	AH 3000 BT7	62	Hess, G&M	AH 3000 Mk III BJ8	10
Snover, R&A	AH 3000 Mk II BT7	62	Snover, A&R	Mini Cooper	10
Talbert, S.	AH Sprite AN5	62	Turner, C&S	AH 3000 Mk II BT7	10
Galper, L.	AH 100 BN2	58	Cowan, T. & Lisa M.	AH Sprite AN5 Spdwell Rdstr	8
Neumeyer, E&A	AH 3000 Mk III BJ8	52	Galper, L.	Jaguar XJ6	8
Voth, W.	AH 3000 Mk III BJ8	52	Grundies, D&D	AH 3000 Mk III BJ8	8
Kwiat, G&S	AH 100-6 BN4	40	Humphreys, B&B	Jensen Healey	8
Newman, D&C	AH 3000 Mk III BJ8	34	McGee, J.	AH 100 BN2	8
Tabachki, N&N	AH 100-6 BN6	34	Pleasant, M.	AH Sprite (Modified)	8
McVeety, J&K	AH 3000 Mk III BJ8	28	Kirby, S&D	MG	7
Williams, M&D	AH 3000 Mk II BT7	28	Sharp, C&D	AH 3000 Mk III BJ8	6
Putzke, U&G	AH 3000 Mk II BT7	26	Galper, L.	Jaguar Mk II	4
Cowan, T. & Lisa M.	AH 3000 Mk III BJ8	24	Kind, K.	AH 3000 Mk III BJ8	4
Durham, D.	Hot Wheels Healey	24	Mayer, B	AH Sprite AN5	4
Linde, C.	AH 100 BN2	24	Schmidt, D&J	AH 100-6 BN6	4
McHarris, G.	AH 100 BN2	24	Stark, H&L	Jaguar conv.	4
Abel, P.	AH Sprite AN5	16	Turner, C&S	Jaguar XJ	4
Brewer, N.	Jensen Healey	16	Watt, S&S	AH 3000 Mk II BT7	4
Davies, R&S	AH 100 BN2 (Modified)	16	Turner, C&S	Aston-Martin	3
Davies, R&S	AH 100 BN2	16	Galper, L.	Jaguar 3.8S	2
Valle, E.	AH 3000 Mk III BJ8	16	Pendleton, J&L	AH 3000 Mk III BJ8	2
Dolphin, M.	AH 3000 Mk III BJ8	14	Turner, C&S	Jaguar 3.8S	2
Cacciatore, C.	AH 3000 Mk III BJ8	12	Hoss, D&D	Sebring	1
Felt, J&L	AH Sprite AN5	12			



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None of the extinguishers fit the Healey system or were bolt-on tanks, so we had no Fire extinguisher system. An exemption from the organizers allowed us to run on the short track without a fire system. So we switched over to the short course where all the VW, 100CC motorcycles, luge and Mini Coopers run. We were treated as a special guest and pulled right up to the start line to take off without waiting. This day the Healey got three runs in with no problems except for changing a Carburetor needle, and finding a broken wire on the hub switch. We did a run at the 150 mph level, still working on the speed license.

After the third run, we had to top up with an unusual amount of water. Then it started to rain and stopped us from going for one more run.



Monday morning we are standing on the start line again and during the warm-up we discover water coming from the back of the head. Pushing the car back to the end of the line, we decided to take of the head off and check the cause.

First, only a deformed

Head gasket was found. As we started to put everything back together, we found that one of the head studs had been stripped out of the block and was not holding 40ft-lb torque.

So, we take everything apart again and try to find a way to fix it. Steve decided to load up the car and drive into town and find a repair shop where we would have the appropriate tools. No shop had a Helicoil set available and Andrew Pike drove 60 miles to Wels where he located the repair set for the Helicoil. Within minutes after arrival we had this insert in, adjusted the

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Head studs and the head went back on. Torquing the head was successful and we went back out to the salt. As Steve got suited up, I adjusted the taper clearance and finished the rest of the assembly.

As we were standing on the start line again, a new thunder storm approached the salt flats. After some minutes waiting, the races were canceled because of standing water on the track.

On Tuesday morning Gisela and I need to go back to Salt Lake City and catch the flight back to SD. However, at the parking lot party the night before, everyone agreed that Udo and Gisela needed to stay one more day.

We got Steve in the car after checking for water in the cylinders and with a short warm up on the front of the line, he did a run at 158mph. Shifting was better and faster than before, but the car sounded like it was not revving up to the top. Spark plugs, hub switch and all hoses were inspected. The no.4 cylinder spark plug showed a little more brown color than the first 3 but the O2 mixture sensor showed on the lean side. Steve got back in the car with less than 20 minutes to go in the session and did a second run. We did 128 mph, but we discovered a new problem. The no.4 cylinder had blown a hole under the spark plug through the combustion chamber, water jacket and outside. The head gasket was deformed to the outside and the attempt to run 200 mph was finally over.

After an emotional goodbye, Ed Neumeyer brought us back to the road and we were off to Salt Lake City to catch our flight home. Next morning I flew to Germany and spent some time in the Fatherland.



Text and Photos by Udo and Gisela Putzke



Saturday In The Park

By Rick Snover

This year's North Park Historical Society Car Show was in front of the Balboa Tennis Club at Morley Field on Saturday the 8th. The day was gorgeous, a welcome break from the oppressive heat before and after. There were plenty of shade trees, Babycakes Cafe at the tennis club for snacks, and plenty of walk-through spectators from either the tennis club or the public swimming pool nearby. I didn't actually count, but it looked like there were roughly 70 cars in the show, from antiques to classic muscle, with a lot of scatter in all directions. Just check out the Popular Choice results:

- **Honorable Mention:** Randy Coleman's 1930 Ford Model A Coupe and Ed Lail's 1930 Lincoln Touring Car were tied for what would have been 3rd Runner Up, if there was a trophy for that.
- **2nd Runner Up:** Ron Wakefield (1954 Studebaker Commander Regal)
- **1st Runner Up:** James Condon (1949 Dodge Power Wagon)
- **Grand Trophy Winner:** Jack Henn (1965 VW Westfalia Camper).

There were several MG's parked near my Healey: a couple T's, a couple A's (including Coyote's, although he didn't stay long), and a Magnette. None of us "Brits" won a trophy, but my 3000 was selected as a Sponsor's Favorite by West Coast



Body & Paint - good for a certificate and a \$250 discount on bumper repair. There might be a scuff on the Mazda they could do something with for that. I honked at them when I passed their shop on

my way home, not sure the guys out front knew why.

Allie brought Carly over late in the morning, and she (Carly) made all sorts of new friends, as usual. All in all, a nice little show in a great location with some fun folks. I'll be back.

Text and Photos by Rick Snover



OCTOBER 2012

HEALEYS ON DISPLAY AT ENGLISH MOTORS AT FAIRBROOK



Earlier this month, the British show at Fairbrook Farms on a great sunny day. There were a number of Healeys in attendance, though mostly from the Healey Association.

The field was about 1/3 full, with about 7 big Healeys, 5 Bugeyes, 1

Jensen Healey as well as the usual attendees of MG's, Triumphs, Jaguar, Sunbeam. Cobras have started to attend with eleven present.

As expected, no two Bugeyes had the same size engine, all examples of how money can be spent to squeeze some extra speed from the cute little car. The original style car was tested by the British magazine [The](#)

[Motor](#) in 1958. It had a top speed of 82.9 mph and could accelerate from 0-60 mph in 20.5 seconds. Fuel consumption of 36 miles per gallon was recorded. The test car cost £678, including taxes of £223.

There was a food truck from Sizzler with excellent tri-tip sandwiches, as well as a number of the usual vendors that we have seen before: Jim McGhee models, All things Bright & British, Laszlo the parts guy, etc. The event benefited Meals on Wheels.

Parking was no problem, and the traffic into the event was

controlled

with a number of Deputy Sheriffs and volunteers.

Text and Photos by Lou Galper





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