

HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego

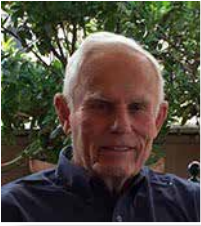


In This Issue:

- The Benke's July 14th BBQ Party
- Breakfast on the Bay is August 11th
- Testing & Repairing DB-10 Relay Circuits

August 2018

From The Editor:



I've become a great fan of the **3000 Forum**, since my clutch problem. Healey people have to have a sense of humor, as the following from the Forum as aptly shows...

Winslow asks...

I'm not sure what I'm seeing under the gearbox of my BJ8, 1965. It looks like there's the two ends of a cotter pin sticking out of a hole. And there is some fluid leak there. Any idea what this is?

Winslow

Bob responds...

Congratulations! You've found the (in)famous Big Healey rear main seal' leak. Note; there is no rear main seal in a Big Healey engine; only a reverse Archimedes screw-type machining on the rear of the crankshaft inside the rear bearing. Under the best of circumstances--i.e. a new engine--the clearances here are tight enough to route most oil back into the pan; as the engine wears in, the clearances become greater and more oil can get past. The hole in the bottom of the bell-housing allows the oil that gets past the 'seal' to drip to the ground; the cotter key keeps the hole from clogging and potentially fouling the clutch. There are true seal kits to try to stop this, but they aren't infallible. I installed a PCV rig that keeps vacuum in the sump, and my engine doesn't leak out of the bell housing (but consumes it elsewhere).

Bob

Is this a good idea or what? My tranny is coming out. Now is the time to do some checking and think about this. If I do this, I'll loose my (in)famous frame and under carriage preservation...

This month's Page 3 is for the gals (and guys) who don't miss piercings, nose rings and neck tats. I've also added a For Sale page, which will appear as needed...

Warren

August Meeting...

**Saturday, August 11 during
Breakfast on the Bay**

See map on pg. 6, Activities
for location



^{'61 3000 MK2}
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

2018 AHCS D Board Members

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Representative, Car Club Council of Greater San Diego Vacant

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: *The Stark's '60 3000 MK1 BT7 is center stage w/ Lou Galper's '55 100 BN1, Farnsworth's '62 3000 MK2 BT7 and the Putzke's '61 Mk II BT7.*

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

Put Your Foot Down...



PUT YOUR FOOT DOWN—AND LIVE! The new Austin Healey '3000' is for those who love the feel of the sun and the wind. This car is alive. It responds in a flash. Accelerates with surging power. Corners like a polo pony. Disc brakes for sure, straight-line stops. It's the fabulous successor to the famous Austin Healey 100-Six which has dominated competition in its class. Top speed, a breathtaking 115 m.p.h. It's built for the track, yet takes to pleasure driving beautifully. For as low as \$3051^{D.O.B.} (2- or 4-seater).

FACTS FOR THE SPORTS CAR CONNOISSEUR: 1. A 2912 cc engine with twin carburetors, 130 b.h.p. at 4750 r.p.m. 2. DISC BRAKES on front wheels for smooth, straight-line stops even at racing speeds. 3. GEARBOX, 4-speeds (6 with overdrive). Synchromesh on 2nd, 3rd, and top speeds. 4. INDEPENDENT FRONT SUSPENSION, with hydraulic shock absorbers and stabilizing bar; semi-elliptic leaf spring rear suspension, with hydraulic shock absorbers and panhard rod. 5. BODY: Steel/aluminum, adjustable bucket seats trimmed in leather. 6. AVAILABLE in either 2- or 4-seater, standard or deluxe models; detachable hardtop optional.



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Hello Fellow Healey Fans...

OK, Here we are at the beginning of August and soooo much to do !!

As most of you know this is a very busy month for us at the Toy Shop we will be racing again this year at Laguna Seca so we are running around like Chickens with their heads off, which I always thought was a creepy saying but very fitting !!

Ok we have been invited to race both weekends and if you happen to be up in Monterey on the 17th our cars will also be in the Racing Car Show downtown Monterey Friday evening the 17th where we are escorted to and from the track by the CHP down the 68 thru all the lights at a pretty good clip, pretty fun stuff !!

Feel welcome to join us at the track we will have the RV and a place for you to hang out, drop your stuff and enjoy all the famous race cars, this year we will be joined once again by our friends the Freestones from Australia George Holt and his buddy from Canada with his XK120 and a 100-6, we will be in our usual spot A1 to A7 right next to the start finish behind the track registration building's where they can keep an eye on us, just in case we get too wild !!

Back to our club stuff. Ok, I've been trying to understand why we are having so many people not showing up to meetings. I understand the evening meetings can be a problem for some of our crew so we have introduced our daytime meeting's at various venues some better than others, but our last meeting was pretty hard to beat which was a combo 4th of July celebration and daytime meeting held at the Benke's, which included BBQ and Quac & Chip's a fan favorite and other foods, swimming, or playing some pool, and the best of all Croquet which had its own learning curve...dressed in our best summer style, a big Thank You to Pat & Don for hosting a great event !!!

Our August Club meeting meeting will be on **August 11th, Saturday-Breakfast on the Bay Arrive 7 to 9 AM -Breakfast starts at 9:00 AM...**Location: Crown Point Shores, off Crown Point Drive in Mission Bay Park near the gazabo, near the red dot, on the grass. The Club is providing grub & coffee... See location map on Activities, page 6.

Other things we are working on... one is the Schermerhorn Sprite which has a sticky reverse gear which is currently at our new shop in Santee, plus other tech sessions people want to have which are still to be announced.

Next month I will have more pictures and info from our trip to the 5th European Healey Meet, plus our car should be back by then !!

Yer Prez...Ter

Minutes – Austin Healey Club of San Diego Monthly Meeting
Saturday, July 14, 2018 – BBQ & Croquet at the Benkes'

President Terry Cowan called the meeting to order at 2:05 PM.

There were 16 members in attendance: Don & Pat BenkeH, Terry Cowan & Lisa Mandell, Bob & Carol FarnsworthH, Lou GalperH, Bob & Barbara HumphreysH, Udo & Gisela PutzkeH, Rick & Allie SnoverH, Howard StarkH, Warren Voth, Alex Watt.

H=Drove Healey

Membership: VP Don Benke noted that many of our members who are also members of AHCA are not list in this year's AHCA Directory, possibly due to late submission of data.

Treasurer: Gary Stalker was not in attendance. Terry reported that the treasury continues to be stable.

Activities:

- There will be a Tech Session to work on Mary Schermerhorn's Sprite transmission, and maybe some small fixes on Rick & Allie Snover's 3000, 10 AM on Saturday, September 8th at Terry's shop, 10685D Prospect in Santee.
- This year's Breakfast on the Bay will be on Saturday, August 11th at Crown Point. Details will be sent via email.

The meeting was adjourned at 2:25 PM.

Respectfully submitted,
Rick Snover, AHCS D Secretary.

AHCS D AUGUST BIRTHDAYS AND ANNIVERSARIES

BIRTHDAYS

Heidi Farkash.....1
Sue Turner.....1
Andrew Duncan.....2
George Mantor.....2
Gary Stalker.....2

Rick Snover.....5
Curt Arndt.....8
Howard Stark.....9
Udo Putzke.....14
Delia Williams.....15
Roland Wilhelmy.17

Lorraine Newman.....18
Eric Graves.....21
Virginia de Boer.....27

ANNIVERSARIES

John Banales & Sylvia Torres.....8/23/03
Dawn Moore & Larry Alldredge..8/16/05

August Activities

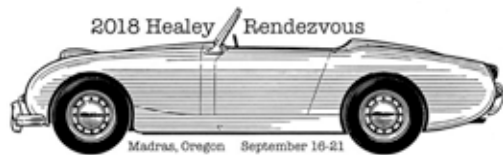
what the future brings....

- **August 11th, Saturday-Breakfast on the Bay Arrive 7 to 9 AM -Breakfast starts at 9:00 AM...**

Location: Crown Point Shores, off Crown Point Drive in Mission Bay Park near the gazebo, near the red dot, on the grass. The Club is providing grub & coffee...



- **Sept. 16 – 21: Healey Rendezvous** Place: Madras, Oregon. (see page 7) Inn at Cross Keys Station, innatcrosskeysstation.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**

- **AHCSO 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. AHCSO 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



The Benke's July 14th BBQ and Croquet party was attended by a small but vibrant, somewhat sober, group of Club-members. They included hosts Don & Patrica Benke, Terry Cowan & Lisa Mandrell, Bob & Carol Farnsworth, Lou Galper, Bob & Barbara Humphreys, Udo & Gisela Putzke, Rick & Allie Snover, Howard Stark, Warren Voth and Alex Watt. Tasty burgers and hot dogs were washed down with beer and soft drinks. And Barbara Humphreys supplied her usual addictive brownies, which were as usual, over the top. A called mid-day club meeting preceded a mostly friendly game of croquet, with some cooling off in the Benke's pool. Again, my hats off to all who heard a higher duty call and stayed home and mowed the lawn and did the washing...



Center right- One of the more lively moments, Barbara Humphreys about to "roquet"* Bobs head. **Above-** Is the group watching Udo Putzke streak across the lawn to the pool? **Right-** Is host Don Benke looking around for the rest of the club?

***Roquet**-strike another ball (in this case, Bobs head)-with one's own: once you roquet a ball (see Barbara smile) you can hit it where you please.

July 14 th BBQ & Croquet



*Above-*The Benke's croquet yard was a nice way to spend a warm Saturday. Especially with their pool beckoning in the in the background. *Center-* Don gives a refresh for those who may have forgotten the croquet game.



Above left- Don schools Barbara Humphreys in the finer points of the game, while Howard Stark looks on. *Above-* The group snacks and yaks waiting for the Burgers and hot dogs. Thanks Don and Patrica for a pleasant Saturday with Healey friends..

Testing and Repairing Directionals and Brake Lights

Part 2

John Trifari
Golden Gate AHC

Let's continue our check of the indicator and brake lamp circuits based on the DB-10 relay.

Test Number Four:

If you still can't get the brake lights and directionals to work using test number two or test number three, but the lights do work per test number one, the time has come to remove the DB-10 relay.

1. Disconnect the eight wires connected to the eight terminals. These are all color coded, but probably over time they have all turned engine grime. A good thought is to wrap a piece of masking tape around each one and number it corresponding to the number stamped on the cover of the relay.

2. Loosen each screw and slide the connector out. There's no need to remove the screws on the terminals all the way.

3. Finally, loosen and remove the three bolts securing the relay to the fender well and lift the relay out.

4. On the workbench, slip a screwdriver under the lid and lift off the cover. Then, run a piece of fine sandpaper (not emery paper) across the faces of the contacts on the upper side of the spring arms and the lower side of the upper traverse bridge.

To see if the relay is controlling the brake lamp function properly, you need a test lamp, a power source and some test leads. I use a Radio Shack 3-amp power supply (a car battery will serve just as well). Figure 5 shows how to test the brake light function of the DB-10 Directional Relay:

1. Run a lead from the positive terminal of the power supply to terminal #5 and clip the negative lead to the relay baseplate. Connect one lead of the test lamp to terminal #7 (left rear lamp) and the other to the baseplate. Turn on the power supply.

2. If the test lamp does not light up, push the upper bridge down against the spring arm with a screwdriver. In old relays like this, the problem generally is worn, and/or corroded contacts.

3. If pushing the bridge down produces light on terminal #7, bend the bridge down until the light comes on with no assistance. Repeat the process for the right rear lamp by attaching the test lamp to terminal #3.

4. If even after all your efforts you cannot light the test lamp, use a circuit tester and make sure you are getting power at terminal #5, then check at the inverted U-shaped bar support leading off the terminal, then at the upper traverse bridge. If you are not getting power at any of these

three places you have a problem with the power input.

5. Next, check for power on one of the upper spring arms. No power here means that the arm is not resting against the upper bridge. Clean the contacts again, press the bridge down until the light comes on then bend it into position so that the light comes on with the spring arm at rest. Repeat for the other contact.

Test Number Five:

This test checks the performance of the directionals. Let's check the left-hand rear directional first as shown in Figure 6.

1. Attach the positive lead from the power source to terminal #1; clip the negative terminal to the baseplate. Connect one lead of the test lamp to terminal #7, the other end to the baseplate.

2. Clip one end of the second lead to terminal #1.

3. Now comes the moment of truth: turn on the power supply and clip the other end of the second lead to terminal #8. You should hear a "clack" as the left-hand coil is actuated and the left-hand spring arm is pulled down against the lower bridge. Actuating the coil in this manner should cause the test lamp (i.e. the left directional) to light up.

If the relay actuates but the test lamp *does not* go on, verify that you have power at the lower traverse bridge and use fine sandpaper to clean the contacts on the upper side of the lower bridge and the lower side of the spring arm. Then proceed as follows:

1. Push the spring arm down against the lower bridge.
2. Assuming the test lamp *does* come on when the spring arm is pushed down, turn off the power supply (or disconnect

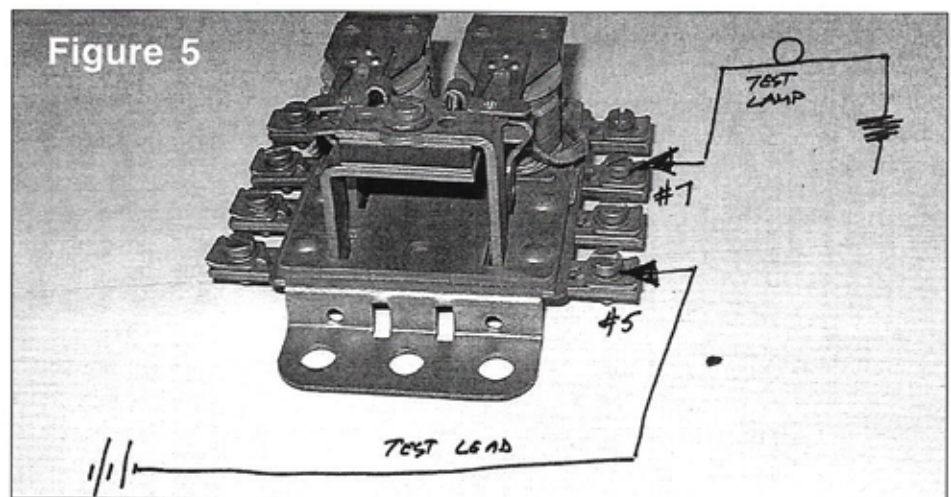


Figure 5: Checking out brake lamp function. To check out the left-hand brake light, with the relay removed from the car and the cover lifted off, connect a test lamp between terminal #7 and the baseplate and apply power to terminal #5. To check out the right-hand side, connect the test lamp between terminal #3 and the baseplate. Clean contacts and position traverse bridges as described above if lamps do not light.

one of the terminals if you're using a battery), and bend the lower bridge upwards. Turn on the power supply (reconnect the battery). Bend the lower bridge until the test lamp comes on when the coil actuates.

3. Go back and run test number three to be sure that the brake lights work properly and that you did not dislocate the upper bridge – thus interfering with the “at rest” position of the contacts when you bent the lower bridge.

4. When the test lamp that is connected to terminal #7 can be illuminated by applying power to terminal #5 (brake lights) with the contacts at rest against the upper bridge, and by applying power to terminal #1 and terminal #8 to actuate the left-hand coil, disconnect the test lamp from terminal #7 and reconnect it to terminal #3 (right rear directional). Repeat the test above.

5. Once both rear directionals work by activating the coil, connect the test lamp to terminal #6 (left front directional), and actuate the relay by applying power to terminal #8. If the test lamp does not illuminate, more than likely the contacts on the connecting bar are worn. The only thing you can do is bend the connecting bar upwards until it reaches a point where the contacts will touch when the left-hand relay is actuated and the spring arm comes down.

6. Once you have the left front directional illuminated (i.e. the test lamp attached to terminal #6), reconnect the test lamp to terminal #7 and verify that the left rear directional still works.

7. Once the test lamp works when it is attached to terminal #6 (left front) and terminal #7 (left rear), run test number three again to verify that the brake lamps are still operational. I don't know why, but whenever I've bent the front directional connecting bar, I've dislocated one of the bridges.

8. Repeat this sequence for the right-hand directionals by connecting the test lamp to terminal #2 (right-hand front) and terminal #3 (right rear) using terminal #4 to actuate the relay. Before finishing with the relay, check both left and right directionals and brake lights again.

9. Replace the cover. The single bolt hole points “down.” Looking at the relay in this position puts the #1 terminal to the upper right; the #5 terminal to the upper left.

11. Re-install the relay in the fender well (two mounting screws “up”; one “down”), and replace the eight leads.

Some Final Thoughts

- If at any point you do not have power indication, always first check that the circuit tester is properly grounded. Make sure all connections are solid and free of corrosion. Make sure the ignition switch is *on*.
- If nothing seems to be happening when you clip a lead to one of the relay terminals, try tightening the terminal screw.
- If one coil works while the other does not, check the clearance between the upper and lower traverse bridges and run a piece of sandpaper across the face of the right-hand coil.
- If you still have no luck, apply power to terminal #4 and

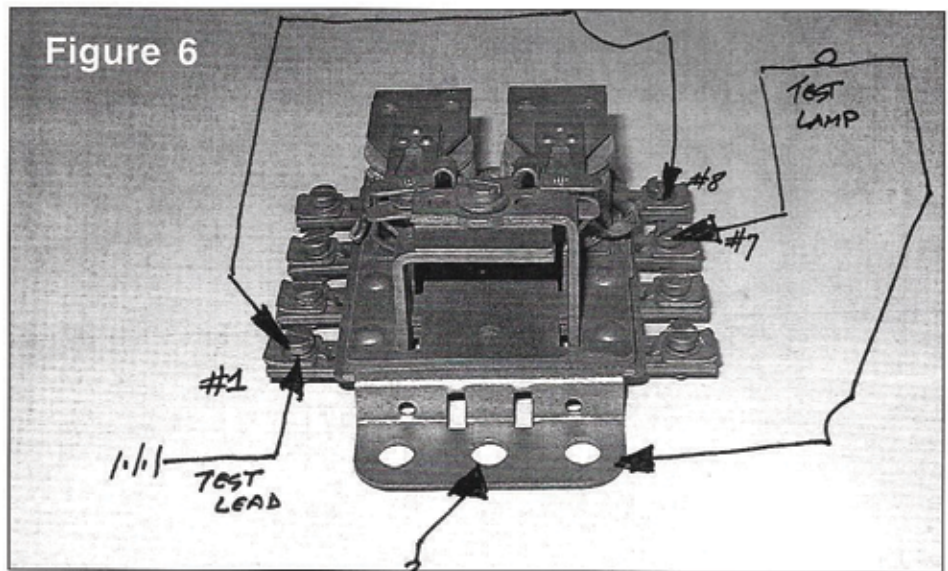


Figure 6: Checking out directional function. Connect positive lead of power source to relay terminal #1; connect negative lead to baseplate. Set up test lamp as above to check out left-hand directional. Connect one end of second test lead to terminal #1 and touch terminal #8 with second end. Left-hand coil should activate, pulling left-hand spring arms down and illuminating test lamp. Clean contacts and bend traverse bridges until coil actuates and lamp is illuminated without assistance. Repeat process for right-hand side, touching end of second test lead to terminal #4.

use a circuit tester to verify that you have power at the soldered connection atop the insulating piece just behind the coil at the top of the wire where it feeds into the relay and at the soldered ground connections. If you have no power indication at any of these points, check for a loose or broken wire. You can try re-soldering the wires – and ask why do you do these things to yourself – or, better idea, go out and get another relay.

- Don't try bending the spring arms.
- Always remember to ground the relay baseplate. The coils will not actuate unless the base plate of the relay is grounded.
- If the directionals stay on but do not flash, replace the flasher before working over the relay.
- Long ago I converted my BN1 Big Healey to negative ground. Thus, when I start checking out a relay on the workbench per test number four and number five, I automatically ground the relay using the negative terminal and apply power using a lead attached to the positive side of the power supply. It does not matter which way you run the power lines for tests using an outside power source. You can ground the baseplate to the positive side or the negative side.

I hope all this helps. I've done three relays, including the one currently in my BN1 and the one used in these photographs. The latter was a junker I picked up at the Dixon Swap Meet along with some other miscellaneous stuff for \$5. Since I planned to use it only for photographic purposes, I bead-blasted it to make it more attractive, causing no damage other than blowing away the rotting remnants of paper wrapped around the coils. Then I decided to see if I could get it to work. As an example of the longevity and ruggedness of these devices, I got everything working after simply cleaning up the contacts and doing a little bending. Now all I need is another Healey for it. See you later.



For Sale 1960 Sprite one owner/family car, Southern California car now located in Arizona.

Almost everything under the shell is from a pre smog 1967 Mk IV. The engine, tranny, the entire hydraulic system, disk/drum brakes, separate master cylinders, the entire electric system including all instruments, backup lights, dash board, seats, wire wheels. Rear suspension is stock quarter elliptical with a banjo from a Mk I Midget for wire wheels. It has a factory hard top with sliding side curtains. Original factory vinyl bag for the side curtains. Original factory tool kit in the vinyl bag. The car is still positive ground with a generator,

Pentronix ignition, and Putzke's Bilstein shock conversion. The car had a full frame up rebuild/restoration in 1996. The car is Nevada Beige and has been carefully color matched when repainted with seven coats of PPG acrylic urethane. The car is running and drive-able. This car has many Popular Choice awards. It was photographed for a Moss Motors publication. Is the Subject of the video "It's All About the Car - 1960 Austin Healey Sprite" by Pure Entertainment. Recently appraised at \$34,500.

Asking \$28,000. Contact Bob at 858-755-2316 for additional information or photos.



For Sale 1967 Mk III Sprite second owner car. The car is mostly in parts but is complete to the best of my knowledge. The body work is done and the exterior is primed, the rest is painted BRG. Many parts are powder coated. There is new or good old glass for the windows, new black carpet with "Austin-Healey" embroidered in white. Most of the smaller parts are here, labeled and sorted. The 1100 engine and tranny have not been opened but am reasonably certain they will be major rebuilds at the very least. The seats will need to be completely done. There is a spare bonnet and boot lid and there is a hard top.

Asking \$3,500 Contact Bob at 858-755-2316 for additional information or photos.

From Editor Emeritus Sam Talbot



A little context from Sam Talbot- Every year Twin Lakes Church (where we attend) hosts a car show. This year there were about 140 cars, mostly American. Whooeee was the only legitimate Healey there. There was a Huffaker/Healey but nobody recognized it as a Healey. Foreign cars were represented by one each of the following: an E Type Jag, an MG TC, a Mini, a TR 250, a Porsche 356, a Nissan 350, and Whooeee. The Jag took the trophy.

The Huffaker/Healey that nobody recognized...



Whooeee was the only legitimate Healey there.

Mini sports a pop bottle radiator overflow



Coming British Car Events

San Diego British Car Club Council

• British Invasion Night at El Cajon Classic Cruz

On Wednesday, September 12th, we are invited to attend the El Cajon Classic Cruz. All British cars are welcome to come on that day. We are looking for a very few special cars to park in the reserved Promenade area, the cars must arrive by 3 pm, and cannot leave until 8 pm. All other cars can park on Orange Street, in the 'Car Club Corral'. That is between Magnolia and Sunshine.

Cars for the Promenade must be pre 1980, and we are choosing based on getting a good variety.

If you would like to park in the reserved area, please send a description of your car (year, make and model) to mold40@roadrunner.com.

If you would like to park in the unreserved "Car Club Corral", you can simply show up by 3 pm on September 12th.

Lastly, save the date... Saturday, November 17th. The San Diego MG Club will be holding a fun Poker Rally. If you missed the Ball Bearing Breaker Fun Rally, you missed a great event, so keep your calendar open for this upcoming Poker Run.

And of course, British Car Day will be Saturday, October 13th, at Spanish Landing Park East!

Motor On this Summer!

Joanie Berkwitz

President

San Diego British Car Club Council

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- **AUSTIN-HEALEY CALENDAR**, our colorful calendar with beautiful photography of these beautiful cars.
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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 July 20)

Member	Car	Pts	Member	Car	Pts
Stark, H & L	AH 3000	36	Cowan, T & Lisa M	AH 3000 Mk III	10
Galper, L	AH 100	29	Farnsworth, B & C	AH 3000 Mk II	6
*Benke, D & P	AH 3000 MKIII	26	Matheus, E & S	AH Sprite	6
Humphries, B & B	AH 3000	19	Schumacher, K & A	AH 100	6
Humphries, B & B	Jensen	22	Galper, L	Jaguar XJ6	5
Putzke, U & G	AH 300 MKII	16	Farnsworth, B & C	AH 3000 Mk III	4
Stalker, G & N	AH 100	18	Graves, E	AH 3000 Mk II	4
Snover R & A	AH 3000 MK II	12	Pleasant, M	Morris	3
Voth, W	AH 3000 Mk III	10	Galper, L	MG B	2
Leon, S & L	AH Sprite	10	Watt, A & S	Aston Martin	2
Moore, D & Larry A	AH Sprite	10			

*2017 CotY Winner, not eligible to win in 2018

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