



JUNE 2014

HEALEY HEARSAY

Official Publication of the



Club of San Diego



**From The Editor:**

I know. I live in San Diego. Compared to folks who live in other places life is good and there is nothing anyone can complain about.

So, I understand my complaining is like moaning about a hangnail in a cancer ward. None-the-less, I have a couple of things I want to complain about. First, Sundays. It seems like most Healey activities wind up on Sundays. Under normal circumstances for most people this would cause no heartburn. However, I am a pastor and Sunday is my work day. It is, in fact, my most important work day. I fill my week either dealing with what happens on Sunday or preparing for the next Sunday. Hello, the weekend is composed of TWO days. So, why can't we play our Healey games on SATURDAY! It has the distinct advantage of offering a good excuse to avoid those dreaded "honey do" lists. I must admit that our club has been good about planning most of our events on Saturday. I would like to think it is because they care about me, but I have a

Continued on Page 12

June Meeting

The June club meeting will be held on June 11 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

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: Warren Voth's 1966 Healey 3000 Mk III BJ8

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



Hey There Healey Folk's

President's Message:



Well May has been a long and sometimes frustrating month for us. First up, British Extravaganza started off with a bang. PMO is fitted with a freshly rebuilt main motor that ran 10 seconds a lap faster than last year in the qualifying race. Thus giving me a chance to beat some folks I don't normally even see during the season, and leaving me 5th on the grid for the race on Sunday.

Feeling very pleased with myself, I don't practice in the morning figuring I will run the All British Race and that will double as practice. Well, as luck would have it PMO had other plans. On lap three she started missing and I ended up finding a loose advance plate in the distributor. Tighten it up, no problem, I think. Race time, I drive PMO to the grid, shut her off. That was the end of the day, she would not restart. We push her back to the garage. First time ever, a DNS. What a bummer, dead coil and no spare.

OK, now that means instead of driving up and leaving the whole rig and race car in the bay area for the Wine Country Race, we now have to bring PMO back home for repairs. But, since we have already spent \$360.00 in fuel to get to BE, we continue north and drop off the RV. We pick up some stuff my Mom was giving us and drive all the way back to SD with PMO.

In the meantime we have to fly up to attend my step Dad's memorial. During that trip Lisa falls and sprains her ankle before we even got checked in at the hotel. She did get a lot of attention from the family, however.

Ten Day's later its back up for the races @ Sonoma. Prior to me arriving, Pete's car broke during practice on Thursday. there was no compression on number 2 cylinder. We take it apart thinking it's a bent valve. We take it to Huffaker and they check the head. But they find nothing wrong with the head. Perhaps it's a bad gasket. We install a new one, but still only 30 lbs, so he is done for the weekend. Meanwhile, PMO is running great--for the moment and I get a great spot on the grid. Dewey, as always, is the little engine that could. The Buell's MGTC was having their best racing ever. Lon's Elva was running nicely after fixing a leaking axle seal. Now it's time for the parade & food & wine tasting in Sonoma square. I pack all my things up in the truck for later and lock my keys in it, along with my wallet etc.

No problem I have AAA. Oh, that's right, I don't have my wallet. To Be Continued !!

Currently we are on Moro Bay @ CHW. I'll report back with more adventures !! In the mean time I'll see you at Joe's Philadelphia Sandwich Shop at 6:30 on June 11





May 2014 Healey Meeting Minutes

The May 14th meeting was held at the Philadelphia Sandwich Co. 3904 Convoy St. San Diego

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

Mike Dolphin sr. Deborah Durham, Bob & Sue Farnsworth, Lou Galper*, Bob Humphreys*, Ed Matheus, Doc McAllister, Udo & Gisela Putzke, John & Mary Schermerhorn, Dick & Jan Schmidt, Rick Snover, Howard & Lynne Stark, Sam Talbert*, Sandy & Sandy Watt,

Meeting was called to order at 7.00 p.m. by vice president Lynne Stark as Terry was out of town..

General Discussions: The important information regarding activity items is covered in Activities. Lynne has worked out the AHCA confusing membership problems by unconfusing them. Yea.

Vice President/ Membership: Lynne indicated we have 64 firm memberships with 2 more pending. She indicated that a second version of the club roster will be issued in the August/September time frame.

Secretary: Dick Schmidt: No comments beyond asking for and receiving approval of April minutes.

Treasurer: Mike Dolphin indicated that the bank balance is still holding even.

Newsletter: Sam put out a plea for articles. (secretary insert – this plea seems serious as we get the hardcopy version and I noticed several blank pages. While that could be a printing artifact, it can also serve as a hint that there is a need to fill the pages).

Activities: As mentioned on various occasions there are many area activities available in the spring onward for the auto hobbyist. Bob and Lou have written up an extensive page of offerings in the May newsletter from which to choose. **Calif. Healey Week** (May 28 to June1) would be the presumed choice, however if time and distance prevent that, the **Scottish Games Festival** May 24th and 25th in Costa Mesa should be fun too. Lynne has caravan information for attending this.

Healeys on the Green has been booked at Deer Park Winery for the 5th of July. The club T Shirt will be changed to correctly reflect the event and your registration is needed to facilitate the ordering. Lunch is BYO food. The club will supply soft drinks, water and condiments. Bob is checking charcoal grill facilities and spirits availability.

Please refer to the dedicated activities page for correct dates and times of other upcoming events.

Museum/Greater SD Car Club Council: Position vacant

Old Business: None

New Business: None

Birthday party time: John Schermerhorn rolled over another one with the claim of 18. We suspect that is code for some other number, however you are only as old as you feel. The cake he supplied was yummy and a fitting end to the meeting.

Doc McAllister was the lucky dinner entrée winner.

Meeting adjourned 7.30 p.m.

Respectfully submitted
Dick Schmidt, secretary





ACTIVITIES: By Bob Farnsworth

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 5 **Healeys on the Green** and **Fourth of July Celebration**

I have made reservation with Deer Park and am working on the arrangements.

August

September **Coronado Speed Fest**

English Motors at Fairbrook

October **Oktoberfest**, (time and place to be determined)

British Car day

November

December **Annual Christmas Party**



San Diego Police
Department?

Spy photo of Marilyn
Monroe, I think?!



Editor's Note: The article on the following three pages came to me via Mike Williams. He somehow contacted Bob Baker, who now lives in Oceanside. Bob had purchased one of the early Healeys in England when he was stationed there in the U.S. Air Force. He fell in love with one of the secretaries and intended to marry her but she wound up with another GI. He also made a huge mistake choosing bling over beef. You can always buy chrome wheels but a Le Mans type M engine. Priceless!!

I'm sorry about the quality of the type. It was taken from a copy of a copy of a copy, and I just pasted it in.

People and Cars

Buying a Healey in England—1953

by Robert W. Baker, Mountain View CA

The following is excerpted from an essay written by Mr. Baker entitled Cars: one of the true Joys in life—ed.

In early October 1953, as a young lieutenant in the US Air Force, I was sent overseas to Brize Norton, an English air base outside of London. The Austin-Healey Company had just introduced a new sports car and was showing the car at various air bases soliciting sales. It was the first aerodynamic sports car I had ever seen, a light blue metallic job that blew me away! I had driven an MG-TD before and had liked the feel of a sports car. The Healey was so graceful and beautiful with low slung lines! I was young, single and needed that car. I fell in love with it and placed my order for one on the spot. As I was scheduled to return to the states it had to be delivered before December, 1953. The car would be black (a special order and not a factory color) with chrome wire wheels.

It was late November when I was invited to the factory in Warwick as the car was nearing completion. My sales contact was Bic Healey, son of Donald Healey, the founder of Austin-Healey. One of the holdups was the chrome wheels I had ordered which had not yet arrived. I took the train to Warwick arriving Friday evening and scheduled an appointment for early Saturday morning. I was met by Bic and shown through the plant. It was here that I first laid eyes on my car. I watched as the finishing touches were applied. Alas, the famous chrome wheels had not arrived! To compensate for the delinquent wheels Bic offered a substitute—an upgrade to the racing LeMans M-type engine. This mod would require louvering the hood and installing a leather strap across it. I thought that the strap and louvers would alter the lovely lines of the Healey. I really couldn't make the trade. I held out for the chrome wheels which arrived shortly thereafter. I picked up my black beauty and drove back to my base, chrome wheels and all. I arranged for shipping and drove the Healey to Southampton in early December, marveling at the beauty of the English countryside as I snaked through the emerald green hills. The car left England aboard ship arriving in New York early in January, 1954.

I was delivered by an old friend to my new duty assignment in Tampa, Florida. I felt like I was on top of the world when the car arrived one week before the annual sports car races held at various air bases with the blessing of General Curtis LeMay, a sports car owner and race sponsor (and head of SAC—ed.). I had the sleek new Healey so it seemed logical to be the gofer between the racing community and the air base for this race.

The race committee laid out the course on the various runways of our then top-secret SAC bomber base. My recollection of events are somewhat hazy after so many



SAC commander Curtis LeMay was a big sports car fan and apparently felt no qualms about staging races on top-secret bomber bases during the height of the cold war. As owner of a black BNI, Baker (seated) was detailed to serve as liaison between the base and the race car drivers. Photo was taken at McDill AFB outside of Tampa FL.



When Baker purchased the car he was on TDY at Brize Norton, and the car arrived at Warwick to his specifications only a month before he was transferred back to the U.S. Baker drove the car down the Southampton and shipped it to New York. His friend Bud Emmons, drove the car from New York to Baker's new duty station in Tampa FL.

years. But some things are as clear as if only happening yesterday. These are my recollections:

I remember the Briggs Cunningham Cad Allards, the big red Ferrari, no. 5 raced by Jim Kimberly and of course the entries of General LeMay being unloaded from the cargo hold of the SAC plane. I can't be sure of the make of his cars; it could have been the Cad Allards that I had Cunningham driving. Somewhere there are the photos of the race that I think I took during practice. Perhaps these pictures are only in my mind as cameras on the flight line may have been a security risk. In fact, having a sports car race on a SAC air base during the cold-war year of 1954 appears ludicrous. I was permitted to take a run through the course in my Healey as long as I kept out of the way of the racers. Perhaps if I had taken the engine

upgrade in lieu of those chrome wire wheels! I zipped around the roads of Tampa until being transferred to Biloxi, Mississippi, located some 90 miles from New Orleans, a beautiful ride along the gulf coast on a road just made to open up the Healey—which I often did.

I was driving one of the earliest known Healeys in the area. Regrettably, the only spare auto parts available were through New Orleans—and by special order only. One weekend while on a sightseeing road trip, the electric fuel pump ceased operating somewhere in the backwoods of rural Mississippi. My wife drove while I blew into the gas tank getting about 100 yards per blow towards a service station. About an hour later we arrived at the station with a very sore and gassy mouth. I don't recall the fix but we were able to get home.

We kept the Healey until the arrival of our daughter and we needed a larger car. So the Healey was sold. Perhaps we would have kept it if we were not in the service and could afford a second car. I would like to think that some sports car lover somewhere has restored that wonderful car.

Your Healey has arrived: Letter from Bic Healey announces delivery of Lt. Baker's BNI.

DONALD HEALEY MOTOR CO.
LTD.
WARWICK
ENGLAND

TELEPHONE: 676-7

Directors:

D. M. Healey (Managing Director)
~~Resigned:~~
G. R. Wade
T. M. P. Martin
G.C. Healey

Our Ref: BSCH/WRL

27th November, 1953.

Lieutenant R.W. Baker,
USAP Air Base,
3920th Air Police Squadron,
BRIZE NORTON, Oxon.

Dear Sir,

This is just to introduce Mr. Frank Hayes who is delivering your car. We would mention that we know him very well and if there is anything bothering you he will be only too pleased to explain it.

We apologise for letting you down on the chrome wheels but we have done everything possible to obtain some and the latest promise is that they will be in on Tuesday. We will contact you if they should turn up.

Apologising once again for all the trouble you have been put to but trust you will find this delay absolutely worth while when you get to know the car.

Yours faithfully,
for DONALD HEALEY MOTOR CO. LTD.

[Signature]
B.S.C. Healey
Sales and Service Department



JUNE 2014



Please reply to:

Perranporth
March 13th 1997

Dear John

Thank you so much for your letter and I am delighted that you are both recovering from what must have been a pretty harrowing experience. I expect you are looking forward to getting behind the wheel of the Healey after all this time.

I cannot say that I remember Bob Baker, but I do recall having some problems in getting a black car for a customer when the only available colours at that time were Carmine Red, Healey Blue and White. However I had a thought and got in touch with BINH and believe it or not but we have traced the car. The details are as follows:

Chassis No. BNIL 146515. Engine No. IB 139802. Body No. 756.
Colour: Black with beige interior (both non standard)
Car built 18.11.53. Delivered to Warwick 25.11.53, to customer 27.11.53.
Wires were not fitted at the factory so I can only assume that we arranged that at Warwick. There is no record of the colour of the soft top.

My secretary at that time, Mary Lyon, was a very attractive young lady and some of those US service customers did spend rather more time around Warwick than would normally be expected! I think we lost 3 female members of staff to the United States but in those days we would do anything to sell a car and to further Anglo American relations!!! I cannot remember that Mary was engaged to anyone apart from the man she eventually married although I was not necessarily party to her private life. She married a Captain Peter Gianas who was a lawyer and if my memory serves me correctly he was stationed at Chicksands. We still hear from her at Christmas and did in fact stop with them in Tucson where they live, about 15 years ago. Mary has a grown up family and is a grandmother and an attractive one at that so I do not really think there is much point in Mr. Baker trying to pick up where he left off as they say!!

We received an invitation from the organisers of the Bonneville Meet yesterday and hopefully we will be able to attend after having dismissed the idea for several reasons mainly financial. If we do make it I just hope that the air conditioning systems will be working at maximum capacity as Roger Mensdue tells me that it got mighty hot in the days of the record runs. Funnily enough I may realise one of my ambitions after all and that is to visit the Mormon Tabernacle and to hear the choir singing.

Hopefully we will meet up at Bonneville at long last and have the chance to spend some time together. Incidentally while you are delving into the distant past perhaps you would like to see if you can trace the man from the enclosed cheque. I wonder if he is still at Tulare Street? Too much to expect him to still have the car!

Healey

Healey



JUNE 2014



**Photos taken by Bob Humphreys at
Coronado Speed Week.**

Can you guess which car is Bob's?



HEALEY 9 HEARSAY



JUNE 2014



More Photos from the Rolling British Car Day





AUSTIN-HEALEY CLUB OF AMERICA

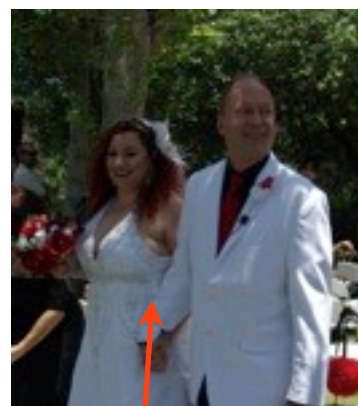
invites you to become one of our nearly 4,000 members and begin receiving the benefits of membership in the world's largest club for Austin-Healey enthusiasts:

- 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



June Birthdays

Dolores McComas	3
Cass Cacciatore	13
Mary Schermerhorn	14
Mike Dolphin, Jr.	24
Steven Hart	24
Karen Selsor	24



June Anniversaries

Alice & George Hurley	6/6/69
Delia & Mike Williams	6/11/11
Debbie & Chuck Sharp	6/18/77
Joal and Bill Mayer	6/20/64
Heidi & John Farkash	6/24/84
Lynne & Howard Stark	6/25/78
Loreen & Roland Wilhelmy	6/26/65
Libby & Jim Pendleton	6/26/66
Diane & Steve Kirby	6/29/68





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Continued from Page 2

suspicion it has more to do with the NFL etc.

Second, I think this is a national problem rather than a local one. Why is it necessary to schedule major events at the end of the month? Don't you realize we editors are scurrying about putting together all the stories, photos, and schedules for the current edition for the coming month? Whoever decided to hold California Healey Week on May 28-June 1 took no consideration for us editors. We will not have stories or photos to publish until JULY! And that is a crying shame. One of my biggest beefs with car magazines is the abundance of ads and old news. Nothing is up to date. You read about one event while the next one is happening sometimes even after the next one has happened. I hate that. And now because of your genius choice of dates I am guilty of that which I hate about car publications. Thank you very much.

Ok, I know there is more to it than what I know and other factors are probably more important. None-the-less, I got this hangnail and it hurts.





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.

<u>Members</u>	<u>Car</u>	<u>Pts</u>	<u>Members</u>	<u>Car</u>	<u>Pts</u>
Humphreys, B&B	AH 3000 BT7	40	Cowan, T	AH Sprite AN5 Sprinzel	8
Galper, L	AH 100 BN1	32	Hoss, D&D	Sebring 5000	8
Talbert, S	AH Sprite AN5	28	Snover, A&R	Mini Cooper	8
Cowan, T & Lisa M	AH 3000 Mk III BJ8	24	Cacciatore, C	AH 3000 Mk III BJ8	6
Farnsworth, B&S	AH 3000 Mk II BT7	20	Dolphin, M Jr	AH Sprite AN5	6
Mayer, B	AH Sprite AN5	20	Kind, K	AH 3000 Mk III BJ8	6
White, L&J	AH 3000 Mk III BJ8	18	Pendleton, J&L	AH 3000 Mk III BJ8	6
Brewer, N	Jensen Healey	16	Snover, R&A	AH 3000 Mk II BT7	6
Putzke, U&G	AH 3000 Mk II BT7	14	Stark, H&L	AH 3000 BT7	6
Schmidt, MJ	AH Sprite Mk IV AN9	14	Tabachki, N&N	AH 100-6 BN6	6
Voth, W	AH 3000 Mk III BJ8	12	Turner, C&S	AH 3000 Mk II BT7	6
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JUNE 2014

TOY SHOP / BRITISH SPEEDWELL RACING 2014 RACE SCHEDULE

April 4th-6th -- Willow Springs Raceway Park

May 2nd-5th -- VARA British Extravaganza @ Buttonwillow Raceway (Tentative)

May 15th-18th -- General Racing Wine Country Classic @ Sonoma Raceway (Sears Point)

July 11th-13th -- HMSA Portland International Raceway (Tentative)

Pete Smith's Bugeye, PMO and perhaps Dewey de Butt's Bugeye will be racing @ Laguna Seca. We have been included in the 550 spots out of many thousands of applicants. It is quite a privilege. So, if you can sneak away and join us we would love to see you !!

August 8th-10th -- HMSA Rolex Monterey Pre-Reunion

August 13th-17th -- HMSA Rolex Monterey Reunion

September 19th-21st -- HMSA Coronado Speedfest



JUNE 2014



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✚ **Greg Stroop — Moss customer for 42 years**

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**P. O. Box 17101
San Diego, CA 92177-7101**

The June club meeting will be held
on June 11 at 6:30 P.M. at:
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Phone: 858-571-0888