

# HEALEY HEARSAY

Official Publication of the

*Austin-Healey*

Club of San Diego

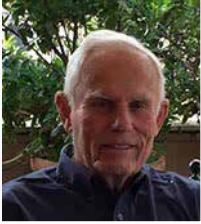


## In This Issue:

- Secret Car Club- Cars and Coffee at Fairbanks Ranch
- Peter Egan - The Austin Healey Sprite Story
- Tech Session on Susan Kwait's BN4

April 2020

## From The Editor:



**I**n keeping with the pandemic, and the cancellation of the March Campo train ride (*and it looks like everything else for a while*), I'm trying to restore past events out of little more than oil spots to fill Healey Hearsay...And you can guess how that's going...

I have all of the issues that I've done, over the years, and will try to resurrect past glories until the club is back on the road. The problem is that before the Internet, early Healey Hearsay's were produced as paste-up flats, printed, folded, stapled, and mailed. The flats are long gone. Reproducing the text isn't a problem but finding the photos are. Some photos were returned, others are who knows where...I have many of the original photos, just not some of the ones the ones I need...

This month's story will be about Sprites. I have been negligent about Sprite stories for the reason I have a BJ8 Convertible. I know more about my Healey model than 100-4's, than Sprites, Bug-Eye or Square Body. So, if there's any Sprite people, or for that matter, any Healey people out there, or just any people, really, now is the time to submit a story.

I will resurrect some past event for next month, if we're still on lock down. I'm going to double check photos before I commit to the article.

I want to commend Lou Galper for stepping up and doing articles for The hidden Car Club and Susan Kwait's resurrection of her BN4. Good job Lou and thanks...

And Terry Cowan and Lou Galper (again) for getting Susan Kwait's car, sorta back on the road.

Take care all, better days are ahead, or at least more interesting... Warren

## April Meeting

**At this time, all Club events are Currently canceled.**

As with the rest of the country, we will be evaluating this unprecedented situation and return to normal when it is safe to do so...



**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](http://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](http://www.sdhealey.org), or contact our Membership Coordinator, Don Benke 619-778-1680 [dgbenke@cox.net](mailto:dgbenke@cox.net) for details and an application.

## 2020 AHCS Board Members

**President-** Howard Stark - [hjsmentor@sbcglobal.net](mailto:hjsmentor@sbcglobal.net) 619-519-4250  
**VP- Membership-** Don Benke 619-778-1680 [dgbenke@cox.net](mailto:dgbenke@cox.net)  
**Secretary-** Lisa Mandell - [lisa.mandell14@gmail.com](mailto:lisa.mandell14@gmail.com)  
**Treasurer-** Sandy Leon - [leoncpa@cox.net](mailto:leoncpa@cox.net) 619-224-1393  
**HH Editor-** Warren Voth 619) 368-3895 - [vothstir@aol.com](mailto:vothstir@aol.com)  
**Activities-** Lou Galper- [lgalper1@cox.net](mailto:lgalper1@cox.net)-619-287-0626

## Special Staff

**CotY Recorder-** Rick Snover- [ricksnover@earthlink.net](mailto:ricksnover@earthlink.net)  
**Web Master-** Rick Snover - [sdhealey\\_admin@sdhealey.org](mailto:sdhealey_admin@sdhealey.org)  
**Delegate, Austin Healey Club of America-**  
Vacant - Contact any AHCS board member  
**Representative, San Diego British Car Club Council-**  
Alternates - Howard Stark and Don Benke  
**Representatives, Car Club Council of Greater San Diego-**  
Doc McAllister - [robertmcallister1@cox.net](mailto:robertmcallister1@cox.net)  
Udo Putzke - [ah1103putzke@gmail.com](mailto:ah1103putzke@gmail.com)

## 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".....	\$ 150.00 per year
Half page 5"x 8".....	\$ 100.00 per year
Quarter page.....	\$ 75.00 per year
Business card.....	\$ 50.00 per year
Non mem.- 1/4 pg. up to 3 mos.	\$50.00- 3 mos.

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](mailto:vothstir@aol.com))

**On The Cover:** 23 years in the making- Roland & Loreen Wilhelm's 100-4, on its first outing to the Hidden Car Club.

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



April 2020 Presidents message.

Hello everyone.

I hope everyone is doing well given the pandemic and staying healthy and isolating. This is tough and I have a hard time remembering the swine flu epidemic. I never experienced a requirement of this kind mandated/recommended by our federal and state Governments to isolate, but it will save lives limiting exposure and help to manage hospital overloading. With that, I'm working remotely, however we're now returning to the workplace, as it is essential to maintain our defense and homeland security.

There are so many event cancellations; it's unfortunate and disappointing to everyone. We will get through this difficult time. Although our club meeting plans in April were outdoors at Anthony's in the cabana, Anthony's has shifted their food service to take out, as have many other restaurants. Given the current distancing requirements our April meeting is cancelled. I'm sorry. I look forward to seeing everyone and having a chance to be out among members/friends so we will hope to meet again in May. I will try planning this with Anthony's. We will see what is possible, as we get closer to May, hope to be able to return to a new state of normal.

I met with the BCCC and although RBCD is cancelled, I recommended a drive only event for April 26th. If they like the idea and isolation orders relax, registration will be on line only with acceptance of a liability waiver. There will be a minimal registration fee. A route will be planned and distributed shortly before the event. Some members will be out on the road directing our wave and driving route. Maybe this will be possible April 26th. We will keep you posted. By then, I expect a lot of folks will be more than ready for a drive.

I wanted to tell everyone who came out for the Cars and Coffee and breakfast at the Fairbanks Ranch Country Club, Thank You! It was fantastic! The drive route Lou planned was a nice ride. There were 16 cars from our club and many members that drove Healey's and attended. The breakfast in the restaurant was great! I was amazed that so many of our members and cars showed up. We were invited to return for future Cars and Coffee gatherings. There will photos and information in the HH.

I hear that the tech session for Susan Kwiat' was a success. More about that will follow, in this publication. Good luck Suzy on your next chapter in Florida.

Hope to see everyone soon.

Be well  
Howard Stark



### Minutes: Austin Healey Club of San Diego Monthly Meeting

Wednesday, March 11, 2020

#### Mimi's Café Mira Mesa

President Howard Stark called the meeting to order at 6:49pm.

There were 17 members in attendance: Don Benke, Richard and Ada Stevens, Howard Stark, Jim Court (B), Udo Putzke, Bruce Hetrick, Alex and Sandy Watt, Terry Cowan and Lisa Mandell, Sandy and Lily Leon, Lex Dunn, Louis Galper and Deborah Durham (B) and Warren Voth.

Membership: Don reported 73 members. Three (3) members have not renewed. Don is following up on the few outstanding renewals. New members: Welcome Richard Thrift and Ruth Shelton along with Robert & Anne Rast.

Newsletter Update: Physical copies of the newsletter will continue to be sent out by Howard and Lynne for the next few months to members who do not have access to the electronic version.

Treasurer: Sandy Leon reported the treasury is stable and the club is solvent.

Activities: Lou reviewed the following upcoming activities:

- Tech Session for Susie Kwait's car - Sat March 14th at 9:30am (Susie is moving to Florida at the end of the month)
- Camp Train Museum with the MGM Club on Sat March 21st - (Cancelled)
- British Swap Meet on April 4th - (Cancelled per Steve Kirby - Next meet will be in the Fall)
- La Jolla Concours d'Elegance April 17th-19th
- Motor Cars on Main Street Coronado - April 26th
- Rolling British Car Day April 26th - (Cancelled)
- Healey Rendezvous at Lake Tahoe from May 17th - 21st - (Cancelled)
- Crystal River Healey Conclave in May - (Cancelled)
- Sonoma Speed Festival May 28th - May 31st - Terry Cowan shared information on the event and the presentation of cars is now similar to the Goodwood Revival in England. Terry will be racing his Sprinzel Sprite in the event.

President: Howard Stark shared with the group the Rancho Santa Fe Secret Car Club activity on March 7th was a great success with a turnout of 30 cars. Suggestion made to do this event again later in the year.

John Schermerhorn's car sold on March 9th. Mary called Howard to express her appreciation for all the work the club performed on Johns' car.

AHCA Roster Update: Howard thanked Don Benke for his due diligence in meeting the AHCA roster deadline.

Newsletter Reminder: Newsletter information and articles are due to Warren no later than the 20th of the month.

February Meeting Minutes: Motion made to approve minutes from last month's meeting. Minutes were approved.

Dinner Winner: Ada Stevens April Club Meeting: April 8th 6:30pm at Anthony's in LaMesa

The meeting was adjourned at 7:23pm.

what the future brings....



The Austin Healey and MG Clubs will be taking a scenic ride to ride the State train the Pacific Railway Car

We will meet at the Hooleys/Rie Theater parking lot in R Jamacha Road and Cam at 9am, and drive the Train Depot. OR M

Once there, we will buy tickets prior to the ride. The \$18 per adult, \$12 per child. This includes the 45 minute ride through the beautiful scenery and entrance to the museum.

Food and drink served on the train and there is a picnic area and a machine at the depot.

For lunch, Cafe B Diner is about a mile from the Museum.

## 2020 ACTIVITIES

### April

Monthly Meeting on our Cor' L... are you are September 19 Main Street- confirm at

...g - Make sure you are on our ...ver@earthlink.net

Del Mar Fair Healeys at the Fair -Full Day  
Monthly Meeting  
Fathers Day Car Show at Belmont Park  
Tech Session

### July

- 4-Fourth of July Celebration Party and Club Meeting- Club funded party
- 8 Monthly Meeting

### August

- Breakfast on the Bay with
- --Monthly Meeting- Our breakfast may pre-empt our monthly meeting.
- 12 Monthly Meeting

### September

- 6-11
- 9 Monthly Meeting-
- 11 El Cajon Cruise British Invasion
- ?Tech Session ?

### October

- 14 Monthly Meeting-Meeting may be During or Af-

**ALL ACTIVITIES ARE ON HOLD UNTIL WE GET THROUGH THIS...**  
We are leaving this page as is, to remind us that better days are ahead... We will get through this and maybe even learn something... I am reminded of the Chinese saying...  
**May we live in interesting times...** For sure, we're doing that...



### Secret Car Club Cars, Coffee and Breakfast March 7 at Fairbanks Ranch Country Club Was a Huge Healey turnout...

*By Lou Galper*

We had a great event on March 7th at Fairbanks Ranch Country Club. Our scheduled caravan start was at the Mira Mesa park n ride on Saturday morning at 8:30. Our group of seven cars peeled out of the lot on time and headed to the first turn, about half a block down.

Three of us made the turn, the rest of the group missed the turn and kept going straight. Anyway, our small group, with Terry and Howard, had a fun ride up Black Mtn Road to Carmel Valley Rd and on to the Country Club.

After about a half hour, we turned into the Club, and saw Healey's lined up in the parking lot. It really was unbelievable... Our club overwhelmed the whole event, with 15 big Healey's and 2 Bugeyes, this turned into one our largest local turnouts ever.

We saw several previously unseen cars, including the maiden run of Roland and Loreen's 23-year restoration- BN1-Old English White; new member Lorne Polger's BJ8, and an assortment of everything else. Our lost group of four finally showed up, too. There were some other marques in the lot, but the Gullwing



*After twenty-three years, Roland has finished their BN1, and it looks great in Old English White. So Roland and Loreen,... are you up for another drive to Ocean Shores? Remember my stuck voltage regulator we banged on a curb in San Louis Obispo, and dinner at Bon Temps? Loosing each other on the San Jose Freeway? Nepenthe? Those were the days...*

and DB4 were shunted aside so the Healeys could be appreciated.

We had worried about rain, but the day turned out great. Great Breakfast inside the Club on white tablecloths and a view of the golf course. Not sure what clicked with everyone to attend; must be the excitement of a nice venue, early in the day, who knows, but we would sure like to duplicate it.



## 15 Big Healeys & 2 Sprites



Mary Ann Wolf, James Court, Don Benke, Ed Matheus, Udo Putzke, and Eric Wolf.

Right- Lou Galper, Barbara & Bob Humphreys, Lorne and Abraham Polger and Howard Stark.

Below- Tom and Jamie Linnard.



...Our club overwhelmed the whole event, with 15 big Healeys and 2 Bugeyes, this turned into one our largest local turnouts ever...



Right- Gary Stalker is hiding out in the in the parking lot.





## Tech Session on Susan Kwiat's BN4

*By Lou Galper*

We had a small tech session with big results on Gerry, (*our long time member who passed away*) and Susan's cherished car. In attendance: Bob Humphreys, Lou Galper, renewed member Richard Thrift, Terry Cowan, Susan's friend-Ben. As luck would have it, the Interstate Battery store is just down the street, so after purchasing (\$70.) and installing the battery, we immediately started to dust off the car. After spending some more time vacuuming and detailing, we turned our attention to the engine.

The car had sat for about 2 years, so we checked for fuel and noted that it was bone dry. Okay, we had some fuel on hand and poured a gallon in. Checked oil and turned key – nothing, then went to next step of knocking smartly on the SU fuel pump—no dice. Rather than giving up for the day, Terry pulled the electrical portion of the pump off and cleaned the points, and brushed off the brass lower half of the pump still attached to the bulkhead.

It clicked a little, so it got reinstalled, and we tried again. It started pumping enough to fill the float bowls, so we gave another try. The car started, sounded good and a big cheer was heard all around. Of course, we had to keep on tapping the pump, which we are all used to, but the engine seemed to be ok.

By then, I could still smell gas, and then noticed the tank dripping. On further inspection, the tank drain plug fell to the ground complete with the fitting that was supposed to be soldered onto the rusty tank, along with a quantity of RTV sealant from Gerry's previous repair.

We then went back to detailing. Terry has trailered the car to his shop to install a new tank, and is arranging auto transport this week. Susan took off with her new husband last week and is at her new home in Florida.

*So long, its been good to know ya...  
So long Susie, so long...(ed.)*





## The Austin Healey Sprite Story



Seldom in the course of endeavor have so few dollars provided so much fun for so many.

*By Peter Egan*

Was ever a car named more aptly than Austin Healey-Sprite? In factory-project form it was simply called the “Q car”. While those who worked on its design nicknamed it the “Tiddler”. Fortunately, Donald Healey placed great importance on a car's name and spent along time ruminating before he settled on “Sprite” a name borrowed from his old employers, the Riley company. The choice, in retrospect, seems not only apt, but the only one possible. It suggests everything the car was, and still is, quick, small, alert, charmingly gnomish and full of spirit.

The “Bugeye” or “frogeye” Sprite, as was called immediately by almost everybody, was revealed to the world in May of 1958 and lived in its original cheerful smiling form for only three years before metamorphosing into the “improved but less distinctive Mark II Sprite and Mark I MG Midget in 1961.

A fifties design with one foot in the sixties, the Bugeye Sprite was another of England's Greatest Turn -of-the Decades Hits. Like the mini Lotus Seven and E-Type, it created an instant cult and symbolized the uncorking of real fun in what had been a rather gray and fogbound postwar industrial economy.

Culturally, the Sprite seemed to anticipate, in its own small way, the arrival of the Beatles, James Bond, Carnaby Street, Richard Lester, Beyond The Fringe, and other slightly madcap diversions. It was the lively time when the country was on a roll.

What else to expect from the likes of Donald Healey and family? If any clan ever more visibly enjoyed cars, and everything you could do with them, I'm hard pressed to think who it would be.

The elder Healey, after all, was a lively soul of the open cockpit school. A one time Sopwith Aviation apprentice and World War I pilot, he returned to his home in Parrenporth, Cornwall, to run the family garage and tune racing cars. During the Twenties and Thirties, he won dozens of important rallies in the cars he personally prepared, working for both Riley and Triumph.

During World War II, Donald Healey designed armored fighting vehicles for Humbler and here he met engineers and businessmen who would form the core of his new Donald Healey Motor Company, working with sons Geoffery, John, and Brian. After the war, the company quickly put itself on the automotive map, achieving success with Silverstones, Nash-Healeys and Big Healeys-the famous, swooping 100 Fours (1952-1956) and

later 6 cylinder cars, first produced in 1956.

It would be nice to think that the Bugeye Sprite was a long-time dream Donald Healey carried around in his fertile imagination, but the incentive to build came from short (but amiably pointed) conversation Healey had with Austin's Leonard Lord in 1956.

Lord mentioned the sports-car market was shrinking as prices climbed and suggested it was time for Healey to build a “bug”. a small, inexpensive sports car that anyone could afford. There was a gap in the market to fill, and it was high time someone filled it. Using lots of Austin parts preferably.

The Sprite went from suggestion to reality in a remarkably short time. Its basic chassis design was by Barry Bilbie and a tentative set of body lines was penned by Garry Coker, who drew a full scale outline of the car on a factory wall for Donald Healey's approval. While there were 55 separate stampings in the weld-up chassis plan, the end product looked minimal and well-conceived.

The car was a simple shell, stiffened by its rockered panels and transmission tunnel, with two box sections reaching forward under the hood to support the engine and suspension. The hinged, one piece bonnet was originally designed with fold down headlight housings, but these were nixed in the name of simplicity and low cost. The headlights were left in the upright position, giving the car a pair of permanently startled eyes to go with its smiling grille.

Austin's A35 engine, independent front suspension and rear axle were used, while the rack-and -pinion steering came from a Morris Minor. Rear suspension was dead simple, a live axle bolted to the ends of quarter-elliptic springs, like a barbell held out on two extended hands. Upper trailing arms kept the axle from rocking, and Armstrong lever shocks did the damping all round.

The 34-bhp, ohv A35 sedan engine was a somewhat antediluvian design with three main bearings and a non-cross flow head, but Morris Motors engine man Eddie Maher, boosted output to a heady 48 bhp at 5000 rpm. A pair of 1-1/8 SU carburetors replaced the Zenith downdraft, while sturdier bearings and clutch were installed to handle the load. With a bore and stroke of 63.0 x 76.2 mm displacement was 948 cc and the compression ratio was 8.3 :1.

Everywhere in the car simplicity reigned. Doors were hollow and windowless--plastic sliding side-curtains were used-with map pockets screwed onto them; door handles consisted of a bolt, spring and striker plate, like something from a stable door.

The starter pull-button yanked on a cable that went straight through the dash to the starter switch. The tach cable ran off a small gearbox on the back of the generator. That way, when revs suddenly dropped, you knew the fan belt was loose. Or the tach drive had seized again. Or the cable was broken. Or the tach. In any case, it was easy to fix.

The car was an instant hit with the press. Healey took advantage of the 1958 Monaco Grand Prix by issuing Sprites to the gathered reporters and turning them loose on the mountain roads and the accolades kept pouring in. Here was an affordable sports car that put the fun back in driving. Not a fast car, in the world of high-performance automobiles--typical road tests of the era had the car doing 0-60 in 20.5 seconds., 21.8-second quarter mile and atop speed of 82.9 mph--but nimble it was. And a good thing too.

Austin-Healey started racing the new car almost immediately, fielding nearly stock Sprites, or aero bodied variants for every major sports car race, LeMans, Sebring, and the Targa Florio. The Sprite acquitted itself well, often doing battle with the more exotic progeny of Carlo Abarth, though it didn't hurt that Healey managed to get some very fine drivers behind the wheel: Tommy Wisdom, John Sprinzel, John Colgate, Paddy Hopkirk, Bruce McLaren, Pat Moss, Stirling Moss, and others.

In the 1958-1960 era, there were few \$1795 sports cars whose owners could say, "Stirling Moss races a car like mine". The effect may have been incalculable.

At the amateur level, the Bugeye reinvigorated SCCA Production racing in the U.S. to a pitch probably unseen since the MGTC invasion. It was then, and is still, 38 years later, the H Production car to beat. It was cheap to buy, simple to work on, inviting to tune, and relatively unthreatening to drive. Also, the parts didn't weigh much. Two people could lift an engine easily, one person could do it with only minor disc injury, after a kitchen table rebuild. If this seems like a personal comment, it is.

During the seventies, yours truly owned no fewer than six Bugeye Sprites, restoring four of them and selling them at a huge profit (about 0.25/hour for my labor) when I first got out of college. An H Production Sprite was also my first racing car, and I drove a British Racing Green, right hand drive Bugeye for almost three seasons.

Meanwhile, I kept acquiring Sprite parts cars. People I knew raced and worked on these cars, so they'd call with backyard sightings derelict Bugeye's, all which I dutifully bought and

dragged home. My garage, for a period of six years, was piled to the rafters with Sprite parts, and at one point, I had three spare bonnets sitting along the wall.

There is just something about these cars that makes them cluster in the garages of those who fiddle with machinery, probably because they are so irresistibly uncomplicated to work on. (I used to joke that the door of an E-Type Jaguar contained more separate parts than an entire Bugeye).

Still, it is no small task to restore one to factory-original perfection- or more correctly, factory-original imperfection.

Like most older sports cars, the Sprite can benefit from a few updates-later disc brakes, front anti-roll bar, a later 1098 or 1275-cc engine conversion, etc. Many owners have made these changes, so it's rare to find a flawless stock example that appears to have been driven off the assembly line only moments earlier. Such as our 1960 Salon car, chassis number AN5L/35806.



Owned and restored by Rob Garofalo of Thousand Oaks California, it is the first Mark I Sprite ever to win a Gold Award at the once-per-decade Austin-Healey Concours d'Elegance, which was last held at Breckenridge, Colorado, in 1992.

Garofalo bought his first Sprite new in 1958, but confesses that "like everyone else, I ran it

into the ground". He must not have abused it too badly, however, as he put 100,000 miles on it with no engine repairs, before selling it to a friend.

"I'm no mechanic", he confesses. "Before I started restoring the green Sprite here, I had never even changed oil in a car. But I always had a dream of restring a car. Every kid does. And at fifty-something, I was still a kid. I decided to restore a Sprite and collected everything I found on Bugeye's.

His car turned up in the classifieds of a club publication in 1989, along with a 1961 parts car, \$5,000 for both. Garofalo says the 1961 car was heavily modified and the other was disassembled. It belonged to Kay Howard, whose husband Mike had started a restoration while ill with cancer and had recently died. She wanted the car restored the way he would have done it- no RX7 engine conversions- just a nice original.

"A lot of boxes came with the car" Garofalo says. "The engine was in boxes, and the brake master was on the seat." He checked the production dates stamped on the shocks, turn-flasher, regulators, etc., and found the car to be at least 90-percent original.



Sending the chassis number to British Heritage Trust, he learned the car had been built between March 30 and April 2, 1960, and shipped to Fort Worth Texas. When Garofalo bought the car, it was Burgundy, but it originally been Leaf Green with a black top and green trim.

He did an exact color match using some unviolated paint under a taillight, acid dipped the chassis and built an elaborate roll over to hold the body. He researched the original direction of factory cotter-pin and grease nipple installation and used an X-Acto knife and magnifying glass to reveal the proper grades of gloss or dull black paint used on suspension pieces.

While for original tires, Garofalo stumbled across the unimaginable-- a set of brand new factory rubber floor mats, owned by a man in Iowa. How much did he pay for them?

"A lot", he said wincing.

Original, unworn 5.20 x 13 white-wall Dunlop Gold Seal tires were tracked down---two from Connecticut, two from Northern California and one from New Jersey.

The engine (still with standard bore) was rebuilt by friend and mechanic Lou Ghibaud, who along with another pal Otis Mullen, spent hundreds of hours helping Garofalo with the project. Garofalo's wife Betsy, a house-proud perfectionist, made the ultimate sacrifice and let Rob keep the Sprite Bonnet on a blanket in the living room when he ran out of garage space. The car was finished in one and a half years, just in time for the Concours.

Out of 1000 possible points, the green Sprite scored 990. Where was the flaw?

Judges said the 30-year old tires, though unworn, had tiny age cracks in the sidewalls and took off two points per tire.

So what we have here is a car so perfectly restored that only another perfect Sprite with tires out of a time warp will outscore it.

Garofalo is satisfied. He had a Gold certificate signed by members of the Healey family, as well as surviving members of the original Sprite design team. Sadly, Donald Healey, who died in 1988, never got to see this reborn example of his fine work.

Cosmetic excellence is one thing, as we know, but driving fun is what Sprites are about, so I was pleased to have a chance to drive Garofalo's car through the hills around Thousand Oaks one sunny afternoon.

He handed me a map of the area and insisted that I take it for a long drive by myself, to be alone with the car and my thoughts.

Ah, behind the wheel of a Sprite again. I had last driven one when my wife Barbara and I drove our own green Bugeye from

Wisconsin to California in 1985.

A loud metallic clink of the drivers door, big plain plastic steering wheel with a little lightening-bolt emblem on the horn button. Comfortable, but rather vertical bucket seat, not too close to the wheel. Plenty of leg room and good pedal placement. You don't have to be small to drive a Sprite comfortably.

Set the choke and pull the starter knob(S) and the engine fires with a surprisingly mellow exhaust note, for 948 cc. Cold oil pressure 45 PSI at idle, 6000 rpm on the tach with a 5500-rpm redline. 392 miles on the rebuilt odometer. This car is just being broken in and shaken down mechanically, so Garofalo asks me to note any adjustments needed.



Nonsynchro 1st is best engaged after second to slow down the gearbox rotation. It goes in with a click and I'm out of the driveway. Amazingly light, short clutch throw and an effortless gearbox with a tight pattern; third is almost like going back into 1st. Delightful.

Sprite steering is so quick it catches most first time drivers by surprise; it can twitch into corners with dolly wheel abruptness, so smooth input is needed. Initially it always feels like a car with almost no castor,

but this sensation goes away with familiarity and it feels merely alert and responsive.

Stock springs are relatively soft, allowing a fair amount of front body roll on turn-in, but once the car takes a set, it accelerates nicely through a corner with a slight front-loaded pitch.

Handling balance goes from mild understeer at lower speeds to general neutrality if the car is driven smoothly and not pushed too hard on small stock tires. At the adhesion limit, however, the short coupled Bugeye tends toward snappish oversteer and the quick spin, so you have to correct very quickly to catch it. (An experienced H Production driver can feel a spin coming intuitively; the hair raises on the back of his neck.) A front anti-roll bar is a good investment, where originality is not an issue.

The brake pedal on Garofalo's car is on the low side, as he is just bedding in new shoes, but the front drums do a better job of stopping the car than you might expect. When I started racing Sprites, some drivers were still using front drums rather than later discs, for their lighter weight--and winning.

Cruising down the boulevard near Garofalo's at 45 mph with one elbow out the door, I note the tach reads 3000 rpm and the engine is putting out a wonderful hollow and resonant exhaust note. Forty-five to 65 mph is a nice range for the Sprite, which

## Sprite Factory Specifications

gets decidedly busy at higher speeds.

Strangers stop on the street and watch it go by; children in other cars are fascinated. A cop motions me to go first at a four way stop, then follows the Bugeye for several blocks, with a grin on his face.

All of this is part of the Sprite's original and enduring appeal. In styling and function it achieved a balance very few small and inexpensive cars have managed, even in our time.

It is cute but not cloying; inexpensive without feeling cheap. It has genuine racing history--legitimate as any legendary historic racing car you might find at Monterey--yet remains affordable to almost everyone. About 50,000 Bugeye's were made, after all, and not everybody wants one.

To be attracted to the Sprite, you have to see in that smiling face the reflection of something a little irreverent and mischievous in your soul.

*This story by Peter Egan was first published in a 1960 Road & Track issue. Document ID: rta60310*

### SPECIFICATIONS

Curb weight 1460 lb  
Wheelbase 80.0 in.  
Track, f/r 45.4 in./44.8 in.  
Height 48.0 in.  
Fuel capacity: 6 gal.

### ENGINE & DRIVETRAIN

engine: ohv inline -4  
Bore x stroke: 63.0x 72 mm  
Displacement: 948 cc  
Compression ratio 8.3:1  
Horsepower (SAE) 48 BHP @5000 rpm  
Torque: 52 lb-ft @ 3300 rpm  
Fuel delivery: two SU carburetors  
Transmission: 4-speed, nonsynchro 1st

### CHASSIS & BODY

Layout: front engine/ rear drive  
Brake system, f/r 7.0-in. drum/drum  
Wheels: pressed steel, 13 x4 (wires optional)  
Tires: 5.20 x 13  
Steering: rack and pinion  
Suspension: f/r lower A-arms, coil springs with Armstrong lever shock absorber arm supporting top kingpin/quarter-elliptic leaf springs, live axle w/upper trailing arm supporting top of kingpin/quarter elliptic leaf springs

**"Keep'em On The Road"®**



Tom Os  
1960 Austin Healey 3000

**The Fun Part About Destinations  
... Is Getting There!**

VictoriaBritish.com

Parts and Accessories for

- MG
- TRIUMPH
- AUSTIN HEALEY
- SUNBEAM





## • 2020 AHCSO ACTIVITIES CALENDER •

### April

Monthly Meeting – To confirm: – Make sure you are on our email list

Contact: Ricksnover@earthlink.net

La Jolla Concours – rescheduled to September 19

- 26 Coronado Motorcars on Main Street- confirm at 619-437-0254

### May

- 13 Monthly Meeting – Make sure you are on our email list to confirm.

Contact: Ricksnover@earthlink.net

### June

Possible Del Mar Fair Healeys at the Fair –Full Day

- 10 Monthly Meeting
- 16 Fathers Day Car Show at Belmont Park
- -- Tech Session

### July

- 4-Fourth of July Celebration Party and Club Meeting- Club funded party
- 8 Monthly Meeting

### August

Breakfast on the Bay with

- --Monthly Meeting- Our breakfast may pre-empt our monthly meeting.
- 12 Monthly Meeting

### September

- 6-11
- 9 Monthly Meeting-
- 11 El Cajon Cruise British Invasion
- ?Tech Session ?

### October

- 14 Monthly Meeting-Meeting may be During or After British Car Day.
- 10 British Car Day
- --Octoberfest – open

### November

- 11 Monthly Meeting and Board Elections- Come volunteer for a position and Cast your Vote.

### December

- 12 Holiday Party – More to follow
- 31 New Year's in Abingdon 2pm to 4pm – Location to be announced

#### AHCSO APRIL BIRTHDAYS AND ANNIVERSARIES

##### BIRTHDAYS

Ron Darland.....6	Claire Coombs.....27
Lou Galper.....10	Ed Matheus.....29
Patricia Benke.....15	

##### ANNIVERSARIES

John & Lilah Felt.....	2/7/15
Alexander & Margaret Geffert.....	2/24/57

**Sanford M. Leon**

*Certified Public Accountant*

2322 Lucerne Drive  
San Diego, CA 92106

Phone (619) 990-8728  
Fax (619) 436-2421



Terry Cowan, Owner

**Toy Shop Restorations**

[www.toyshop-resto.com](http://www.toyshop-resto.com)

(619) 477-2906

(800) 798-6469

[terry@toyshop-resto.com](mailto:terry@toyshop-resto.com)

Show-quality restoration &  
service of classic British  
and European sportscars

## Heritage Motorsports

### British Automobiles

- Parts, Repairs
- Award Winning Restorations
- High Performance Engineering
- Specializing in Austin-Healey, Triumph, TVR



We are the largest Moss Motors Distributer in Southern California And Offer a 15% Discount On All Orders.

Please visit our website at:

[www.randy@britishheritagemotorsports.com](http://www.randy@britishheritagemotorsports.com)

1437 Pioneer Way, El Cajon, CA 92020

Phone/Fax 619-447-0025

By Appointment Only- Randall Zoller Proprietor

## FOREIGN SPEEDO, INC.

COMPLETE SPEEDOMETER & TACHOMETER REPAIR.

FOREIGN, DOMESTIC & TRUCK  
CALABRATIONS\* FREE ESTIMATES

(619) 298-5278  
[foreignspeedoinc.com](http://foreignspeedoinc.com)

2246 1/2 UNIVERSITY AVE  
SAN DIEGO, CA. 92104

## 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](http://www.healeyclub.org)



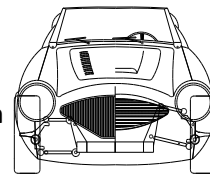
## Putzke's "FAHRSPASS"

USA Phone: 858-486-3870

Cell Phone: 760 315 3592

E-mail: [ah1103putzke@Gmail.com](mailto:ah1103putzke@Gmail.com)

[www.putzkes-fahrspass.com](http://www.putzkes-fahrspass.com)



The one and only



Shock absorber conversion Kit for:

**Big Healeys \$ 1049 / \$ 1099** (BJ8 Ph2)

**Bugeye Sprite \$ 590**

**Jensen-Healey \$ 499** (2 front & 2 rear shocks)

*Front and rear, with brackets and all hardware.  
Bolt-on, no frame modifications required.*

### Polyurethane bushings

For all Healeys, front lower and upper suspension, rear leaf spring eye, Sway-bar link. Individually available. Check our web page for prices.

**Electronic Ignition** for all 4- and 6-cylinder Healey's.  
\$109 for positive ground. \$96 for negative ground.

**NEW Rear spring Anti twist shock kit for the AH 100-4 to BJ7 \$449**

**Car Bra**, custom made for BN1 to BJ8 + Bugeye Sprite.  
**Black \$299**

**Plastic Knock-off Hammer. \$75**  
No more dents or scratch on your Wing nuts.

For more details, prices and pictures, please visit:  
[www.putzkes-fahrspass.com](http://www.putzkes-fahrspass.com)

Club discount on order of three or more shock kits.

**Drive your HEALEY safer and with more confidence!**



# 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](mailto: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.

## 2019 CotY Standings (as of March 20)

Member	Car	Pts	Member	Car	Pts
Galper, L	AH 100 BN1	28	Matheus, E & S	AH Sprite AN5	6
Benke, D & P	AH 3000 MKIII	18	Neumeyer, E & A	AH 3000 MKIII	6
Voth, W	AH 3000 MKIII	18	Polger, L & A	AH 3000 MKIII	6
Court, J	AH 3000 MKIII	16	Richtmyer, R & C	AH 100-6 BN4	6
Putzke, U & G	AH 100-6 BN4	16	Snover, R & A	AH 3000 MKII BT7	6
Stark, H & L	AH 3000 BT7	12	Stalker, G & N	AH 100 BN1	6
Rogers, W & S	AH 3000 MKIII	10	Wilhelmy, R & L	AH100 B1	6
Grundies, D & Diane S	AH 3000 MKIII	8	Wolf, E & M	AH 100 BN1	6
Humphreys, B & B	Jensen Interceptor	8	Humphreys, B & B	AH 3000 BT7	4
Cowan, T & Lisa M	AH 3000 MKIII	6	Court, J	Aston Martin DB	4
Graves, E	AH 3000 MKII BT 7	6	Galper, L	MGB	4
Linnard, T & D	AH 3000 BJ8	6			



# THIS IS WHO WE ARE



## DELIVERING QUALITY SINCE 1948

**David Williams**

R & D Shop Supervisor  
ASE Master Technician  
Moss employee since 2005

**David Aitnik**

Chief Engineer  
Moss employee since 2013

**Mike Vickers**

Product Quality  
Assistant Supervisor  
Moss employee since 1988

We take pride in being funny. Take our Classic Gold brake shoes for example. Before being called Classic Gold, we improved the original stock design, then had them remanufactured, inspected, trial filled and tested on the road. Accept nothing less than the best. We don't.

**SAME DAY SHIPPING**

**FREE CATALOGS**

**TECH SUPPORT**

**EAST & WEST COAST WAREHOUSES**



800-667-7872  
**MossMotors.com**



P.O. Box 17101  
San Diego CA 92117

**April Monthly Meeting**

**At this time, all Club events are  
Currently canceled.**

As with the rest of the country, we will be evaluating this unprecedented situation and return to normal when it is safe to do so...