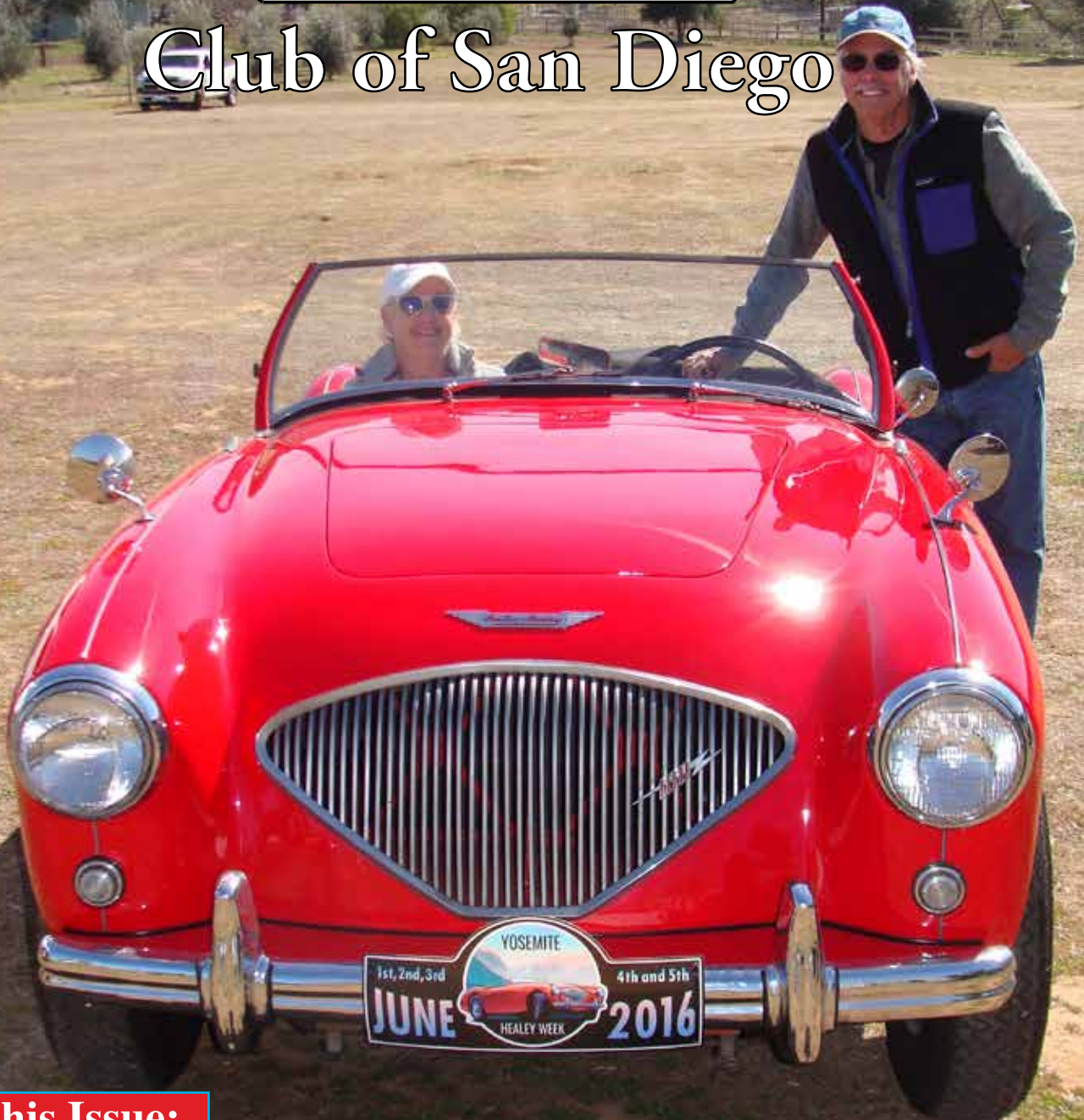


HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego



In This Issue:

- Upcoming...Sign up for May 20th Wine Tour
- The Benke's Healey Alternator Tech Session
- ZDDP Motor Oil...Good for your Healey

May 2018

From The Editor:



Ok... You've all failed the test. Or maybe you were just being too polite to mention that I combined the **CHW logo** with **2018 Healey Rendezvous** on last months page 13. It's the editors curse of only 2 eyes and 1/2 a brain...

President Terry's problem with ZDDP build-up in an engine oil gallery, while discovering the incorrect installation of the oil filter adapter, which lead to the oil pump failure, got me to thinking...What do I really know about ZDDP and the Hicks Collectors Choice 20W-50 I use? I started using Hicks, years ago when the ZDDP controversy began...

Searching the INTERNET produced a wide range of oils that have varying amounts ZDDP in them. And I could use an ZDDP additive to my previous oil, which was Castrol 20W-50, at the time.

As oil, being the life's blood of my engine, a good starting point, for me, was the amount of ZDDP, which can vary from a low of 900 parts per million up to 2000 parts per million. As our engines are low speed, and old technology, the consensus seems 2000 parts per million gives the greatest protection for flat tappet engines, such as ours.

Other points are that ZDDP is added to the oil in production, rather than added as a concentrate. And regardless of topping off, the parts per million is always the same. And that ZDDP forms an extra strong protective film, at the molecular level, when exposed to heat and pressure, which increases its strength.

Is this the most economical solution? Maybe not. Are there other ways to solve this problem? Could be. Whatever works for you. Removing all restrictions, it's the best way for me... I learned something new from Ron Goldman's article, on pg.10, about motor oil and how it affects my Healey engine. I hope you do too...

May Meeting...

Wednesday May 9th @ 6:30 PM

MIMI'S CAFE

**10788 Westview Parkway
Mira Mesa Blvd. San Diego**



HEALEY HEARSAY is the official monthly publication of the **AUSTIN HEALEY CLUB OF SAN DIEGO**. Monthly members' meetings are held on the second Wednesday of each month at 6:30pm. The location varies, and is announced by email, in this 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 Healey, Jensen Healey, or any other Healey vehicles, and to anyone else who is interested in the Healey marque. Annual dues for 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 Rick Snover (ricksnover@earthlink.net) for details and

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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, too. Ads may be placed any time. Submit artwork and payment to the Treasurer. Annual display ad and monthly nonmember "Car For Sale" classified ad rates are as follows:

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

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

On The Cover: Deborah Durham and Lou Galper at Hawk Watch 2018.

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



Hey There Fellow Healeyphiles

Well, its May, and we have showers. But at least it was beautiful for our first weekend meeting at the Brigantine In Del Mar. Even if we couldn't hear each other and Jan couldn't get in to park and drove home because the lot was full !!

We had a small but good tech session at Don's house where we learned a couple valuable lessons. Check the mounting hardware supplied with the kit prior to starting your install. The hardware supplied with the kit was A too short, B wrong thread style. The mounting hardware that goes through the mounting plate into the block is 5/16 x 24 x 1.25 and uses a flat as well as a lock washer. It's not metric, British Standard or BSF is SAE. And it uses a 1/2 inch wrench or socket to tighten it. Make sure to check your fan belt for wear and correct width which you can do by trying the belt fit on the pulley of the new Alternator. Then take the belt turn it inside out and check for cracks and edge wear while you have it off, if its damaged replace it !!

Also make sure you have some gasket sealer which you can purchase at the same time you're getting the right bolts. Take the fan belt fan belt if needed it will save you the time of explaining what kind of car its going on. No its an Austin Healey not an Aston Martin. No, James Bond didn't drive one. Yes its a British car made before you were born !!

Now your are back, ready to go. Mount the plate and test mount the alternator & belt. Check to see if they line up correctly as you may have to move the Alternator forward by moving the steel sleeve in the rear mount body and using a washer to shim it forward then check the alignment again and then tighten it all back up !! Don't forget to make the jumper on the regulator, and if you don't want to do all that yourself, let us know and we will do another tech session!!

John Shermerhorn's memorial was nicely attended by numerous club folks as well his and Mary's many friends, family and neighbors it was good to see their very pretty Blue Sprite which still looks like new. It made a few hot laps and went well until you tried to put it into reverse where it would prefer to stay if not careful !!

We hope to find time to fix that in the near future. They planning to sell the car which has very few miles on it since its restoration the current asking price was said to be 12K...We will have more info about that after the gearbox gets some love !!

Our plan this month it to meet at Mimi's Café 10788 Westview Pkwy, Mira Mesa Blvd., San Diego May 9th @ 6:30...

Hope to see you all there,

Cheers, Terry

Minutes – Austin Healey Club of San Diego Monthly Meeting Saturday, April 14, 2018 – Brigantine, Del Mar

President Terry Cowan called the meeting to order at 12:30 PM.

There were 14 members in attendance: Terry Cowan, Deb Durham, Bob & Carol FarnsworthH, Lou GalperH, Eric GravesH, Udo & Gisela PutzkeH, Rick & Allie SnoverH, Gary StalkerH, Howard StarkH, Alex & Sandy WattB. Prospective member Dawn Moore attended as well, driving her Sprite.

H Drove Healey, B Drove other British car

Terry announced that long-time member and Past President John Schermerhorn has passed away. There will be an open house in memory of John on Saturday, April 21st, 2PM – 4PM, at the Schermerhorn home in Mission Village.

Membership: VP Don Benke was not in attendance. The new member directory will be published soon.

Treasurer: Gary Stalker reported that the treasury is stable, dues checks are being processed.

Activities:

- Rolling British Car Day is on Sunday, April 15th.
- There will be a Tech Session at Don Benke's on Saturday, April 21st, beginning at 9:30 AM.
- Coronado's annual Motorcars on Main Street car show will be on April 29th.
- Lou Galper is organizing a Ramona Winery Tour, out Old Julian Highway on May 20th. It'll cost about \$25/per person, to include lunch, and stops at three wineries. The tour will leave from somewhere around Poway, to be announced.
- The weekly Ramona cruise nights are starting up on the 19th.
- Bob Farnsworth informed the Club that he & Carol will not be able to host Oktoberfest this year.

Newsletter: Editor Warren Voth was not in attendance.

The meeting was adjourned at 12:55 PM.

Respectfully submitted,
Rick Snover, AHCSA Secretary.

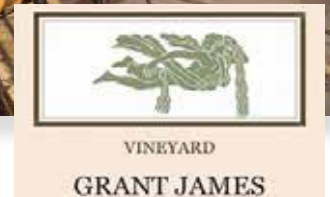
• May 20th Healey Wine Tour and Lunch •

Come with your Healey for a drive on the Old Julian Highway. We meet at the Hwy 67 and Poway Road Park 'n Ride lot at 9:30am We'll Leave at 10:00, up Hwy 67 to Dye Road and the Old Julian Hwy, on the outskirts of Ramona.

Healey driving on the old twisty Julian Hwy leads us to the first winery - **POPPAEA Vineyard and Winery**, where ex-Brit Dr. John Saunders is looking forward to welcoming us, with a special discount for any Morris Minors that attend.

Then, a few miles up the road to **Grant James Vineyard**, awarded #2 nationally by Travel + Leisure magazine, for lunch. **The catered lunch will include:** Smoked Tri-tip sliders w/margarita BBQ sauce, and Grilled Chicken sliders w/honey hickory BBQ sauce, spinach-romaine -apple & almond salad w/balsamic vinaigrette, roasted garlic rosemary potatoes, vegetable medley cost: **\$25.00 total**.

After Lunch, designated drivers can travel down the road to La Finquita Winery, for their popular Wine Slushies. **RSVP to LGalper1@cox.net or text to: 619-917-9666**



what the future brings....

• **June 2-Ball Bearing Breaker Fun Rally**, in conjunction with the San Diego MG Club. There are three ways to compete in this event, and the MG Club has laid out a fun and challenging game course. We will begin at the Olive Garden at 11555 Carmel Mtn Road, San Diego (Carmel Mountain Road, East of I-15) and end at La Carreta Restaurant in Alpine. For more information and to register for this event, visit: SDBCCC Events

• **Sept. 16 – 21: Healey Rendezvous** Place: Madras, Oregon. (see page 11) Inn at Cross Keys Station, innat-crosskeysstation.com. Early arrivals Sunday, September 16 (recommended arrival day). "Official" first day

with evening welcome reception, Monday the 17th. The event wraps up Thursday evening, September 20, with awards dinner. Friday, September 21 is a drive-home day that begins at the Inn. **For all the details check www.HealeyRendezvous.org**

• **October 4 -7 Charleston SC Southeastern Classic XXII**, Patriots Point, Hosted by the Carolinas Austin-Healey Club, SEClassic2018@gmail.com • **Oct 17 – 21**

• **AHCSD Octoberfest** Date and location to be arranged

• **Oct.13 British Car Day Saturday 7:00 AM 2:00 PM** Held at Spanish Landing Park East, San Diego British Car Day is an annual event, showcasing the best of British vehicles.

Continued on PG. 16.

May 20th Wine Tour Itinerary

CAUTION:

The Old Julian Hyway is a very windy road. Entrance to all winerys are difficult to see and can arrive very quickly.





Udo and Don are checking out re-routing the wiring at the old voltage regulator as the alternator has its own.



Udo double checking the electricals before starting up. Everything worked as planned.



Moss 130-118 alternator conversion kit for BN4 through BJ8.

Lou, Udo, Alex, Bob, Don, (the empty chair is mine) enjoying lunch on the Benke's patio. A nice way to enjoy a Saturday afternoon...

The Benke's BJ8 Gets An Alternator

The usual suspects gathered at the Benke's to cheer on Udo Putzke and Don installing a Moss alternator conversion kit on their BJ8. Suspects included Terry Cowan, (who left early), Lou Galper, Howard Stark, Alex Watt, Bob Humphreys, and Warren Voth, (who arrived late).

Don lured us in with coffee and donuts upon arrival and finished us off with sandwiches, fruit, salads

and soft drinks on their patio afterward. The installation went as expected...I guess. I was late...

The conversion is a good call if you're planning additional electrical stuff. A bonus is you don't have to remember to give the rear sleeve bearing, on the original generator, a few drops of oil before a long trip.

Moss also has a dummy voltage regulator with two internal buss bars allowing the re-installation the original wiring as it was.

Rolling British Car Day

This '63 3000 is owned by Mike Prout.



*This Red BN-1
Nasty Boy is
Chevy powered.*



The above '63 300 is owned by Howard Macken.



By Deborah Durham

Rolling British Car Day was a great drive this year! The weather was perfect and there was a large variety of British cars that attended. On the morning of Sunday April 15th an abundance of cars, drivers and optional navigators met at 9:00 a.m. in Carlsbad or La Mesa. Both groups headed out on the open road by 10:00 a.m. with a promise of no freeways during this drive. It was a very beautiful and scenic route for a couple of hours with the two different groups passing each other at one point, honking and waving with lights flashing in excitement. The directions were easy to follow, on roads some had never been on before. The destination was Bates Nut Farm in Valley Center around noon, at which point we all gathered for picnic lunches, inspection of each other's cars and talking about the love of driving vintage British vehicles on such a wonderful day.



*White Bugeye with clever "BUGI" licence
plate is Bill Mayer's.*

As editor, I have taken the liberty of a newsletter page for help with a problem with my cars clutch, which is making it dangerous to drive...

I have had this unfathomable clutch problem with my '66 BJ8 for over six months. It's become increasingly unsafe to the point it can be difficult to change gears quickly as needed. It began with the replacement of the clutch master and slave cylinders and slave cylinder flex line. It is important to note this problem didn't exist prior to these recent replacements. And I have owned the car since 1967 and have never had this problem before.

On the road, I feel the clutch depression become increasingly heavy while shifting, until the petal will no longer depress. As I continue with more force, with my foot, to work the clutch pedal to shift, suddenly I feel what ever is restricting the petal give way as if overcoming a resistance. Then I hear and "feel" a "clunk " in the petal, with my foot, as the clutch pedal returns to normal. The feeling, and sound comes from the direction of the clutch and brake pedal box bracket.

My first thought was the replacement Lucas master cylinder was defective. A second replacement cylinder was installed. The problem remained.

The slave cylinder flex line was again replaced once, and then again, with an uprated stainless steel braided flex line. The problem has continued.

I have been on the Online Austin Healey Experience, for suggestions. While I received many ideas, none of them helped.

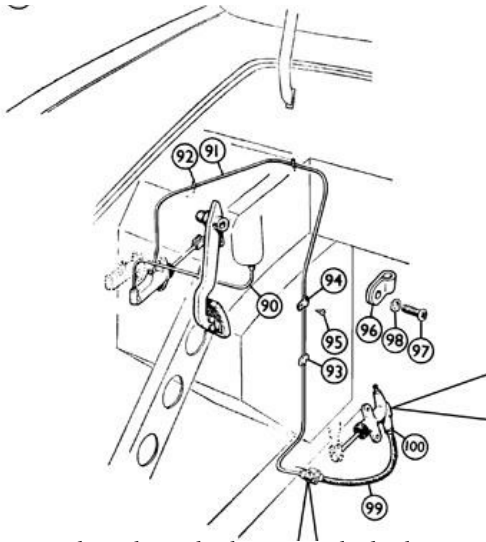
I have checked the clutch and brake pedal shaft and bushings in the pedal bracket. No problems there. Everything is free.

My next thought is the problem is inside the bell housing and clutch itself. Perhaps the release bearing is worn or the clutch fork to the throw-out bearing is binding? Or the pilot bushing is sticking? However, the "clunk" sound doesn't come from that direction. And I have never heard of anything in the bell housing working intermittently, or fixing itself.

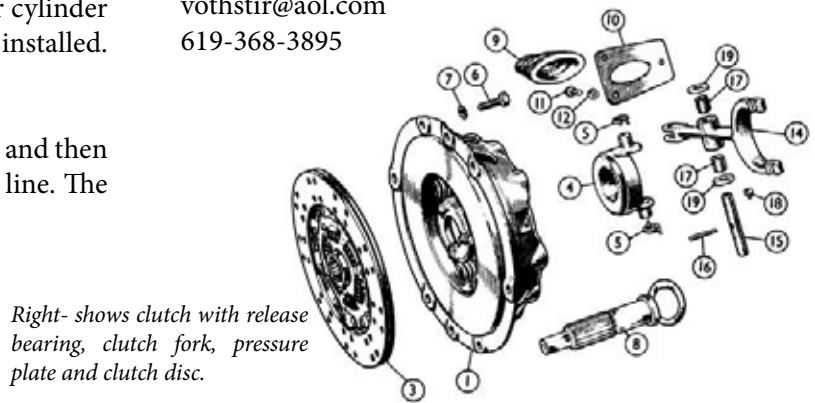
I have been able to go for long periods of driving time with the clutch as normal. Then, when least expected, the problem returns.

As an aside, I have already talked to Randy Zoller, Terry Cowan, and Erick Grunden. They are as mystified as I am. If you have any ideas or thoughts, let me know...

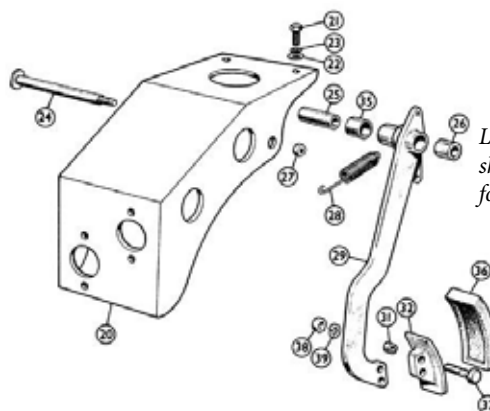
Warren Voth
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Above shows clutch Master cylinder, line, flex line and slave cylinder. Example is for LH drive car, but is reversed for my RH drive layout.



Right- shows clutch with release bearing, clutch fork, pressure plate and clutch disc.



Left- shows bracket and clutch pedal, shaft, petal bushings, fasteners, etc. found in the foot pedal box

Illustrations are from the Moss Austin-Healey parts and accessories catalog.

*By Michael Grant ---Supplemental Information for Collector's Choice Motor Oil---
20W/50220-810 Case of 12----- 220-815 Individual Quart-----*

"If you're currently putting mileage on your classic vehicle and using the latest API grade SM oil, you are almost certainly doing irreversible damage to your engine." William C. Anderson, *New Oils and Old Cars*, *Old Cars Weekly* 48 (2007-08030)

There are four reasons why you should consider buying oil that was made specifically for the engine in your classic:

- Zinc Dialkyl-Dithio-Phosphate (ZDDP)
- Seal contraction or shrinkage
- Keeping contaminants in suspension
- Protection against corrosion and rust

We will consider each turn, starting with the most complex.

- **What is ZDDP?**

Zinc Dialkyl-Dithio-Phosphate (ZDDP) is an oil supplement which has been, up until recently, the primary extreme pressure (EP) ingredient in all quality motor oils. It has been used for over 70 years.

- **How does it work?**

ZDDP, when exposed to heat and pressure, forms a protective zinc-phosphate film on the surface of the metal. The exact nature of the process at the molecular level is still under investigation, but recent research suggests that large numbers of cross-links between the zinc atoms in the zinc-phosphorus molecules form, transforming a viscoelastic fluid of loosely interacting zinc-phosphorus molecules into a chemically connected network. This increases the strength of the film, and that significantly improves its capacity to accommodate and redistribute applied loads which in turn reduces wear on the underlying surface.

Because of the pressure required to trigger this event, ZDDP is particularly effective in protecting steel and cast iron surfaces. As soon as the pressure at the contact interface is reduced, the cross links break down and the film dissipates back into the oil solution. Simply put, ZDDP prevents parts (the cam lobes and the lifters for example) from making contact, and this greatly reduces the tendency of parts to scuff and gall under heavy-loaded conditions. It's important to note that the wear protection properties are due only to the characteristics of the ZDDP molecule and not to zinc (Zn) or phosphorus (P) in the oil in other forms or from other sources.

- **Why do I suddenly need ZDDP?**

Let's back up a minute and talk about oil classifications. The system in use today comes from the American Petroleum Institute (API). In this system, the prefix S or C identifies the basic category, S being for gasoline engines, C being for diesel engines. The second letter corresponds to the grade, and SA and CA were the designations for the first two API oil grades. As new specifications were developed, a succession of letters was assigned, and 13 grades later, we are up to SM, the current grade for gasoline engines. Oil for diesel engines is up to CJ. Generally speaking, every change in specification since the 1930s represents improvements based on a better understanding of oil, lubrication, and the evolving needs of machinery. And generally speaking, the newer oil could safely be used in cars built to use an earlier specification. There are two exceptions. Engines built to use SA grade oil (a straight non-detergent mineral oil) could not use the SB grade oils. The second exception is more recent, and it applies to engines built through the mid 1980s. It is primarily due to the reduction of ZDDP.

With that background information, let us consider exactly why the loss of ZDDP creates problems for older engines, and why it is not a problem for modern engines. According to the SAE Tech Bulletin # 770087, operation of a flat tappet engine with-



Continued on page 11.

out adequate EP additives such as ZDDP quickly leads to lifter foot scuffing and cam lobe wear. Camshafts are typically only surface hardened leaving the core ductile for strength. According to the SAE Bulletin, once cam lobe wear reaches 0.0002, "subsequent wear is usually rapid and catastrophic." Two ten-thousandths of an inch is one fifth the thickness of an average human hair. In order to make engines last in the absence of ZDDP, virtually all engines designed to run on gasoline in the last ten years utilize roller lifters. The sliding cam-to-cam-follower interface in a non-roller lifter engine requires a special EP additive, which has historically been the ZDDP.

• **Why can't I buy modern oil with ZDDP in it?**

Up to 1988, the API specification for "SF" motor oil called for ZDDP concentrations of 0.15% by weight. Up to about 1993 the API grade "SG" oils contained in excess of 0.12% ZDDP by weight. However, these are now "obsolete" specifications, and ZDDP has been phased out gradually because it will damage the catalytic converter. The EPA has required the automobile manufacturers to design and use catalytic converters that last for 100,000 miles (2004), and that increases to 150,000 miles by 2009. To achieve these goals, automotive manufacturers have worked closely with the oil industry to develop oils that do not have substances that would shorten the service life of the catalyst. No matter how fresh an engine is, some oil is burned in the combustion chamber. If the motor oil has ZDDP in it, small amounts of zinc and phosphorus will show up in the exhaust system. These elements can coat the catalyst, reducing the amount of catalyst exposed to the exhaust gases, and that will increase emissions at the tailpipe. The ZDDP level in motor oil, which had declined since 1988, began to disappear in the mid 1990s as a result of the EPA mandate. This roughly coincides with the implementation of OBDII.

• **What about Racing Oil? Doesn't that have ZDDP?**

There are still some racing oils that contain ZDDP, and they do offer some additional protection. The actual percentage of ZDDP in racing oil is based on the intended use of that oil, and it may not be the optimal concentration of 0.15% found in the API SF oils. There are also other factors to consider. Racing oils are optimized for short term severe duty, in contrast to oil that has been designed for operation on the street for months at a time. The additive package in racing oil does not have the same detergent characteristics which are part of the additive package in oil designed for extended service. This means racing oil may not neutralize acids and keep contaminants in suspension. Racing oil generally is not multi-viscosity, which is a key feature of oil designed for use in street cars over wide temperature ranges.

• **Don't oils for diesel engines still have ZDDP?**

Yes, some do. However, diesel oils have three characteristics you need to consider; the detergent additives, viscosity, and the amount of ZDDP in the oil.

Detergents: A diesel engine needs oil with very high detergent capabilities in order to hold the large amount of combustion byproducts in suspension. High detergent oil has a lower surface tension and lower shear pressure rating. The bearing journal size-to-displacement ratio on a gasoline engine is designed around a lower detergent oil with a high shear pressure rating. Using a API CJ grade oil for a diesel engine in a gasoline engine can lead to higher bearing wear. Another problem with high detergent oil is that the additives that keep contaminants in suspension actually reduce the wear protection provided by the ZDDP, especially in a high-performance engine with high valve spring pressures.

Viscosity: Diesel engines have larger bearing clearances, and they run higher viscosity oils as a result. The viscosity rating of most diesel rated oils is actually higher than you would normally use in a gasoline engine, which runs at higher RPM. In some cases, using high viscosity oil can cause oil starvation in bearings at high RPM.

ZDDP: It can be difficult to determine exactly how much ZDDP is in a quart of API CJ oil. The amount of ZDDP in diesel oils was reduced in 2007, and in the long run it may be a moot point, because the best information we have indicates that new diesel oils in development will have further reduced levels of ZDDP.

What about GM's Engine Oil Supplement? Isn't that ZDDP?

GM's Engine Oil Supplement (EOS) did contain significant amounts of ZDDP, and it was the most concentrated ZDDP supplement available. It was intended to boost ZDDP levels of oils that already contained EP additives. It was available for over 20 years, until it was discontinued by GM in early 2007

Continued on page 12.

• So what am I supposed to do now?

Classic car magazines, club newsletters, restorers, machine shops, and the forums on the web abound with information about oil and classic cars. Like all hot topics, there is a great deal of information out there, some good, some bad. The fact is that our vintage English cars have lubrication issues not found in modern engines. If your owner's manual calls for SF grade oil, or an earlier grade oil, the engine will need ZDDP. There are two approaches. One is to use oil formulated specifically for older cars - the 220-810 Collector's Choice Motor Oil from Hicks. Another approach is to use modern SM grade oil and add back in the ZDDP. Moss carries ZDDP under 220-805. We offer both so you can decide which solution makes sense to you.

• So what exactly is Collector's Choice Motor Oil and who makes it? What about the company, Hicks Oil?

In 1978, Hicks Oils built a dedicated lubricant blending facility in DuQuoin, IL. They provide quality products and a level of service not found with large oil companies. Today Hicks produces a full line of lubricants including engine oils, hydraulic fluids and gear lubricants for customers throughout the United States and around the globe. The operation has continued to expand over its 25-year history and the facility now encompasses over 110,000 square feet of production and warehouse space with indoor bulk storage for more than 1,000,000 gallons of oil. The entire plant was designed to provide dedicated piping, pumps and meters to ensure product integrity throughout the production process. Product segregation to this level is virtually unheard of in this industry. In addition, Hicks Oils performs a complete quality analysis at each step in the production process as part of the plant-wide quality control system. To perform this testing, Hicks Oils maintains a fully equipped laboratory and a staff including a chemical engineer. Their expertise is available to customers for assistance with individual oil formulation. The lab is capable of performing a full array of tests ranging from X-ray fluorescence analysis to cold crank simulation. This allows them to produce very specific blends with excellent quality control Hicks Oils is an ISO 9001:2000 certified facility

• Does Collector's Choice Motor Oil have ZDDP?

Yes, and the amount is significant. At 2000 parts per million (PPM), the concentration is over twice as high as the current API SM grade oils. The percentage of ZDDP by weight is at the level found in oils generally available when our MGs, Triumphs, Jaguars, and Healeys were new. This extreme pressure friction modifier is critical for cars with conventional tappets. SAE Viscosity Grade 20W-50 API Gravity 29 Viscosity, 40 C, cSt 190 Viscosity, 100 C, cSt 19 Viscosity Index 120 Wt% Ca 0.24 Wt% Zn 0.20 Wt% P 0.09

• How does Collector's Choice Motor Oil prevent seal shrinkage?

Collector's Choice Motor Oil has additives that are specifically included to soften and expand seals, which helps counteract the natural tendency for the seals to shrink or contract over time if the engine is not run regularly. This is not an issue for cars with the "Archimedes Scroll" oil control system and felt seals, but it can be a concern in later cars with conventional lip-type seals. Because many of these cars are driven occasionally, and many are normally put up for the winter, the Collector's Choice Motor Oil makes sense.

• Why should I be concerned about contaminants?

Combustion by-products form anytime you burn gasoline and oil. In an engine, the pressure in the combustion chamber forces minute particles of carbon, as well as carbon dioxide, carbon monoxide, and sulfur dioxide (to name a few) past the rings. In the oil, these contaminants raise the acidity. There are also minute particles of metal. The oil additive package in Collector's choice helps neutralize the acidity, and it has an enhanced ability to keep the contaminants in suspension so they can be drained out of the sump when you change your oil.

• What about corrosion protection?

There is always going to be some water vapor in the crankcase. In cars that are driven daily, the heat of the engine will tend to force the small amount of water out of the crankcase as steam, and normally, very little will accumulate. In a vehicle that is driven occasionally, the water vapor has a chance to collect, and liquid water can form, particularly with day-night temperature swings. Water can directly attack iron and steel surfaces to produce iron oxides-rust. Water, combined with acid in the oil, will increase the potential for corrosive damage to ferrous and nonferrous metals. Collector's Choice Motor Oil has specific corrosion inhibitors designed to minimize this problem.

• Once I switch to Collector's Choice Motor Oil, how often should I change my oil?

Oil, and the additive packages in the oil, break down over time. How long that takes depends on how the car is driven,

Continued on page 15.

Reconnaissance Report

Please read to the bottom.
This monthly report includes essential, timely information.

Yesterday I returned from a coordination visit to [Madras](#) where several members of the Rendezvous organizing team got a first-hand look at the town of Madras, the event lodging, and the site of the popular car show (which is the fabulous [Erickson Aircraft Collection](#)).
In a phrase, this is all going very, very well.

As you should know, the host lodging (the Inn at Cross Keys Station) filled long ago, in November - 10 months in advance of the event dates, to be exact - when they sold the last of their 72 rooms. They also report having 20 on the wait list. And it's now still six months before the event. This is looking like it's going to be a big one. Check the website for the nearby alternative lodging options; they're conveniently close by the host lodging:
HealeyRendezvous.org

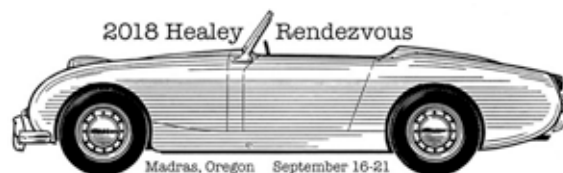
The host lodging will be a great "base of operations."
We'll have the whole place, and the lobby with the breakfast area right behind it will be our 24/7 hospitality area. If nothing else is going on, drop in there for complimentary beverages and snacks 24/7.
It makes a great place to meet up and just chill.
Think of it as the Healey Rendezvous Clubhouse.

The banquet room there holds 200. It is probably the biggest indoor venue for a sit-down dinner in the whole town. Madras's population is something like only 6,500. The awards dinner, which will be held there and which is included in the event at no extra charge, is open to the first 200 to register. We're already well on the way to that number. That's 200 individuals (not 200 cars).
If you have been procrastinating getting your registration in, let this be your official notice that NOW is the time to register so that you don't get left out of that Thursday evening awards dinner.
The reg form is downloadable on the event website.

There's more to report from the recon trip, but in the interest of not distracting from the main news (that NOW is the time to get registered), we'll leave it there.

This is going to be a special event, and at only \$65/person for everything we have planned, in a great location where no such club events have been previously held, with great roads and great September climate, you don't want to miss it.
Trust us.

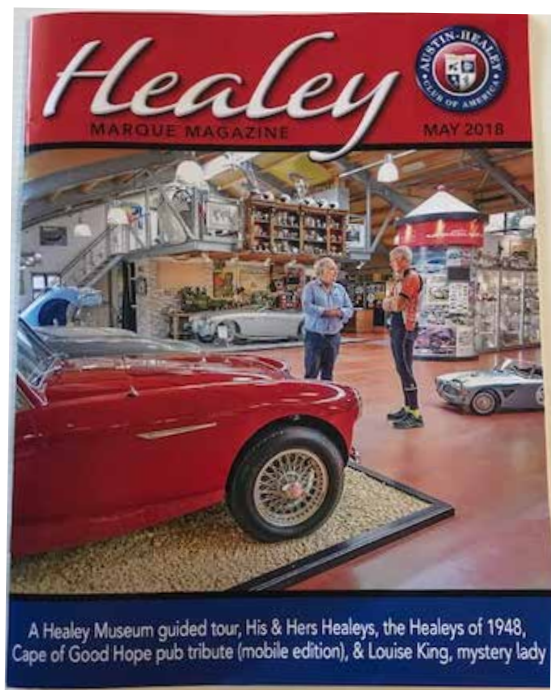
So register Now. Please.
You really don't want to be late for dinner.



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Continued from page 12.

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how much blow-by there is, and other environmental factors. Classic British cars tend to be driven periodically, and they sit for long periods of time. Because the combustion by-products form acids in the sump, a car that is driven on weekends still needs to have the oil changed regularly. For years Moss has passed on the advice of numerous restoration specialists, all of whom suggest that the oil be changed every 3,000 miles or every 6 months, whichever came first. Using Collector's Choice Motor Oil does not change that

• If Collector's Choice Motor Oil is so good, shouldn't I use it on all my cars?

No. Remember that modern engines (certainly anything built after the mid 1990s) are designed to use the modern API SM grade oils. They have been tested for hundreds of thousands of miles, and so long as you follow the manufacturer's maintenance schedule, you will be fine. Running oil with high levels of ZDDP in an engine that has a catalytic converter will damage the converter, and that will increase emissions out the tailpipe. Air pollution aside, eventually, you will be buying new catalytic converters. Collector's Choice is not suitable for use in aircraft engines, or two-cycle gasoline engines.

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We're All Members of the Activities Committee

- Do you enjoy the club's events and drives?
- Do you know of a great place that SDAH Members might enjoy?
- Do you want to share a favorite drive you've made in your Healey?
- Do you have a favorite luncheon or dinner place that would make a good venue for a SDAH gathering?
- Think about sponsoring one of our monthly events.
- Please contact me to find out what's involved or just to talk about it.

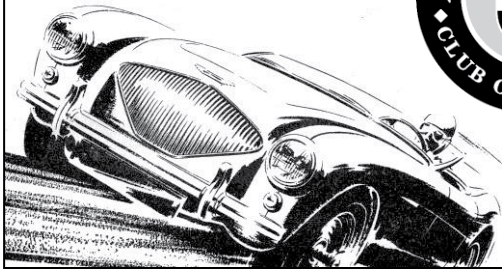
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LGalper1@cox.net

Continued from PG. 5.

AUSTIN-HEALEY CLUB OF AMERICA

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

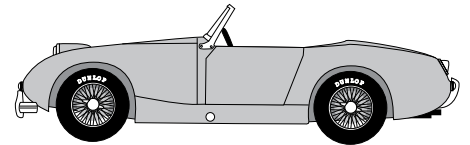
- **HEALEY MARQUE** magazine, our award-winning, all-color, 40-page, monthly magazine.
- **AHCA MEMBERSHIP DIRECTORY**, listing members in all 50 states, across Canada, and even many overseas.
- **AUSTIN-HEALEY CALENDAR**, our colorful calendar with beautiful photography of these beautiful cars.
- 47 local chapters across the continent.
- Please visit our website where you can learn more and join online:
www.healeyclub.org



• **Oct.17 -21 California Healey Week 2018** will be held in Solvang, CA. Registrations are now open... **register online at www.austin-healey.org** by clicking on the event logo and following the instructions. Stay tuned to our website for periodic updates and announcements. Please see pg. 11 for more information.



• **Dec. AHCS D Christmas Party** Date and location to be arranged



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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. AHCS D 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: AHCS D Meetings & Tech Sessions 4pts; AHCS D Driving Events, Parties, etc. 6pts; AHCS D 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 AHCS D 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.

2018 CotY Standings

(as of April 20)

Member	Car	Pts		
Stark, H & L.....	AH 3000.....	24	Cowan, T & Lisa M.....	AH 3000 Mk III...6
* Benke, D & P.....	AH 3000 Mk III...18		Farnsworth, B & C.....	AH 3000 Mk II....6
Putzke, U & G.....	AH 3000 Mk II....14		Schumacher, K & A....	AH 100.....6
Voth, W.....	AH 3000 Mk III...12		Galper, L.....	Jaguar XJ6.....5
Galper, L.....	AH 100.....10		Farnsworth, B & C.....	AH 3000 Mk III...4
Humphries, B & B.....	AH 3000.....10		Graves, E.....	AH 3000 Mk II....4
Humphries, B & B.....	Jensen.....10		Leon, S & L.....	AH Sprite.....4
Snover, R & A.....	AH 3000 Mk II...10		Galper, L.....	MG B.....2
Stalker, G & N.....	AH 100.....10		Watt, A&S.....	Aston Martin.....2

*2017 CotY Winner, not eligible to win in 2018

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• May 20th Healey Wine Tour and Catered Lunch at Grant James Vineyard •

Come with your Healey for a drive on the Old Julian Highway. First winery is- POPPAEA Vineyard and Winery, where ex-Brit Dr. John Saunders is looking forward to welcoming us. Then a few miles up the road to Grant James Vineyard, awarded #2 nationally by Travel + Leisure magazine, for a special catered Lunch, cost \$25.00 total. After Lunch, designated drivers can travel down the road to La Finquita Winery, for their popular Wine Slushies. (See Activities page 5 for details.) **RSVP to LGalper1@cox.net or text to: 619-917-9666**