



FEBRUARY 2014

HEALEY HEARSAY

Official Publication of the



Club of San Diego



**From The Editor:**

Aside from my Sprite we drive a Honda Insight. We chose it because it is a hybrid and averages around 45 mpg. This is the

second hybrid we have owned and the way gas prices are we'll probably always drive some kind of high mileage car.

However, I noticed a couple things about my Honda. It has a 'sport' mode, and paddle shifters for its 7 speed transmission. I suppose Honda thinks I have this latent desire to become Nikki Lauda driving at the Nuremberg Ring.

It's a Honda Insight, for Heaven's sake!

Why would anyone driving a hybrid car want to shift manually? There is no way you can improve on the gas mileage by trying to out smart the computer. On the other hand, no matter how skilled you are with the flappy paddles, it's still a Honda and you are never going to catch that Mustang. Give it up, you won't even catch that Focus!

On further thought, I guess that shift lever is just a vestigial organ left over from the days when driving was an art form and required skill. It was a

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February Meeting

The February club meeting will be held on February 12 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.

2011 AHCS D Board Members

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Vacant

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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: Ed Valle in a P40 at Gillespie Field with two beauties (His daughters, Karen and Janet) and His two BJ8 Healeys.

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



Hey There Healey Folks...

President's Message:



Well I guess you all know by now I am back from my adventure..."Avoiding The Polar Vortex"...Sorry I missed our last meeting, I had just arrived from the trip just an hour prior to the meeting time and then had to pick Lisa up from the airport, so there was no way to do that and be at the meeting at the same time. Thank you, Lynne for taking charge for me !!

We also missed Hawk Watch & Dyno Day because we had to be in Long Beach for the VARA awards ceremony. We do, however, have some fun stuff coming up which we can't miss, its the **Super Bowl Party!** Cuz its at our house !!

Bob & Lou have what looks like a fun line up for us this year including a tour of the Ramona Airport which sounds like fun to me !!!

Hope to see you all at Super Bowl, if not then perhaps meeitng night, February 12th @ Joes.

Cheers, Terry

Escaping The Polar Vortex

As most of you know our friends John & Kathy Mcveety had their lives drastically changed last September when John had an accident on his boat breaking his back in five place's, initially doctors thought John would never walk again. Well, they don't know John very well. John, with LOTS of Kathy's and good Friends' and family's help (which included changing their beautiful home to include ramps, hospital bed, trips to the doctors, Re-Hab, etc) he has made good progress.

Unfortunately, that all came to a halt when the Arctic blast came with a very cold winter, freezing everything in site, making it impossible for folks to get around even when things are normal, forget using a walker.

This is where I come in. Back when I first heard of John's injury I volunteered to help drive them out to San Diego for their annual visit. Both John & Kathy said "WHAT" in disbelief. I said, yes I'll help Kathy drive you guys out here !!

Turns out I didn't really understand what they meant by "WHAT?????" I did when I got there, it was -17 degrees in Alpena. It was 75 when I left home, a 92 degree difference !!!



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January 2014 Healey Meeting Minutes

The January 8th meeting was held at The Philadelphia Sandwich Co. 3904 Convoy St. San Diego

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

Norm Brewer*, Mike Dolphin Sr, Bob & Sue Farnsworth, Dick Hoss, Udo & Gisela Putzke, Ed Matheus, John & Mary Schermerhorn, Dick & Jan Schmidt, Howard & Lynne Stark, Sam Talbert*, Sandy & Sandy Watt, Lee & Julie White*, Erich & Mary Ann Wolf

Meeting was called to order at 7.00 p.m. by Vice president Lynne Stark. President Terry Cowan was gone, having opted to help with the driving task in bringing the McVeetys out here for the winter following John McVeety's back injury while boating.

General Discussions: Lynne presented an accounting of the costs and proceeds of our Christmas Party and with the decision choices we had made and the proceeds from Lou Galper's silent auction the event was within \$200 of paying for itself. Once again our thanks to Lynne for all the details etc. that it takes to pull something like that together.

Vice President/ Membership: Lynne Stark, as the new Vice President, has some items to work out with Mike over this constant hassle with Club America of where dues should go as well as some other things, so membership information is in a state of flux.

Secretary: As the December gathering is not an event involving "minutes" there is nothing to approve.

Treasurer: Mike Dolphin reported on the bank account..

Newsletter: Obviously we continue to need content for the newsletter but Sam gave that a bit of a breather and described a project involving Joe's Sandwich Shop where the walls have various pictures and Sam would take some 8 by 10 pictures of some of our clubs cars and suitably mount them for Joe to display.

Activities: The February activity has traditionally been the Super Bowl Mens Chili cook off. The default location has become Terry's place and 1p.m. the time. To make this more than guess work an on the spot cell phone call to Terry confirmed that he would host the event. So, guys you know the drill. Get out the chili recipe books and lets have some good ant-acid candidates.

There were quite a few additional event ideas floated around. Dick Hoss has some connections at the Ramona airport and one of the hangers is home for some WW2 Birds, also there are the Fire Tankers and other attractions.

There were numerous other ideas mentioned that will be covered in the dedicated Activities page. In passing, it should be noted that the Ramona Wild Life Preserve is ending and some portion of it will be moving to Julian.

Museum/Greater SD Car Club Council: No coverage of this meeting.

Old Business: None

New Business: None

Sam Talbert was the lucky dinner entrée winner.

Meeting adjourned 8.15 p.m.

Respectfully submitted
Dick Schmidt, secretary





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dance that required precise timing and measured movement of both hands and feet gliding through the gears to the music of the engine and the kick of the seat back pushing you ahead in a harmony of driving bliss. Everything came together, the sights, the sounds, the wind, the acceleration, even the braking all blended together to stroke your driving nerve and force a “Whooeee” out of your mouth. Nothing like that happens in our Honda. It’s so boring, if there is nothing interesting on the radio, I just go to sleep and let my wife drive.

John Schermerhorn gave me an article from Moss Motoring about shifting gears that talked about the skill of moving through the gears in a classic British sports car. One of the challenges is the fact that you only have two feet and there are three pedals that need to be manipulated. Normally that is not a real problem. It just means your right foot has more work to do than the left.

It does get dicey when you need to be on all three pedals at once. That comes when a quick down shift is needed, most often in a fast corner. You have to brake, depress the clutch and rev the engine to match up the engine speed to the lower gear, while, at the same time, moving the shift lever out of one gear and into another. That’s when a third foot would be nice.

Master drivers have conquered this dilemma by what they call, “heel and toeing.” They depress the clutch with their left foot while braking with the heel of their right foot and revving the engine with their right toe, while moving the gear lever at that precise moment to a lower gear and powering through the corner. I wish I could do that.

ACTIVITIES

February 2 -- Annual Supper Bowl Party and Men’s Chili Cook-off.

Hosted by Terry Cowan and Lisa Mandell, 4028 Bardaquera Place, Bonita, 1:30 pm. This is our annual Supper Bowl Party and Chili Cook-off so gentlemen bring your finest chilies and ladies bring some sides and/or deserts. Club will provide soft drinks.

February 9 -- Ball Bearing Breaker Challenge Rally

February 15 -- Tour of Ramona Airport

Dick Hoss is planning a tour at the Ramona Airport including the CDF Air Attack facility and the Classic Rotors Museum. We will meet at central place (Mira Mesa Park and Ride ?) and a short drive to Ramona arriving about 9:30 or 10:00. Lunch in or around Ramona.

February 22 -- Beach Drive

Lou Galper is planning a beach drive ending with a visit to Mt. Soledad then lunch at Su Casa Mexican Restaurant in La Jolla.

March ?? -- Desert Drive

Does not look like wild flowers are going to be plentiful this year, but a drive to Borrego with lunch at The Palms at Indian Head Resort should make for a nice day.

April ?? -- Drive to Julian, lunch at Wynola

May 28 -- California Healey Week (May 28 – June 1)

This year celebrating the 40th anniversary of the AHASC in Morro Bay, CA

June 15-20 -- Conclave at the Homestead in Hot Springs, Virginia.

June 23-27 -- Healey Rendezvous in Bend, Oregon at the Riverhouse Hotel.

July 4 -- Fourth of July Celebration, (time and place to be determined)



Hawk Watch

Ten club members showed up for the last Hawk Watch of the 2014 season, Debbie Durham, Bob Farnsworth, Lou Galper, Bob & Barbara Humphreys, Ed Matheus, Udo & Gisela Putzke, And Dick & Jan Schmidt. Ramonan Tom Stephan. Master Falconer, certified arborist and fine maker and installer of handcrafted owl



boxes introduced us and a crowd of about 75 others to the Ramona Grasslands and its

inhabitants. We met near the intersection of highway 67 and Dye Road/Highland Road south of Ramona. Friends of Tom, who run a licensed wildlife rehabilitation facility for injured or

abandoned animals, joined us and brought an American Kestrel and a Peregrine Falcon for us to see up close and personal.

After introductions and an overview of what we were to see, we caravanned down Highland Valley Road onto Rangeland Road stopping near the Highland Hills Estates gate. Wild life was everywhere. A flock of Canada Geese gathered on the grassland just outside the gate, ready to fly on after a short rest. A pair of Bald Eagles took up residence in a tree about 150 yards off the road to the east last year, had a pair of



chicks and now are

preparing for new eaglets. While we were watching, they left the nest and flew to an adjacent tree to pose for us. The cowboys that run cattle on the grasslands were out early for a roundup. A small herd of cows and their calves came to the fence to see what all the cars and people were doing.

After people started to drift off, Lou & Debbie and Dick & Jan came up to our house for a coffee and a discussion about lunch. Later the six of us went to Boll Weevil for a late lunch.

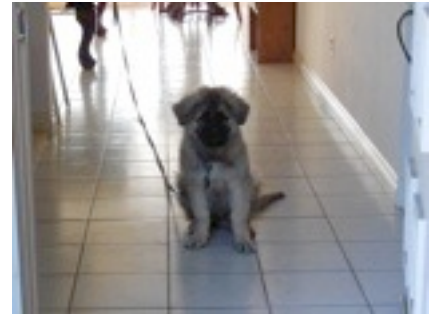
Bob





So, yes, they were right. It was going to be an adventure. But they have made this trip many, many times. So when the Polar Vortex showed up, John & Kathy had a plan. And that plan took us as far south as Memphis, to try and stay in front of the storm as long as possible. So off we went, including the newest family member, 11 week old, 35 pound Fergus, a Shiloh Shepard!!

Everything went as planned mostly, with



the exception of arriving at a hotel booked through Expedia that didn't know we were coming until we arrived, the GPS in the car taking us on a carnival ride around Dallas. It has some sort Frontage Road setting and took round about a few times, and by then everyone was tired, it was cold, (20 degrees) only to find that the only elevator was in the back of the Hotel, on the outside, which didn't want to open when you got to your floor, and two of the ice maker's weren't even there, the third one didn't work !!



Another time at a Hoilday Inn the bathroom door locked me in the room naked, with my phone out on the desk in the room (not all of us have to have our phone with us 24-7). Thank God I had my sundries bag in the room with me. I always carry a knife & fork with me for leftovers since most places don't let you have silverware when you leave. So, I McGivered the lock and managed to get out !!!

So after 6 days of driving 470 miles a day

staying ahead of the weather we made it. I have included a few pics we took while escaping the Frozen Tundra. The shots of the weeds were taken in Texas. It was warm there, 30 degrees !!

It is also my pleasure to report John is doing well in re-hab here. Kathy sent a video of him walking !!



Terry



To celebrate AHASC's 40th Anniversary, California Healey Week, 2014 we will return to Morro Bay, where one of the early club events was held in 1975. The event will be held from **May 28th through June 1st** at the Inn at Morro Bay see www.innatmorrobay.com. In addition to the planned activities outlined below, there are many things to do in this beautiful beach city, including biking, kayaking, hiking, golfing, bird watching and wine tasting. **BE SURE TO SAVE THE DATES** and stay tuned for additional announcements.

Participants attending are encouraged to build and race Rocker Cover cars...download the regulations below.



ROCKER COVER RACING REGULATIONS

The Rocker Cover Racers will be released at the top of a ramp, and will then continue along an approximately 20' to 30' track. Each race will include two racers at a time.

The Rocker Cover Racers can be either Austin Healey 100/4 cylinder, 100 & 3000 six cylinder or BMC-A series Sprite Engine Rocker/Valve Covers with wheels attached.

THE FIRST TO PASS THE FINISH LINE WINS!

CLASSES

- **CLASS 1 - RACERS**
- **CLASS 2 - BEST PRESENTED**

The Course:

- The course shall consist of a track approximately between 20' to 30' in length.
- The course will include launch incline followed by a lesser running incline with a catching soft material at the end.

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- The track will be divided into two lanes.
- The start will be by means of a manually operated release bar.
- The finish line will be clearly defined by a line on the track.
- The track is divided down the middle to prevent racers from colliding and the racers leaving the track. has edging to prevent

The Race:

- Cars will run in heats of two cars, in either one off elimination rounds or in a round robin format subject to the number of entries.
- The cars are launched with their front against the starting mechanism bar.
- The race will be started by release bar by an independent operator.
- The first car across the finishing line will be deemed the winner.
- If neither car crosses the finish line then the car travelling the farthest on the track will be the winner.
- Winning cars will advance to the next round until all but the winning racer is eliminated.

The Racer Build Regulations:

- The car shall be built from either an Austin Healey 100 four cylinder, 100 & 3000 six cylinder or A series Sprite engine **STEEL** rocker/valve cover.
- No aerodynamic aids can be added to the rocker covers.
- Oil filler caps shall **NOT** be removed.
- The overall height of the original tappet cover must **NOT** be altered.
- Stud holes may be used to secure the axle and wheel assemblies.
- The oil breather tubes on rocker covers **MAY** be removed.
- Racers shall have a minimum of 3 wheels with non metallic tires/contact points with the track.
- The cars shall **NOT** have any additional power source whatsoever.
- Dimensions of rocker covers must remain as produced.
- The diameter of the wheels must not exceed $7 \frac{7}{8}$ ".
- Wheels may be either within or outside the cover.
- The maximum width of the racers, including wheels should be $8 \frac{1}{4}$ ".
- Maximum weight of racer is $6 \frac{5}{8}$ LBS.
- The front wheels must not extend beyond the front of the cover.
- No electrical or magnetic devices may be used on the covers.





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



Welcome New Members

Mike Dolphin, Jr. – 1960 Sprite Mk I AN5
Eric Schermerhorn – 1963 Sprite MkII AN7

February Birthdays

Terry Cowan	4
Mike MacLean	4
Jeanne Deringer	10
Diane Kirby	10
Mickey Pleasant	11
Staley Banales	12
Janiece Talbert	12
Arthur Quillo	20
John McVeety	24
LeRae Phillips	24
Debbie Durham	28



February Anniversaries

Malea & Peter Smith	2/20/99
Nancy & Neil Tabachki	2/25/95



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Where We Meet



Every Second



Wednesday Night





GETTING THE CAR HOME

by Sandy Watt

Okay, how are you going to get the car back home safely if the driver becomes incapacitated?

Modern myths have people believing that only men can drive the old cars. This is completely false. Around 1900 most women living on farms could hitch a team of horses just as well as their male counterparts, and once cars and tractors came on the scene, the distaff side of the community was just as well versed as the male. The difference was primarily in the city, where chivalry had the male take the lead and perform most of the physical tasks including driving. When World War One broke out, there was a group of Socialites who volunteered to take their own vehicles to Europe and formed the Motor Corps. They performed as non-combat drivers for the military, replacing the men, who normally would have been assigned to those duties. They were nicknamed the "Heiress Corps", and were totally qualified to perform their own maintenance and repairs. (More information on them can be found in the book "Taking the Wheel" by Scharff.)

This historical trivia aside, how do we get the car back home if the driver is injured or has some other medical problem which leaves him incapacitated. Our first response is usually that we can load the car on the trouble trailer. This is all well and good if there isn't a car already on it, or it might be that there isn't a trouble trailer available, and we are out of phone range for the auto club. In this case the most obvious answer is for the passenger to take over the driving.

You might say --- Heaven forbid - a woman driver.... How can this happen? My poor gearbox. My passenger doesn't know how to double clutch and will strip the gears!! But they need to adjust the spark and all sorts of things!! They have never driven a manual transmission, let alone a car with the steering wheel on the right hand side. So much for the excuses.

Our wives need to know how to drive all the cars in the family stable. Not just the modern car, but the old ones as well. True, a hand crank car as the same upper body will get the car started engine is started there is We need to take the instructions in driving might be surprised as to My wife, Sandy. always me. She is lot gentler aware of strange noises and odours than I am. She is very comfortable behind the wheel of her Model-T,



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and can handle any emergency situation that might crop up in normal driving such as a flat tyre. In addition to driving her Model-T, she is capable of loading it onto its trailer, strapping it down, and then driving the tow vehicle with the trailer back home. (She is also comfortable driving our British cars which are right hand drive).

I know that if I happen to fall out of the car and break my leg, or have a more serious medical issue while out in one of our old cars, that my wife will get the car home safely for me, by either driving it the whole way, or getting it back to the trailer, loading it and towing it home. Also I know that she can get the cars out of the garage if there is ever an emergency such as a fire.

I recommend that each of us assist our wives and children, once they get old enough to drive, to get the feel of the cars so that they are as comfortable behind the wheel as they are sitting in the passenger seat. I am available to give lessons in driving "Horseless Carriages" if anyone so desires. (Sandy will even allow me to use her Model-T if I can get the keys away from her). Give us a call, we are serious about this.

Moss Challenge

Moss Motors, in their magazine has introduced a "Morotoring Challenge" to encourage all us string-back glove types to get out and drive. They offer points for photos showing our cars alongside city, county, and state markers. They want a photo of our car at a city sign for every letter in the alphabet. They also offer points for other places like zoo, museums, bowling alley, flower shop, and a whole bunch of other places, including car shows and club events.

I have decided to take the challenge with Whooeee and try to visit as many places as I can this year. At this point I would like to invite everyone to join me in this challenge.

It costs nothing to sign up. Just go on line to: www.MossMotors.com/2014challenge to register. There is more information on line. If you'd like to join me, I'll be venturing forth at least once a month to get photos. Just let me know and I'll pass the word each time before I fire up Whooeee.

Oh, did I mention there are prizes. Come on, let's go get 'em.





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.

2014 CotY Standings (as of 1/20/2014)

<u>Mamber</u>	<u>Car</u>	<u>Pts</u>
Cacciatore, C	AH 3000 Mk III BJ8	6
Dolphin, M Jr	AH Sprite AN5	6
Galper, L	AH 100 BN1	6
Pendleton, J&L	AH 3000 Mk III BJ8	6
Schmidt, MJ	AH Sprite Mk IV AN9	6
Turner, C&S	AH 3000 Mk II BT7	6
Brewer, N	Jensen Healey	4
Farnsworth, B&S	AH 3000 Mk II BT7	4
Talbert, S	AH Sprite AN5	4
White, L&J	AH 3000 Mk III BJ8	4
Humphreys, B&B	Jensen Interceptor	3
Snover, A&R	Mini Cooper	3



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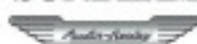
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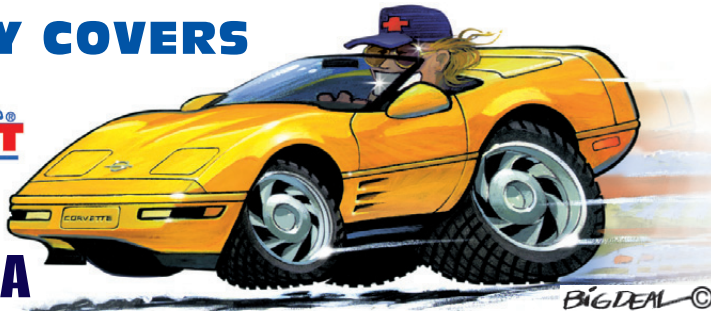
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