

HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego



In This Issue:

- The Benke's July 14th BBQ Party

July 2018

From The Editor:



I'm writing this on June 28th to meet my month-end deadline. You may not receive this newsletter until as late as July 9th as Web Master Rick Snover, and Allie have left for

Europe, earlier this week. I will forward the newsletter to him regardless as he might be able to post it from his location.

Summer is here. I couldn't resist "*The sports-car of sportsman*" guy in a wet suit, on page 3, showing off to a gal, propped up against a 100-six, expounding why water is wet. Fast forward to today...wouldn't we cringe about our Healeys being anywhere near salt water...

As the 4th of July falls on a Wednesday, we've decided to have our **14th of July Party, on a Saturday**, at the Benke's with a **barbeque and croquet party**. (See activities column). I want to be the first to thank the Benke's for hosting the day. I know, from personal experience, how much work this can be,...so thanks Don and Pat...

Testing and repairing the DB-10 relay for tail, brake and turn signal lights can be a challenge. **DB-10 relays are used on all Healey's up to phase three BJ-8's**, which are blessed with dedicated safety lighting. Lou Galper found an article from Jan.-Feb. 2002 Healey Marque, by John Trafari that can take the mystery out of the DB-10 relay. This relay would now probably be replaced by a micro-chip. Thanks, Lou, for the article...

One of the great things about Healey's are the people I have met along the road. While researching information about my clutch problem, I met **Stan Layburn**, from the North Yorkshire Dells, east of the Lake District in England U.K. The Lake District is a beautiful natural park with lovely lakes, that I enjoyed on my trip, last year. Stan is a fellow Healey guy with a story to tell about himself, his Healey, and his life. Look for it in an upcoming issue...

July Meeting...

Saturday, July 14th @ 6:30 PM

at the The Benke's

THE BENKE'S BBQ & CROQUET PARTY

Don and Pat Benke residence
4775 Yerba Santa Dr. San Diego

Austin-Healey

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: Terry Cowan's Healey visits the Healey museum on their European tour.

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



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Hello Healey Friends & Neighbors,

Lisa and I are finally back from our European vacation with Healeys...First stop was Amsterdam where we stayed 4 days prior to picking up the cars...Time enough to take in the Rijkes (Rembrandt) Van Gogh Museum...Old Town...Red Light...so much history to see and take in !!

Saturday the 2nd off to pick to pick up the cars...Then to the Hotel De Platoon in Delft, a quaint but unique place...The lobby ladies bathroom had glass wall's with leaves painted on it so you couldn't anything special but was different for sure !!

First day of our tour... was the Healey Museum by way of the Flower Route, where we had a wonderful lunch provided by the Museum which was full of incredible Healey History when we arrived the Rolls Royce club was there with numerous very nice British makes present...Pictures to follow !!



Terry at the Healey Museum.

2nd day the Kinderdijk Windmill Park on our way to Kerkrade Neatherlands close to Liege, Belgium where we stopped at the American Cemetery in Margraten...close to the allied troop drop during Operation Market Garden WW 2...a beautiful setting where a ceremony had recently been staged. It was very moving. We were told the graves of our troop's are adopted and maintained by the local people around the area out of respect for their sacrifice !!

The trip was very busy and amazing at the same time, more pictures to come !!

I will continue more next month...But until then a tech session at Mary Schermerhorn's .An engine and gearbox pulling ceremony starting 9:30 AM is planned for this coming Saturday the 7th at the Schermerhorn's... 3042 Martindale Ct San Diego CA 92123

I understand our next meeting will be at the 4th of July celebration Croquet Party at the Benke's home, Saturday the 14th starting at 12 noon with BBQ lunch, swimming, spa, perhaps some tennis...So remember your bathing suits !!

Thank You very much Don & Patricia, see you at Noon Saturday the 14th....4775 Yerba Santa Dr San Diego, 92115

Happy To Be Back, Terry Yr Prez

Minutes – Austin Healey Club of San Diego Monthly Meeting Wednesday, June 13, 2018 – Bully's East, Mission Valley

Vice President Don Benke called the meeting to order at 6:45 PM.

There were 11 members and 1 guest in attendance: Don Benke H, Bob & Carol Farnsworth (and Bob's sister, Joan Woods), Lou GalperH & Deborah Durham, Bob HumphreysH, John McCoy, Rick Snover, Gary Stalker, Howard StarkH., Warren Voth H Drove Healey

Membership: Member John McCoy was in attendance and renewed his membership. He'll need a hard-copy Healey Hearsay mailed each month. VP Don reported that there was only one remaining un-renewed member.

Treasurer: Gary Stalker reported that the treasury is stable.

Activities:

- The **Ramona Winery Tour** on May 20th was a success, even if Rick & Allie's Tri-carb lost its left-rear wheel on the way and Warren had to come get Allie to join the tour while Rick waited for a tow. There were 5 other no-shows who still owe the club for the lunch.
- Lou reported that the San Clement Cars & Coffee event had several British cars, including 3 Austin Healeys, 2 TRs, a Jag, a Devin and a Jowett Jupiter. Somebody's (Lou's) high-torque starter fell off, replaced with normal starter – no problems.
- There will be a Tech Session to work on Mary Schermerhorn's Sprite transmission on Saturday, July 7th at Terry's shop in Santee. More details to follow by email.
- In lieu of the usual 2nd Wednesday meeting on July 9th, the Club will gather at the Benkes' home on Saturday July 14th for a BBQ and Croquet party. Any "meeting" business will be discussed there.
- Lou, Bob & Carol, Warren, and the Wilhelmys will be attending CHW in Solvang.

Newsletter: Editor Warren Voth reported that, as always, more contributions of content from members will be appreciated.

Warren discussed the "long, sad story" of his Healey's clutch issues

A suggestion was made to hold periodic inspection / preventive maintenance Tech Sessions, perhaps annually or semi-annually. Most thought it was a good idea.

The meeting was adjourned at 7:15 PM.
John McCoy was the lucky winner.

Respectfully submitted,
Rick Snover, AHCSA Secretary.

what the future brings....

- **July 7th** Sat. 9:30 AM Engine and gearbox pulling ceremony at the Schermerhorn's. 3042 Martindale Ct. San Diego

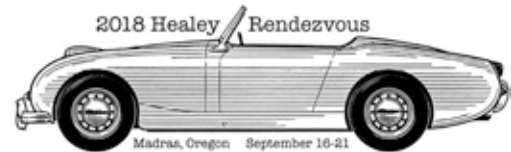


**14th of July Party
At The Benke's**

- **July 14-** In lieu of the usual 2nd Wednesday meeting on July 9th, the **Club** will gather at the **Benkes' home, 4775 Yerba Santa Dr., Saturday July 14th, for a BBQ and Croquet party**, which will also be the **Club's July Monthly Meeting**. We will plan to do a very traditional BBQ with the club supplying all the fixings and beverages, and ask everyone to bring a side dish or desert. The party and croquet play starts at noon, will stop long enough for a quick and official club meeting between 1:00 and 2:00 with the BBQ lunch, and the fun and games then resume til 3:30 or 4:00. Please plan to swim and use the spa, play pool, bat some tennis balls. I would encourage our members to bring family or friends who might enjoy all the activities and who, by the way, don't need to attend our meeting. At past Croquet events, our guests are encouraged to wear all white attire and toast our nation's B-day with a sip of Champagne. And, of course bring your Healey or something British.

- **Sept. 16 – 21: Healey Rendezvous** Place: Madras, Oregon. (see page 7) 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.

- **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.

- **Dec. AHCSD Christmas Party** Date and location to be arranged

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.

Lou Galper • 619-287-0626

LGalper1@cox.net

Cars & Coffee – San Clemente

By Lou Galper June 9, 2018

Deborah and I traveled to the monthly car meet-up at the Outlet Mall last month. No problem with the drive up there early Saturday morning. We arrived about 9, with the lot loaded with about 300 cars.

Pretty much a full assortment of cars, from the neighborhood McLaren's, Ferraris and Lambo's to a huge assortment of 60's and 70's muscle cars and late model imports were in attendance. Of the British motors present, we counted 4 big Healey's including the venerated BN1 – mine. Also, a nice looking Devin – (probably part Healey), and maybe the rarest car of the many in attendance, a '52 Jowett Jupiter.



...a '52 Jowett Jupiter, probably the rarest car there

duced, every spectator at the meet with a British accent milled around the red drop-head coupe. The radiator sits behind the engine, and the valve covers sit on a vertical plane with, strangely, no apparent oil leaks.

Of course, we walked around the mall for a while. When got into the Healey to head out – the modern high torque starter just spun, but didn't spin the engine --- it seemed to have torqued itself apart --- it's just aluminum held together with 3/16 (5mm) bolts. I made a new friend who helped push the car while Deborah popped the clutch. Then to lunch in San Clemente, parking on a hill as usual with English cars. Then, another new friend got us going down the hill to pop clutch, and back to the freeway. Freeway at noon, bumper to bumper all the way to the 805

split in Sorrento Valley, plus it was hot.

At home, old starter fit great, spun great, looks great, just a little heavier. Remember, next month's event is the July 14th BBQ and Croquet party at the Benke's. See page 5 for information.

.continued on pg 13.



The owner of the Jupiter had owned the car for a number of years, buying at a Mecum auction in non-running condition. As usual at auctions, the car looked great on the outside, with no attention under the hood. The new owner, a retired machinist, rebuilt the flat four- opposing cylinder engine, replaced the original Zenith carburetors with Webers, and now it runs. Only 900 originally pro-

Spring Car Show By Lou Galper

Springtime finds us on the road looking for Car Shows. Father's Day found us in Issaquah Washington at Fenders on Front Street, a local show for the town near Seattle. 150 cars lined both sides of the Issaquah's main Front Street, on a sunny day with no rain.

We saw the usual assortment of shined up muscle cars and other classic vehicles. Particular standouts were: 2 **Bugyes**, restored, owned by Sam, a regional Bugeye expert and his daughter. Sam knew every possible rear end and transmission ratio/iteration to get the cars up to cruising fast. Then, a **Healey 3000**, OEW, restored California car. Next, a beautiful restored **Jaguar E-type**. A nicely restored **Austin A35** in British in Racing Green. A **Bentley 1926 Speed 6**, not too common, rare but not the rarest at the show. An **MGB** with a Weber. A shiny black **MG T-series**. A **Morris Traveller** all polished up. A '64 **Gilbern** Welsh made, probably the rarest car there. I've never seen one, maybe because the owner knew of only one other in the Western US. Only 280 total ever made, all MG under the hood.



Above-64 Gilbern Welsh made, probably the rarest car there. I've never seen one, maybe because the owner knew of only one other in the Western US.



Left- A great looking Chrysler town and country woodie. An end of an era classic...



Left- A nicely restored Austin A-35

Testing and Repairing Directionals and Brake Lights

Part 1

By John Trifari
Golden Gate AHC

All Big Healeys up to Phase 2 BJ8s use integrated directional and brake lamps controlled by a DB-10 relay, an electro-mechanical device about the size of a cigarette box. It's found on the inner left-hand fender well of the engine bay.

The DB-10 relay is, essentially, a switch. It controls the flow of current between a brake lamp circuit that feeds power to both rear lamps when the brake pedal is depressed and to a directional circuit that feeds power to one or the other rear lamps, depending on which way the trafficator switch is thrown. The DB-10 relay permits the integrated brake lamps/directionals of a Big Healey to perform three different functions: they can be used solely as brake lights, one or the other can function as a directional only, or simultaneously, one can operate as a directional while the other serves as a brake lamp – an important consideration if you hit the brakes while entering a turn. Rear parking lights are separate circuits and are not related to either the directionals or the brake lights. Front directionals are a supplemental function as described below.

Here are some thoughts on how the brake lamp and directional circuits work, how the DB-10 relay works, how to check out brake lamp and directional circuits in cars equipped with this relay, and how to get in-op lights up and running.

Inside the DB-10 relay

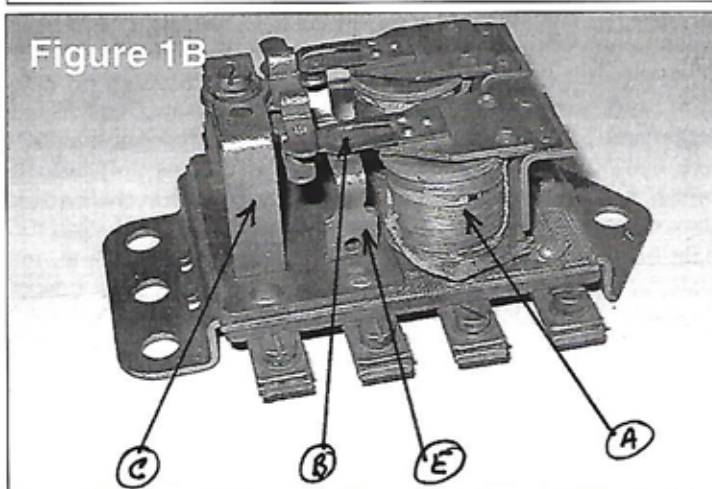
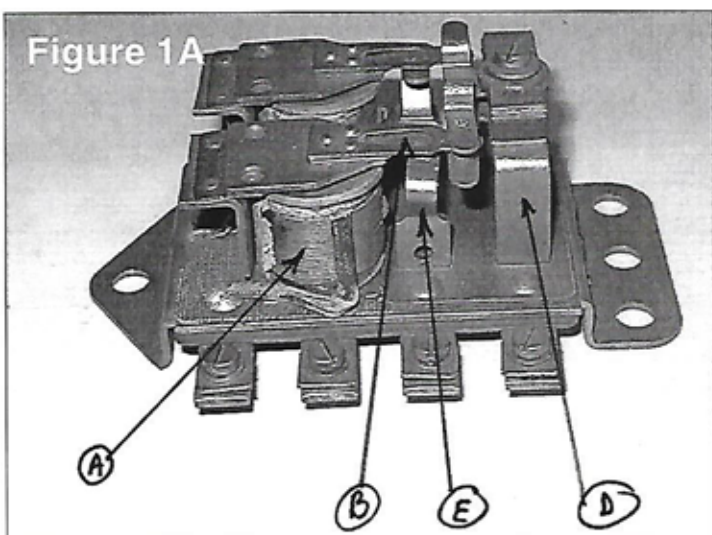
Figures 1A and 1B show the right and left sides of the relay with the cover removed. Within each relay are two coils (A), each actuating a spring arm (B) that moves between a traverse bridge (C) connected to the brake lamp circuit and a traverse bridge (D) which is connected to the directional circuit. Each spring arm has contacts at the tip on the upper and lower sides. The position of a spring arm – whether touching either the upper traverse bridge (C) or the lower bridge (D) – determines whether a given rear lamp will be used as a brake lamp or a directional. The front directionals get power when the spring arm comes in contact with a connector bar (E).

The relay has eight screw terminals, four per side. Terminals #1 through #4 are shown right to left in Figure 1A. Terminals #5 through #8 are shown left to right in Figure 1B. These terminals are used for the following:

- #1: Power in from the flasher.
- #2: Power out to right front directional.
- #3: Power out to right rear directional.
- #4: Power in from Trafficator Switch (right).
- #5: Power in from the Stop Lamp Switch.
- #6: Power out to left front directional.
- #7: Power out to left rear directional.
- #8: Power in from Trafficator Switch (left).

How the DB-10 relay operates

Brake lamps: In the DB-10 relay, both spring arms (B) are normally at rest with contacts on the upper edge of their tips, touching matching contacts on the lower side of the upper traverse bridge (C). When the brake pedal is depressed, fluid pressure closes the



Figures 1A and 1B: Interior of the DB-10 Directional Relay. Each relay contains two coils (A), each actuating twin spring arms with upper and lower segments (B). Figure 1A shows the right-hand side. Figure 1B shows the left. Each upper spring arm segment has contacts on both the upper and lower sides at one end. Each lower segment has contacts on one end on the lower side only. These spring arms move between the upper and the lower traverse bridges (C, D). The front directionals get power via a connector bar (E). The DB-10 Directional Relay also has eight screw terminals, four per side.

Stop Lamp Switch mounted off the right-hand frame rail below the generator, closing the brake lamp circuit. Power now runs from fuse terminal A4 to relay terminal #5 and up into the upper traverse bridge. It continues through the contacts, down both spring arms to the bases of the coils, and simultaneously out terminal #3 (right rear) and terminal #7 (left rear), illuminating both rear lamps. Figure 2 shows the brake lamp circuit on a Big Healey.

Directionals: The directional circuit is normally open due to

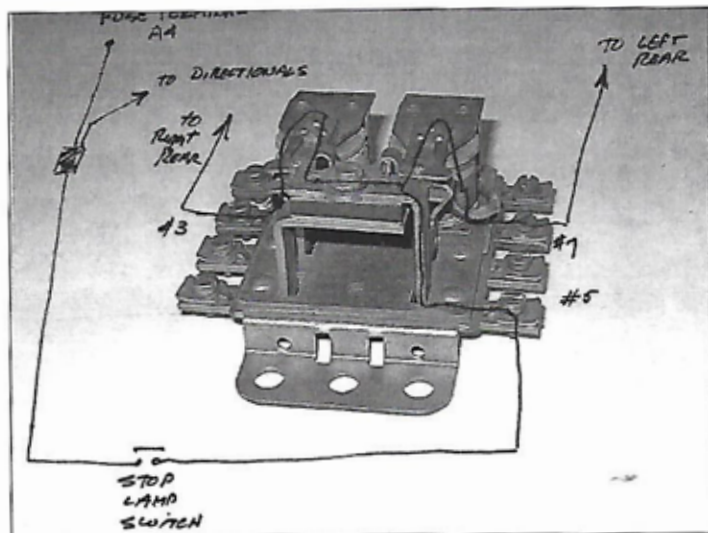


Figure 2: Generic brake lamp circuit. Power for the brake lamps is provided by fuse terminal A4/A5 (ignition fuse) via a pressure-activated stop-lamp switch. Power flows into terminal #5, through the two spring arms and out terminals #3 (right-hand rear) and terminal #7 (left-hand rear).

the position of the spring arms against the upper traverse bridge. This changes when the trafficator switch is positioned right or left. Throwing the trafficator to the right, for example, sends power to relay terminal #4, actuating the right-hand coil. This causes the right-hand spring arm to be pulled down, away from the upper traverse bridge and down against the contacts on the lower traverse bridge. Since the spring arms act as switches, this disconnects the brake lamp circuit on the right side, and closes the right-hand directional circuit. Power now flows from fuse terminal A4, through a flasher and into relay terminal #1, up to the lower traverse bridge, across the right-hand upper spring arm and out terminal #3 to the right-hand rear lamp. The left hand spring arm meanwhile, remains at rest against the upper traverse bridge. Thus if the brakes are applied while the right-hand directional is flashing, the left-hand rear light will continue to function as a brake lamp. Note that when the spring arm is pulled down, contacts on the lower side touch contacts on the connector bar (E - Figure 1A) linked to terminal #2, simultaneously providing output to the right front directional lamp.

Making the Directionals and Brake Lights work

Now that we know how these circuits work, let's see if we can get them operational.

Test Number 1:

Assume the neither the brake lights nor the directionals work when you hit the brake pedal or throw the trafficator. The first thing to do is make sure you've turned on the ignition and that the bulbs are good. Next, we want to check the integrity of the circuits between the relay and the lamps. To do this, you'll need a 4-foot wire lead with alligator clips on each end. For safety purposes, make sure one clip has a hood on it. For additional safety, connect that end of the lead to fuse terminal A4 (fused side of the ignition fuse). Turn on the ignition. Touch the other end of the test lead to relay terminals #2, #3, #6 and #7 in turn. (The numbers are stamped on the cover of the relay.) The right front, right rear, left front and left rear lamps should illuminate one after the other.

Remember that just above fuse terminal A4 are hot terminals A1/A2. These are hot even with the ignition off. Be careful clip-

ping the lead to fuse A4. If you have difficulty attaching the test lead to the fuse bloc, disconnect the battery first so as not to inadvertently touch fuse A1 or A2. Also be careful not to accidentally touch the car body with the other end of the test lead with the ignition on. Be sure to turn the ignition off or disconnect the lead from the fuse bloc when you are not using it.

This test by-passes the relay entirely. If one or two lamps fail to light up, you may have nothing more dramatic than a burned-out bulb(s). If no lamp illuminates, then you have four burned out bulbs, no power at the fuse bloc terminal A4 (bad fuse?), bad connections between the relay and the test lead (or dirty relay terminals), or worst of all, four badly grounded (or bad) sockets and/or four separate wiring problems between the relay and the lamps.

Let's assume the worst of all, starting with the front right directional.

1. Clip the test lead between fuse bloc terminal A4 and relay terminal #2.

2. Turn on the ignition and use a circuit tester to verify that you have power at terminal #2 and at the connection to the headlight pigtail under the front shroud on the right. Make sure the headlight switch is off so as to render the running lamps in-op.

3. If you have power at the pigtail connection, move on to the front-right lamp socket itself. It might help to take off the wheel. With the power off, use a continuity tester to check the connection between the socket and ground.

4. Finally use the circuit tester to check the contacts within the socket. There are two contacts - one for the running lights, the other for the directionals. If you have power at one (headlight switch off), but the lamps still do not light up (assuming the bulb is OK) then the bulb is not touching the contacts in the socket. The best thing to do is replace the socket.

5. If you have no power at any of the points between the relay terminal #2 and the right-hand front socket, you can guess that you've got some sort of wiring problem between the relay and the socket. You can verify this by clipping one end of a lead to relay terminal #2 and the other end to the socket input. Clip a second lead between relay terminal #2 and fuse terminal A4. Turn on the ignition. You should have a right front directional.

6. You can try to track down the problem, but my suggestion is simply to string a replacement wire from relay terminal #2 to the lamp in question. I have a few wires like that in my BN1 and I have them covered in shrink tubing and tied to the original harness with cable ties. If you don't get any light by applying power directly to the socket, you're at the end of the line. Go back and check things out again.

7. Repeat the test for the left-hand front directional using relay terminal #6.

8. Remember you may have more than one problem: e.g., you could have a bad socket and a bad connection.

Checking the rear lamps:

1. To check out the right rear directional, connect your test lead between fuse terminal A4 and relay terminal #3 (right-hand rear). Turn on the ignition. The right rear directional should light up.

2. If not, leave the test lead in place and check for power at the connection between the frame harness and the chassis harness. For the right-hand directional, this is the white/brown wire connected just behind the front crosspiece on the left-hand side (white/purple for the left-hand directional).

3. If power is there but still no light, go to the trunk and check for power at the white/brown connection between the chassis harness and the trunk harness.

4. If you have power at the frame harness as per #2 above, but

none at the trunk harness, you have a break in the white/brown wire running under the frame.

5. Run a test lead back into the trunk and verify that you can power the lights directly from the fuse bloc as described above. If this works, the socket is OK but you have confirmed a bad connection between the relay terminal and the lamp somewhere under the frame. Again, you can try tracking it down or you can string a new wire from the relay back through the cockpit to the trunk.

6. If you have power at the contacts within the sockets, but no light, you probably need a new socket.

7. Repeat this check for the left rear directional using relay terminal #7.

This kind of electrical detective work may take some time, but nothing is going to operate correctly unless you can get the front and rear lamps to light up by applying power directly to the relay terminals.

Test Number Two – Brake lights:

Assuming that all four lamps do light when power is applied to relay terminals #2, #3, #6 and #7 as described in Test 1 above, use the test lead connected to fuse terminal A4 to apply power to relay terminal #5.

1. In this case both rear lights should come on simultaneously.

2. If the rear lights *do not* come on when power is applied to terminal #5, but *do* come on when power is applied directly to terminals #3 and #7 as per Test Number One, you have a problem within the relay. Probably the contacts are not resting against the upper bridge. You will need to remove the relay and check it out as described below.

3. If both rear lamps *do* come on when power is applied to terminal #5 but *do not* come on when the brake pedal is depressed, you probably have a problem with the Stop Lamp Switch. You could also have a problem with the wiring between fuse terminal A4 and the switch, a problem between the switch and the relay, or any combination of these three.

4. To test the stop lamp switch, jump the two terminals on the switch. Turn on the ignition. The brake lamps should come on. If so, that means the switch is defective and your best recourse is to replace it.

5. To test the wiring between the power source and the switch, run a test lead from fuse terminal A4 to the input side of the switch. Hit the brake pedal. If both lights come on, you've isolated the problem – probably something wrong at the connector that joins the brake lamp and directional lines into a common link that runs to fuse terminal A4.

6. If still no brake lights, keep the switch terminals jumped and check for power at the output side of the switch. If you have power, run a test lead from the output side of the switch to terminal #5. If the lights now come on you have some sort of wiring problem between the switch and the relay. Again use a replacement wire to make a new connection.

Again, that this kind of detective work may be time consuming, but there's no point in moving on until you've isolated the problem and fixed things. Remember too, that it is possible for a circuit to be dead for more than one reason. You could have a bad switch, a bad connection and a problematic relay.

Test Number Three:

Assuming the lamps light up per Test Number One and that the Brake Lights operate as per Test #2, but the directionals still don't work when the trafficator switch is moved left or right.

1. First check the trafficator. Here's how: Use the test lead to apply power directly to terminal #4 (right-hand coil). Turn on the ignition. You should hear a "click" as the coil actuates and pulls

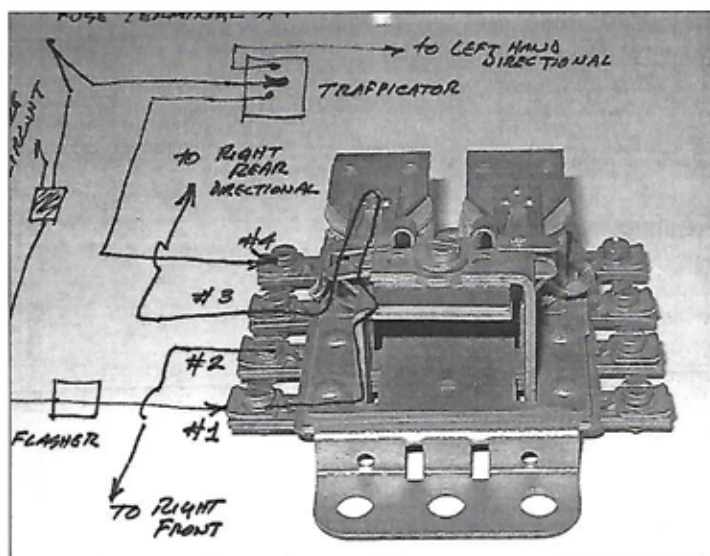


Figure 3: Generic directional circuit. This circuit is a bit more complex. When the trafficator is moved right or left, power flows from fuse terminal A3/A4 to either relay terminal #4 or terminal #8, actuating the corresponding coil, pulling down the spring arms on that side. The spring arms act as a switch between the brake lamps and the directionals, and normally are set so that the rear lamps function as brake lamps. When one spring arm is pulled down due to the action of the direction indicator switch and the corresponding coil, the brake lamp on that side is disconnected, and the lamp serves as a directional. The beauty of this little electro-mechanical control device is that it allows one lamp to serve as a directional while the other can continue to operate as a brake lamp. Note that while the brake lamp circuit and the directional circuit are functionally separate, power for the brake lamps and directionals is drawn from a common point, minimizing the number of connections at the fuse bloc.

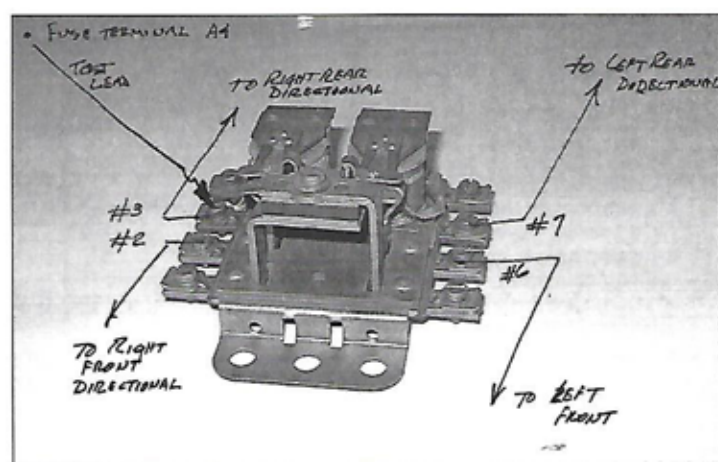


Figure 4: Lamp function check: Connect one end of a test lead to fuse terminal A4. Turn on the ignition. Touch the other end of the lead to relay terminals #2 (right front), #3 (right rear), #6 (left front) and #7 (left rear) and see if corresponding lamps can be illuminated. Drawing shows test lead connected to fuse terminal A4 and relay terminal #3. Fuse terminal A1 is a hot fuse, so be careful. Disconnect battery if any difficulties in installing test lead to fuse bloc.

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Continued from page 10.

down the right hand spring arm, making the right hand directionals work. Repeat the test by applying power to the terminal #8 (left hand directionals).

2. If this is the case, you probably have a problem with the trafficator. The best thing to do, short of replacing this expensive (and hard to find) part, is to make up a temporary connection using any standard on-off switch. Run a power line from fuse terminal A4 to the center pole of the switch. Run another line from one of the off terminals to terminal #4 of the DB-10 Directional Relay; another to run from the second OFF terminal to terminal #8. Mount the switch to any convenient location. The switch won't cancel automatically, so be sure to turn it off before using it.

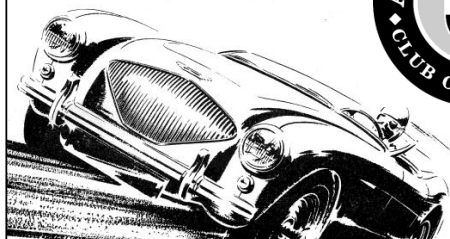
#3 If the right front and rear directionals work, but the left hand front and rear directionals are dead, check the connections between the frame harness and the trafficator harness and the trafficator harness where the two are joined ahead of the fr below the grill. Power in to the trafficator cross piece is via a green wire. Power out to the right-hand directional control (terminal #4) is via a green/light green wire. The connections sometimes get easily switched, cutting off power to the left hand directional control (green with blue to terminal #8. *Next month we'll take a look inside*

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.continued from pg. 6.

Coffee & Cars in San Clemente



Above left- Log Galper's 1955 100-4, Above right, a chartreuse 100-6, below a Devin special on MG running gear. I built a Devin special, myself, in the early 60's. Bill Devin, of Lancaster, CA, cast and sold fiberglass bodies based on a Ferrari Brettinia. Brings back memories. Editor.

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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. AHCSO events will have a sign-in sheet that will be forwarded to the recorder. For members with multiple eligible vehicles, be sure to indicate which one(s) you drove.

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

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

2018 CotY Standings

(as of June 20)

Member	Car	Pts	Member	Car	Pts
Stark, H & L	AH 3000	32	Cowan, T & Lisa M	AH 3000 Mk III	6
Galper, L	AH 100	22	Farnsworth, B & C	AH 3000 Mk II	6
Humphries, B & B	Jensen	19	Matheus, E & S	AH Sprite	6
* Benke, D & P	AH 3000 Mk III	22	Schumacher, K & A	AH 100	6
Stalker, G & N	AH 100	16	Galper, L	Jaguar XJ6	5
Humphreys, B & B	AH 3000	18	Farnsworth, B & C	AH 3000 Mk III	4
Putzke, U & G	AH 3000 Mk II	14	Graves, E	AH 3000 Mk II	4
Voth, W	AH 3000 Mk III	12	Pleasant, M	Morris	3
Leon, S & L	AH Sprite	10	Galper, L	MG B	2
Moore, D & Larry A	AH Sprite	10	Watt, A & S	Aston Martin	2
Snover, R & A	AH 3000 Mk II	10			

*2017 CotY Winner, not eligible to win in 2018

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