



OCTOBER 2013

HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego



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**From The Editor:**

I got the LED bug awhile back and changed all the running lights and dash lights on my Sprite to LEDs. I think I talked about that

a few months back and that was a good learning experience. We have also converted our house to solar and I have lately become sensitive to how much power we are using and how to reduce our electric bill. So, I guess you could say I am high on LED because they sip rather than chug-a-lug energy.

Coming back from our club meeting in El Cajon I noticed an annoying problem. It was dark and every time I reached for the turn indicator switch I found myself fumbling for it and by the time I stumbled onto it, it was too late to switch it. Bummer!

Then I hit on an idea to correct

that. I would simply mount a strip of LED lights

**December Meeting**

The October club meeting will be held on October 9 at 6:30 P.M. at:

The Philadelphia Sandwich Co.

3904 Convoy St. # 112

Phone: 858-571-0888



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.

2013 AHCS D Board Members

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

VP, Memship - Mike Williams 858-761-3356 healeymike@earthlink.com

Secretary - Dick Schmidt 858-453-3864 dj_schmidt@dslextrreme.com

Treasurer - Mike Dolphin 619-889-1893 m.dolphin1@cox.net

Activities - Bob Farnsworth 760-518-3960 bobsue@svmail.com

Newsletter - Sam Talbert 619-656-1770 smacktalbert@gmail.com

Special Staff

Regalia Queen - Vacant

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

Librarian - Vacant

Web Master - Rick Snover - sdhealey_admin@sdhealey.org

Delegate, Austin Healey Club of America -

Mike Williams 858-761-3356 healeymike@earthlink.net

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

On the Cover: Mike McCrae and Karen Selsor pulled their blue over white 1959 100-6 BN4 up to the entrance of the World Famous San Diego Zoo

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



OCTOBER 2013



Hey there Healeyites...

Well if you didn't make it to Coronado Speedfest you missed some good racing, beautiful cars, Dewey's Birthday, and most of all Lisa's food, Halloween decorations and of course our newest racing friends.

Amongst Our Healey Club Racers were Pete Smith in his Blue 1958 # 9 Bugeye, the Birthday Girl and Queen of our racers, Dewey De

Butt's and her Light Blue 1960 #15

Bugeye, previously owned and raced

by Jim Widgery a past member of our club, and yours truly driving 1960 PMO 200/RPE 96 ending up 7th overall after a tough battle with fellow VARA member and friend Steve Belfer in his 62 TR-3...also joining our group was Chip Starr our newest racer friend from Portland in his 1960 Red Bugeye # 56 with girlfriend Amy & crewman Soames.

Also joining us in our ever growing Pit /

Entertainment area were Lon Walters in his 1964 Elva Courier Mk4 and crewman Frank, also included is Alan Berry w/

Joanne Berry in his VERY Red Volvo PV 544 both in group 5...we all finished the weekend with no tow in's or breakdowns...with the biggest issue being with Alan's car breaking the PanHard rod connection off the differential on Friday... requiring the complete removal of the differential, taking it to a fellow in Coronado who had dug a basement/shop (including wine cellar) under his house (in the mid 80's probably can't do that now) and was able to weld a new bracket that night, in time for the repairs to be completed trackside by the qualifying race on Saturday...Nicely done Alan and helpers !!

Those club folks who did join us included, Lou & Debbie, Mike & Karen, Howard, The Putzkes w/Healey folks from France, MaryJane, Bob Kitterer, Mickey Pleasant as well as my good friend Darrell Walton, a face from the very first days of the Toy Shop and our first Big Healey race car !!

We also took both of our BJ-8's to show, winning a 2nd place with the Black Widow...so with our Scottish Flags flying it was a great weekend for all !!

Next stop British Car Day Sunday the 13th @ The Embarcadero...

Also New is our Meeting Place. We will be at The Philadelphia Sandwich Company with our good friend Joe. Address is 3904 Convoy Street SD, Ca 92111...@ 6:30 October 9th.

Hope to see you all there. We will have the whole place to ourselves as Joe has us set up as a private party.

Cheers, Terry

President's Message:





September 2013 Healey Meeting Minutes

The September 11th meeting was held at Jimmies Family Restaurant 9635 Mission Gorge Rd. Santee

26 Members and guests were in attendance: Drove Healeys, other British~.*

Norm Brewer*, Terry Cowan & Lisa Mandell, Mike Dolphin & Mike jr., Deborah Durham, Ed Matheus, Mike McCrae*, Jody Morgan, Udo & Gisela Putzke*, John & Mary Schermerhorn, Dick & Jan Schmidt, Mary Jane Schmidt*, Sandy, James, Mark & Lilly Leon, Rick Snover*, Howard & Lynne Stark*, Sam Talbert*, Ed Valle*, Warren Voth*,

Meeting was called to order at 7.15 p.m. by president Terry Cowan.

General Discussions:

Seems to have been a bad month for injuries. **Sue Farnsworth** suffered a fall which damaged some ribs and sternum and is now undergoing recovery. Keep her in our thoughts.

Back east **John McVeety** took a fall during a boat docking which at this report involved some very dangerous back injuries. He apparently is in good spirits and we hope the best for him.

Remember Joe and the **Philly Sandwich Shop**? These were some fun meetings. Well Joe bought the business back and we will have the Oct. 9 th meeting there. He will keep the place open just for the club.

Vice President/ Membership:

Mike Williams not in attendance. There were two letters marked membership in the club p.o.box, last names Blanchard and White so we can presumably up the whatever it is count by 2.

Secretary: Approval of last months minutes?, No comments germane to the position.

Treasurer: Mike Dolphin reported on the bank account.

Newsletter: Sam still has a continuing need for articles and pictures.

Activities:

With all the current and upcoming events around town it was decided not to try and cram more into September and so we will not have an officially scheduled event for this month.

Also due to several circumstances Octoberfest will not be held next month.

For those with time and looking for a thing to do, please refer to the dedicated activities page for what is happening around town.

In November the brunch up the coast at the BelFluer looks like still on for November 10th. A potential attendee hand response of 26 people looked like a goodly crowd. There would not be a club subsidy for this.

Museum/Greater SD Car Club Council: Gerry Kwiat not in attendance.

Old Business:

Terry indicated he would contact the Auto Museum to secure either the 7th or the 14th of December for the Christmas Party.

Lynne updated the club on the options she got from the caterer. Choosing to limit the meat menu to roast beef, turkey, and ham (removing prime rib) dramatically lowers the cost.

New Business:

To move the Christmas Party situation along Sam made a motion to use our previous caterer. This was seconded and passed.

Mike Dolphin was celebrating his birthday and appropriately was the lucky dinner entrée winner.

Meeting adjourned 8.20 p.m.

Respectfully submitted
Dick Schmidt, secretary





across the dash so I could see what I was doing. When the lights arrived I strung them under the lip of the cockpit above the dash with adhesive and attached them to my light switch. Cool! Now I can see everything. Boy, can I see everything! They were brighter than I expected. In fact, they were so bright the reflection of my knees in the windshield almost obscured the road ahead. This will not work!

My solution was to remove the LED



circuit from the light switch and install a separate switch so I can use the LED lights when I need them and turn them off when I don't. Oh well, live and learn. I guess that's the real purpose of owning a Healey anyway.

Activities

October 9

Monthly AHCS D Meeting Note the new meeting place: **The Philadelphia Sandwich Co**, 3904 Convoy St. #112

October 13

34th British Car Day at Embarcadero Marina (Seaport Village)

October 13

5th Annual Fifth Avenue Auto Showcase
Fifth Ave. from E street to K street, Downtown San Diego

October 26

Oktoberfest, As noted in the minutes from the September meeting, we have decided to cancel Oktoberfest for this year. Bob and Sue Farnsworth, who usually host Oktoberfest are not able to this year.

November 10

Annual brunch at Bellefleur.
5610 Paseo del Norte,. Suite 100B, Carlsbad
11:00 A.M.

November 13

Monthly AHCS D Meeting

December 7

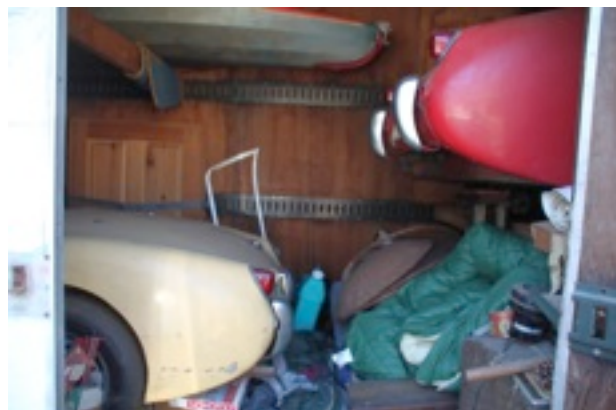
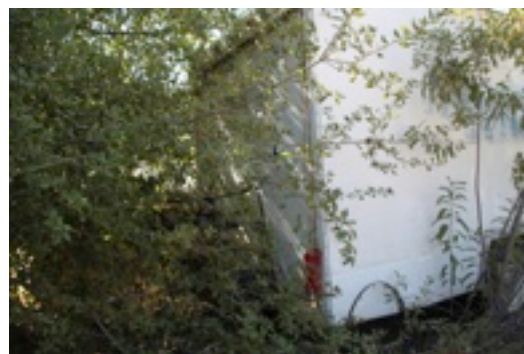
Annual Christmas party at the Auto Museum in Balboa Park



IN SITU

In situ is a Latin phrase that means ‘in position’. I came across it first in archaeology. When the archaeologist is scratching in the dirt and finds a piece of pottery or a coin or some other interesting artifact he immediately hauls out his camera and photographs the object ‘in situ’ before it is moved. I thought of that last meeting when Jody Morgan announced he was ready to move his Bugeyes out of their nest for the past 15 years and begin working on them in his new building. I asked if I could photograph them ‘in situ’.

Last Friday I journeyed out to the other side of Lake Jennings to the silver Bullet Stock Farm to see the Sprites. Jody met me and took me up the hill to the 28ft. trailer where the cars are stored. It was easy to see that it had been parked there for a while with tires flat and a tree covering



the back entrance. When he opened the side door, there they were surrounded with years of projects, collected items, and covered with a healthy coat of dust. One, on the floor was blocked in by a full bookcase, and the other was perched on an upper level in the nose of the trailer. It will take a herculean effort just to get the cars out of the trailer, not to mention the work that approximately 30 years of

inactivity will necessitate.

After looking at the cars, Jody took me on a tour of his place. He was burned out in the big fire and he saved his house by dousing it with milk and orange juice. Ask him about it. He has been moving a lot of dirt around his place and has collected unwanted dirt from others who need a place to dump. In fact, he accepted a couple loads of sod from a golf course and decided to build his own golf course that he and his neighbors use. It is not a big course, in only has one hole. Therefore, he has named it the A Hole Country Club. You’ll have to ask Jody what his rules are for playing a round of golf at his A Hole Country Club.

I think there is a tech session waiting to be had at Jody’s place.





North Park Historical Society Car Show

The North Park Historical Society held a nice little car show on Sept 7th at the Balboa Tennis Club parking lot/Morley Field. There were a lot of different cars, years, and models including our clubs' 2



Healeys: Rick's 3000 Tri-carb and Gerry's 100-6 BN4. The

awards/trophies were chosen by people's choice and you would think that with all the oohs and aahs over our Healeys and that "everyone used to have one", you would have thought that we would win something.....NOT. But Gerry did once have the exact camper, a 1968 VW Westphalia Pop Top Camper that won Best of Show.

Actually I thought Allie's colorful cool ride was Best of Show.



Editor's note: This article and all photos were taken from the Healey Museum website. It is an article that is worth republishing. You'll notice there are no photos of the '69 and '70 versions of the car. Sorry about that. Enjoy anyway.

THE HEALEY SR

the story of the last Healey at Le Mans

The three-year assault on Le Mans by Donald M. Healey CBE and his son Geoffrey Healey, from 1968 to 1970 was probably one of the last sole manufacturers attempt at this event which almost resulted in success.

In December 1967 the end of an era was marked by the decision of BMC not to continue manufacturing Austin-Healeys, coupled with the infamous withdrawal by Lord Stokes of any kind of support for competition and also for the sports car clubs specifically MG and Austin Healey. The in-house magazine Safety Fast came to an end and was replaced by Austin Magazine.

In November of 1967 Donald Healey decided to have a last attempt at Le Mans with an all British built entry and also a car built within the confines of the Donald Healey Motor Co. at Coten End, Warwick.

The car was to be designed using proven engineering techniques, with a rigid base construction, built up from single-curvature sheet metal panels which could readily be reproduced as a series-production job.

Known as the Sub Rosa car (secret) the company worked through the winter of 1967 and 1968 but before they got more than 3 months down the road in anticipation of the published Le Mans entries they announced the SR Healey-Climax with a Press release on 16th February 1968.

By using their in-house manufacturing and locating a Coventry-Climax V8 engine and Hewland gearbox this was to be an all British entry which history will show was to be the last.

The car made its first outing at Silverstone still in its unpainted Birmabright Aluminium bodywork, tested by a number of very experienced drivers including Andrew Hedges, Clive Baker and John Harris.

Time was against the project but due to the now famous (infamous) Oui or Non! -! referendum by Charles De Gaulle, Le Mans that year was postponed from mid June until 28/29th September, which must have helped the DHM Co. get the car much nearer to



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where they wanted to be by the time of the event.

As is well documented. Clive Baker and Andrew Hedges were the drivers in 1968. Having practiced in the "spare" engine the week before, by race day the race engine was installed and Clive Baker took the first session. Within three hours the car (No: 47) was dogged with Clutch and gear selection problems and retired.

In 1969 the SR (No: 37) had been modified with a bigger radiator now mounted in the front of the car instead of by twin radiators on each rear wing, the oil cooler radiator had been moved from the front to the rear wings, and the air intakes made smaller, and small aero foils fitted to the rear. Drivers for this year were Clive Baker and John Harris. Again Clive Baker started the race, and was involved in the section

where a Porsche had a major shunt. Debris from the crash was attributed to blocking the air intakes, together with the SR having been held up on the circuit, and the resulting overheating caused a head gasket to blow and the car once again retired.

For 1970 entered as XR37 (No: 34) it was decided to modify the car dramatically and move up to 3 Litre engine size.

As was the fashion at the time, the car was modified into an open "Barquette" or "Spyder" by removing the Coupe' panels, roof and windscreen and cutting the car basically in half - extending the wheelbase dimensions by 6" and fitting a 3 Litre

Repco-Brabham V8.

This car was driven by Andrew Hedges and Roger Enever, and despite a 1 & 1/2 hour (90 minutes) pit repair to replace clutch/gearbox components, also the car being involved in a shunt with a Porsche, and Jim Cashmore the DHM Co. Workshop Supervisor lying in the pit lane bending bodywork back with his legs!! the car ran extremely well despite torrential rain for most of the race.

XR37 at one time was 10th overall and with just 14 minutes of the race left (23 hours 46 minutes) whilst lying in 14th overall a ballast resister rivet shook loose and the engine expired.





AUSTIN-HEALEY CLUB OF AMERICA

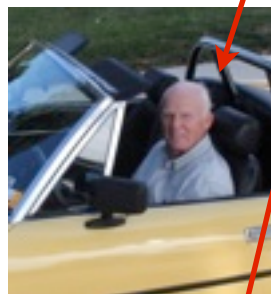
invites you to become one of our nearly 4,000 members and begin receiving the benefits of membership in the world's largest club for Austin-Healey enthusiasts:

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- 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



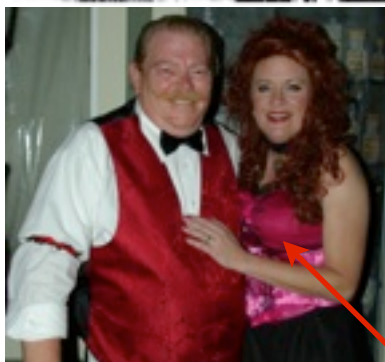
October Birthdays

Nancy Tabachki	1
Buck Buchanon	2
Kathy Shoemaker	2
Cheryl Dolmage	4
Stephen Felt	4
Gerry Paquette	9
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



ARE WE “ROAD”WORTHY?

To take a line from Wayne’s World. “I’m not worthy”. Let’s think about whether or not we are worthy, or actually, whether our cars are road worthy. Here in the California, the State government is very concerned that our cars do not put out excess exhaust gases, but not the least bit interested in whether the cars are actually roadworthy. Other states look at the lights, brakes and even make sure the horn works, and in other countries including Britain and Japan, there is a draconian practice called the yearly MOT, which if a car doesn’t pass, takes that car off the road until it is brought up to standard. The MOT includes a complete inspection of the car including the condition of the body and frame, so that if your car passes, it is considered to be mechanically sound and roadworthy.

How many of us remember buying that used re-cap to get us to our destination because one of the other used recaps on the car finally disintegrated? What about the time you put your foot on the brake and the pedal went straight to the floor as all the brake fluid shot out of that aneurism on the brake hose that you had figured on replacing when you could get to the wrecking yard to get a good used one? Hopefully we are past that stage in our lives when this was the only way that we could keep our cars going, and now our daily drivers are worthy enough that we have no second thoughts about heading out on a several thousand mile trip.

Unfortunately though many of us are driving cars that are not up to 100% factory specifications, This is especially true of cars that have been in use for up to and even over 100 years. The steering may have a little play, the bearings may be a little loose, the brakes do not give full stopping power, the tyres may have good tread, but may have sidewall cracks, or the rubber may be a little hard, and the headlamp reflectors might not be reflecting, but none of these things will stop us going on that tour. We have become accustomed to our cars handling that way, and we just pass these minor problems off as it’s an old car. One minor thing may not cause a problem, but it gets magnified if there are several, and before we know it we have a problem..

The steering can have about one to two inches of play at the steering wheel, but for real excitement there is nothing like having to turn the

steering wheel a full quarter turn before there is any change in direction. Most of our cars have steering boxes that can be adjusted. Keep the slack out.

Check your wheel bearings at least at the start of each touring season, and tighten them if necessary. This way you won’t be singing that famous Kenny Rogers song “You picked a fine time to leave me loose wheel”.

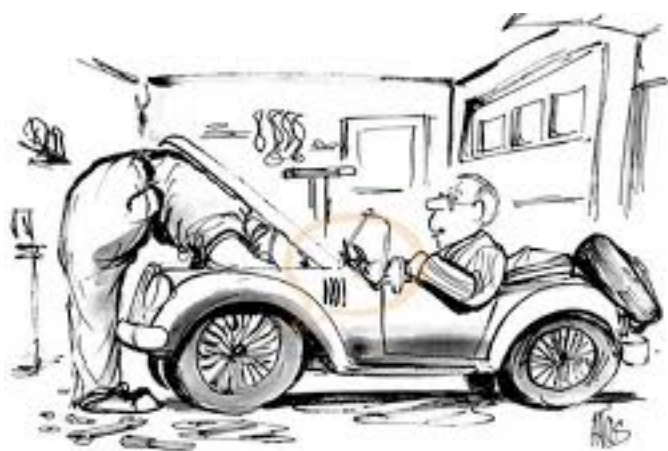
Brakes should be able to stop your car in a safe distance. Keep them adjusted.

Tyres are best when the rubber is pliable and kept at the recommended pressure.

Headlamps are to see with, and the reflectors should throw a good beam, not act like a black hole and absorb all the light. If necessary get them resilvered.

I’m not making the statement that if you follow these few recommendations your car will be 100% roadworthy, but it will put you on the road to being roadworthy when you venture out into the scary world know as the modern traffic.

Alex Watt



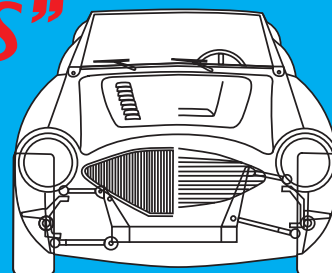
"That's my foot."



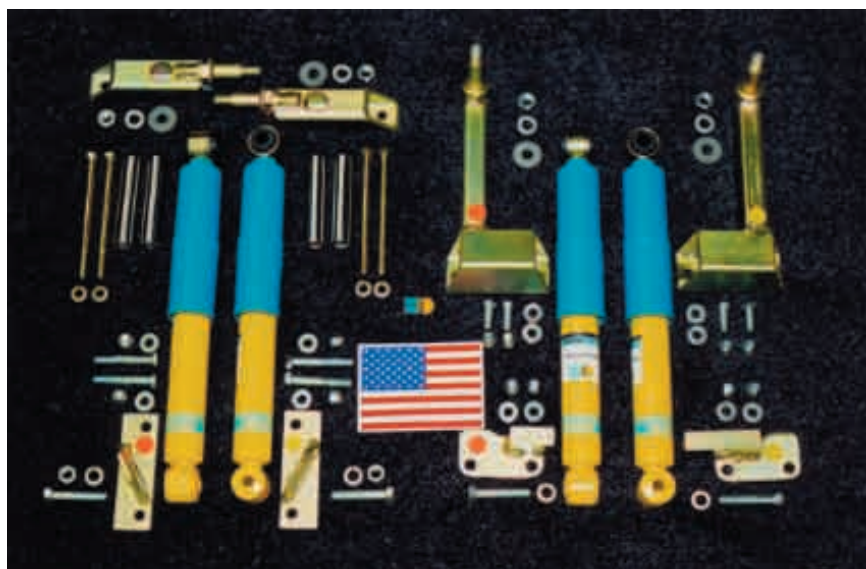
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Car of the Year Award

In an effort 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) where you participate with your Healey. These events may or may not be listed in the newsletter. 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 or 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 multi-Healey families, be sure to indicate which car(s) you drove.

CotY points currently approved by the Board are: AHCSO Meetings & Tech Sessions 4 pts; AHCSO driving Events, Parties etc. 6 pts; California Healey Week 16 pts; Healey Rendezvous 16 pts; Austin Healey Conclave 16 pts; S.D. British Car Day & Rolling B.C.D. 10 pts; Other non-AHCSO one day events 2 pts; Other non-AHCSO multi-day events 4pts. The Board on a case-by-case basis may award points for other events.

Current 2013 CotY Standings (as of 9/22/2013)

Members	Car	Pts	Members	Car	Pts
Stark, H&L	AH 3000 BT7	64 ¹	Galper, L	Jaguar XJ6	9
Talbert, S	AH Sprite AN5	50	Washburn, A&B	AH Sprite AN5	8
Humphreys, B&B	AH 3000 BT7	50	Turner, C&S	AH 3000 Mk II BT7	8
Mayer, B	AH Sprite AN5	44	Pleasant, M	AH Sprite (Modified)	8
Brewer, N	Jensen Healey	44	Grundies, D&D	AH 3000 Mk III BJ8	8
Farnsworth, B&S	AH 3000 Mk II BT7	42	Cowan, T & Lisa M	AH 3000 Mk III BJ8 (Red/	8
Schmidt, MJ	AH Sprite Mk IV AN9	40	Hoss, D&D	Sebring 5000	7
Galper, L	AH 100 BN1	34	Galper, L	Jaguar Mk II	7
Valle, E	AH 3000 Mk III BJ8	28	Williams, M&D	AH 3000 Mk II BT7	6
Snover, R&A	AH 3000 Mk II BT7	26	Neumeyer, E&A	AH 3000 Mk III BJ8	6
McCrae, M & Karen	AH 100-6 BN4	24	Linde, C	AH 100 BN2	6
Cowan, T & Lisa M	AH 3000 Mk III BJ8 (Blue)	22	Leon, S&L	AH Sprite AN5	6
Snover, A&R	Mini Cooper	17	Kind, K	AH 3000 Mk III BJ8	6
Putzke, U&G	AH 3000 Mk II BT7	16	Smith, P&M	MGB V8	5
Felt, J&L	AH Sprite AN5	14	Galper, L	Jaguar 3.8S	5
Voth, W	AH 3000 Mk III BJ8	12	Durham, D	Hot Wheels Healey	5
Matheus, E	AH Sprite AN5	12	Stark, H&L	Jaguar conv.	4
Cowan, T	AH Sprite AN5 Sprinzel	12	Schermerhorn,	AH Sprite Mk II AN6	4
Newman, D&C	AH 3000 Mk III BJ8	10	Kwiat, G&S	AH 100-6 BN4	4
McVeety, J&K	AH 3000 Mk III BJ8	10	DeButts, D	AH Sprite AN5	4
McHarris, G	AH 100 BN2	10	Williams, M&D	Triumph TR6	3
Humphreys, B&B	Jensen Healey	10	Turner, C&S	Jaguar XJ	3

¹ 2012 Car of the Year, not eligible to win this year



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OCTOBER 2013

TOY SHOP/BRITISH SPEEDWELL RACING

Racing Season Event Dates



University Of VARA @ Buttonwillow Raceway Park *Feb 12-13 2013*
This is a Racing / Performance Event... Test and Tune Event... N

VARA
@ Chuckwalla Raceway / Palm Springs *Feb 15 -17*
This Is a Racing Event first race of the year

SVRA West
@ Willow Springs Intl Raceway *March 15-17*

VARA
@ Buttonwillow Raceway Park
British Extravaganza Racing & Car Show *May 3-5*

* **General Racing**
@ Sonoma Raceway Park
Wine Country Classic *May 17-19*

SVRA West
@ Auto Club Speedway, Fontana *June 22-23*

* **HMSA**
@ Laguna Seca Raceway, Monterey
Pre Reunion *Aug 9-11*
Reunion *Aug 15-18*

VARA
@ Buttonwillow Raceway Park
Oktoberfest *Sept 7-8*

* **HMSA**
@ NAS North Island
Speedfest, Coronado *Sept 20-22*

* **VARA**
Pahrump. Las Vegas *Oct 11-13*

VARA
@ Willow Springs Intl Raceway
Big Bore Bash *Nov 1-3*

* **SVRA West**
@ Chuckwalla Raceway / Palm Springs *Nov 22-24*

* **Tenitive**



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The October club meeting will be held
on October 9 at 6:30 P.M. at:

The Philadelphia Sandwich Co.

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