

# HEALEY HEARSAY

Official Publication of the

*Austin-Healey*

Club of San Diego



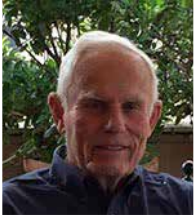
## In This Issue:

- Cars & Coffee At The Secret Car Club
- Conclave 2021 Comes To Big Bear, May 16-21
- Oldie But Goodie Sprite Stuff From the Sixties

October 2020



## From The Editor:



**T**hanks for the accolades I receive on the newsletter. And It's nice of you not to mention the errors I find after the newsletter is on the web.

Even though I run all text through spell check and proof everything multiple times, something always seems to get through...I felt last months issue was especially good because of extra material from members.

Being editor in times like these may be the only contact many members have with the Club. The newsletter itself has its own existential life meaning in holding the club together. In a real sense, being editor becomes a calling as well as a great monthly mental exercise.

It's October and time for my seasonal pitch to members who might be considering stepping up as a board member. As I have mentioned, editorship has improved my writing (*I hope*), editing, layout, and staying in the game of life. Any board position will add perspective to life, which is always a good thing...

I spent a good part of a day going through all my old Syquest Zip files to see If I could retell stories that are at least fifteen years old. Unfortunately the files are too old to open and many past issues were paste-ups which are gone. So I will try to resurrect old tales with past news letters and photos that I have.

The Hudson Terraplane story on page nine was a promotional bullseye for it's time. The day was the middle of the depression and Hudson and other manufacturers were trying to stay relevant to hard times. While others were cutting price, Hudson decided to introduce a whole new car.

Enter Hudson's Essex-Terraplane. Soon after introduction, Essex separated from Terraplane and Terraplane was on it's own . The Terraplane captured the romance of flight which the Art Deco grille echoed. And it was outselling the Essex four to one. To top it off, the first Terraplane was given to Orville Wright. Amelia Earhart got the second and christened Orville's, the first, with a bottle of gasoline, which had to be one of the greatest promotion stunts of all time... And then...at the end of 1937, Hudson drops the line... What were they thinking? No one now really knows...Terraplane disappeared, much like Amelia herself...gone but not forgotten... Take care, Warren



**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:** Roland & Loreen Wilhelmy in their recently restored BNI, (a 23 year project), at the Cars & Coffee Secret Car Club, Cielo Shopping Center, Rancho Santa Fe.

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





Hello

As we have come into fall weather, I see leaves are beginning to coat our yard landscape. Once the heat factor reduces and the chill begins, it will feel more like fall rather than summer. Nights are especially pleasant now. Record temperatures are hitting our state and 107 is a bit over the top for El Cajon. The term hot box becomes real, but I am hopeful temperatures will soon turn to milder and cooler days.

Our state is tightening its hold on social gatherings and I feel a concern over our safety and health as well. We continue to meet on Zoom and are getting out for social drives distancing to remain safe. It is enjoyable gathering with other car clubs, which allows us to meet other fun people and see some really nice cars. I believe more drives are in our future and provide us a safe break from our isolation. Lou will continue to keep us informed about driving activities so we can get out together and remain safely distanced. I was out of pocket the last month and missed a couple gatherings and expect there will be some pictures in this newsletter. I was able to attend Cars and Coffee in Mission valley, a couple weeks ago and saw Alex and Sandy Watt, Bob and Barbara Humphreys, Bob Rast, Lorne Polger, Bill Mayer and many others. There were some great cars and folks from other clubs, around 30 cars in all. Nice time and a beautiful day to be out.

Our Ocktoberfest party is cancelled, thus Covid 19 is breaking another of our traditional club gatherings. That doesn't mean we will not be thinking about past celebrations, so fire up the barby, toss on some brats and enjoy your favorite beer and remember past times together. I will miss cooking up all that food, but am sure I'll have that chance again. Enjoy this time with your family. Looks like Halloween will break a lot of kids hearts so be creative with your grand children.

The Presidential Election is around the corner. It will be interesting! Consider all those propositions that may have a lasting effect upon us. It seems several measures are good and many show up year after year restated differently to trip up voters. There should be a law about misrepresenting facts, especially" as seen on TV" advertisements. It is also board election time for our club in November. Please reach out to Don Benke indicating your interest in any board position. I imagine elections will be via electronic means and be held during our zoom meeting in November. Don will discuss this during our next zoom meeting on Wednesday October 14th @ 6:30 PM.

We have been sending out Conclave 2021 messages as we heard rooms at the primary hotel are filling up fast. There will be other hotels to stay at, but we wanted to give our members notice to arrange and reserve rooms at the main hotel before they were gone. This will make it easier for us to get together in May, while enjoying the event. I was surprised to learn so many clubs members, both in and out of state, have already registered. I had thought there was plenty of time, but that isn't the case. Rooms can be held by credit card after registration has been completed. The registration must be paid in full, but the hotel did not charge our credit card for room hold. The hotel has back to back events the week before and after Conclave, therefore there may be limitation for stay ing extra days. There are cancellation provisions. Please look them over. We are looking forward to Conclave 2021.

Best Regards  
Howard Stark

**Wed. October 14th, 6:30 PM**  
**ZOOM CLUB MEETING**  
**You won't want to Miss Elections**



### Minutes: Austin Healey Club of San Diego Monthly Meeting Wednesday, September 9th, 2020 Online via Zoom

President Howard Stark called the meeting to order at 6:46 pm.

**There were 20 members in attendance:** Don Benke, Howard & Lynne Stark, Alex Watt, Terry Cowan & Lisa Mandell, Sandy Leon, Louis Galper & Deborah Durham, Ed & Sandy Matheus, Erich Wolf, Warren Voth, Bob & Barbara Humphreys, Rick Snover, Rob McAllister, Robert Reid, Bob Rast and Roland Wilhelmy.

**Prior Meeting Minutes:** Motion made to approve minutes from Aug 12th meeting. Minutes were approved.

**President – New Business:** Howard reported and brought forward the following for discussion:

- **New Member Car Info Sharing:**  
Bob Rast: 1960 3000 Red & White with a hard top is a 2nd owner car. Bob has owned it for 55 years.  
Robert Reid: Robert let a friend drive his 1959 100-6 and they were involved in an accident totaling the car. Thankfully both Robert and his friend were not seriously injured.
- **November Elections** – Howard advised the elections will need to be via Zoom. Additional planning needed to determine effective voting methods and result determination.
- **Alternative Options for Oktoberfest and Holiday Party** – Lynne suggested we schedule drives around Halloween and potentially Thanksgiving and Christmas as alternatives to our typical club hosted parties. Creativity could be encouraged for the drives (Examples: Funny Hats, Crazy Headbands, etc.) Drives could possibly include food and toy donations. Donations will have to follow county guidelines for COVID 19. More information to follow.

**Activities:** Lou reviewed the following upcoming activities:

- **Oktoberfest Party** – Cancelled due to COVID
- **Holiday Party** – Suggestions from members still being solicited. Automotive Museum is not an option.
- **Sat Sept 12th** : Cars and Coffee with Secret Car Club in Rancho Santa Fe. Meet at 8:30am at the Cielo Shopping Center, 18021 Calle Ambiente, Rancho Santa Fe 92067.
- **Sat Oct 10th** : Automotive Museum Fund Raiser. \$95 entry fee includes lunch.
- **Future Activities:** Current environment continues to create challenges with planning club activities so members are encouraged to share ideas with Lou or other board members on favorite drives where social distancing guidelines can be observed.

**Membership:** Don reported 71 members which is the same as last month.

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

**Editor:** Warren thanked all the contributors that provided stories for last month's newsletter. Consensus amongst members that last month's newsletter has some great stories! Please remember to send Warren stories and photos by the 20th for inclusion in the newsletter.

**Club Members:** Lynne advised she still has Austin Healey hats for \$20/ each. Rob McAllister suggested we do a drive and end with lunch at 94th Aero Squadron Restaurant as they have done a good job with arranging for social distancing dining for groups.

The meeting was adjourned at 7:29pm.



### • what the future brings •

#### Austin Healey Club of San Diego 2020 CALENDER

- **October**
  - 14 Monthly Zoom Meeting-Email to be sent
  - 24 British Car Day has now been cancelled
  - Octoberfest – Cancelled... Unfortunately
  - 31 A Club Drive. More to come, hopefully...
- **November**
  - 11 Monthly Meeting and Board Elections-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

Revised: October 2nd, 2020

*This message has not been approved by Lou Galper. Read at your own risk...*

**what the future brings?**...what a gagger...who the heck knows? The following message is by one of the 99.3 percent of America who, so far, is covid free. So I thought I would **humbly celebrate my good fortune** by the grace of God, providence, Fate, The Kingston Trio, you can add your own here to be (gag again) inclusive by taking one of my favourite drives. Going East on I-8 to Exit 47 to Sunrise Hwy exit, go about 1/3 mile then turn left on to S-1. Follow S-1 through to Cuyamaca Lake. Then S-79 on to Descanso, and I-8 west home. Then take a dip in my pool that I actually did have completed for Oktoberfest...**Cheer up**..Better days are ahead...

**AHCA Conclave, 2021  
THE LODGE AT BIG BEAR LAKE  
BIG BEAR LAKE, CALIFORNIA  
Sunday May 16 - Friday May 21, 2021  
Rooms are filling fast at The Lodge.  
See pages 9 thru 13  
for everything you need to know!  
Do it now...before the rooms sell out.**



VictoriaBritish.com

Parts and Accessories for

- MG
- TRIUMPH
- AUSTIN HEALEY
- SUNBEAM





## Saturday Morning, Cars & Coffee



Attendees included Lou Galper & Deborah Durham, (BN1), Roland & Loreen Wilhelmy, (BN1), Erich & MaryAnn Wolf (BN1), Tom Linnard (BJ8), Lorne Polger (BJ8), Eric Graves (BT7), Alex & Sandy Watt, Aston Martin), and myself (BJ8), Ed Mathues, and Ron Richtmyer - sans Healeys...

I thoroughly enjoyed the venue and could make the Secret Car Club often. If you missed this month, consider an early Saturday drive, next month. You won't be sorry. Did I mention the coffee and rolls were great?...I had mine with with three mysterious masked ladies - Loreen Wilhelmy, Mary Ann Wolf, and Deborah Durham.



My drive to the Cars & Coffee Secret Car Club was pleasant as the El Cajon oven was still in the low 80's at 8:00 AM in the morning and the traffic was light. The Cielo Shopping Center is almost a secret itself. It's hidden off of Calle Ambiente, off of Del Dios Hwy., off of a round-about. The show was centered in a circular parking area with the local coffee shop at hand. A perfect spot for the early Saturday morning classic car and coffee crowd. As I was a little late, I was ushered to the circular landscaped spot in the center.

The day was special for me as it was the first time I've seen the Wilhelmy's BN1 on the road. This has been a twenty-three year project for Roland (and Loreen, I'm sure). I remember, years ago, I saw the original project in their garage. And every year I would ask Roland, how his project was coming. And every year he would indicate it's moving along. This goes back before 2002 and Open Roads when we drove up to Ocean shores together. They then had a black BJ7. We had a great time and many adventures. Remember Roland & Loreen... dinner at Bon Temps and San Luis Obispo, and when my voltage regulator quit? and when we were in an elk herd in Tillamook? If we get lucky, we might get a story on their car...



## At The Secret Car Club



Above - Alex and Sandy Watt with their 1961 Aston Martin DB4.



The Secret Car Club brought out exotics like this floral green Ferrari and and red fire breathing 2020 rear engine Corvette, as well as a well used Citron 2CV (below) and and a blue NSU Prince...and even a Hudson Terraplane, on page 8.



The Citroën 2CV (French: "deux chevaux" i.e. "deux chevaux-vapeur", lit. "two steam horses", "two tax horsepower") is an air-cooled front-engine, front-wheel-drive economy car introduced at the 1948 Paris Mondial de l'Automobile and manufactured by Citroën for model years 1948–1990.

Conceived by Citroën Vice-President Pierre Boulanger] to help motorise the large number of farmers still using horses and carts in 1930s France, the 2CV has a combination of innovative engineering and utilitarian, straight-forward metal bodywork—initially corrugated for added strength without added weight. The 2CV featured low cost, simplicity of overall maintenance, an easily serviced air-cooled engine (originally offering 9 hp), low fuel consumption, and an extremely long-travel suspension[8] offering a soft ride and light off-road capability -Wikipedia



## Not So Secret Healeys...

Not so secret Healeys included: Lou Galper & Deborah Durham, (BN1), Roland & Loreen Wilhelmy, (BN1), Erich & Mary Ann Wolf (BN1), Tom Linnard (BJ8), Lorne Polger (BJ8), Eric Graves (BT7), Alex & Sandy Watt, Aston Martin), and myself (BJ8). Attendees Ed Mathues, and Ron Richtmyer Healey's were on vacation.



Lou Galper is with Deborah Durham in his '55 BN1



Roland & Loreen Wilhelmy in their just restored '53 BN1



Alex & Sandy Watt's '61 Aston Martin DB4



Tom Linnard's '66 BJ8

Lorne & Abraham Polger's '66 Bj8

Eric Grave's '62 BT7



Eric & Marry Ann Wolf's '54 BN1





This Terraplane caught the corner of my eye, and I almost missed this great story. I had seen few Terraplanes at other car shows but never tapped into their unusual story. Shown is a 1937 coupé. I was struck by the Art Deco grille and how classic/modern it looked without bumpers. It seems obvious (to me) that some bodies were designed without bumpers and their lack makes this Terraplane stunning, aesthetically. Its owner told me its story. It has a modern running gear, brakes, electrics, the works.

It's owner gave me the run down. The 1937 Terraplane was it's last model year. Terraplanes were produced in convertible, 2-door business coupé and 4-door sedans, as well as this coupé pull out "truck bed" model. They outsold the Hudson Essex over four to one. Customers loved them. Who wouldn't like a sporty coupé that could double as a light truck when needed? Plus the 1937s were wider than 36's and before, so 3 could sit in the front seat.

The engine was pretty robust, only out run by the new Ford flat head V-8 60. They did have a three speed not-synchronized transmission which took practice to let the next gear get sucked in while double clutching...kind of a downer for today's driver. But, hey, it's 1937...remember...

*The following is by writer Eric Tingwall:*

It arrived thirteen years after the Ford Model T, but the 1922 Essex Coach proved that there was still room for more revolution with the automobile. While Henry Ford brought motoring to the masses, Hudson's Essex brand put the comfort and dignity of a closed cabin within reach of the common people. At its debut, the Coach cost \$300 more than a comparable open-air Touring model, but the



price soon fell to the point that the closed car was actually cheaper. Sales took off, and Hudson's affordable companion brand led the company's sales.

Essex still paced Hudson's numbers in 1931, but the Great Depression had ravaged the auto industry, and car-makers were



hunting for a new direction. While competitors dropped prices on existing vehicles, Hudson quietly developed an all-new car. Value was as important as ever, and the \$425 base price initially undercut the competition from Ford and Chevrolet.

But Hudson also endowed the car with the performance credentials that were revered in better times. Records in hill-climbs, the standing mile, and the flying mile quickly accumulated, and the new name, Essex-Terraplane, played on the world's fascination with aviation. Amelia Earhart christened the first Terraplane by cracking a bottle of gasoline on its chrome nose. Earhart would receive the second car built; the first Terraplane aptly went to Orville Wright. Of course, it figures, Wright? Then, like Earhart and Wright, Terraplane was gone.



The event of the  
year! Austin Healey  
Conclave 2021.

# Big Bear Gazette

**WEATHER FORECAST**  
Cruising with your  
windows down sunny

Vol. 1., No. 1.

www.conclave2021.com

NEWS FOR TODAY

Big Bear Lake, CA

.26¢

# CONCLAVE 2021 COMES TO BIG BEAR!

## HOARDS OF HEALEYS TO DESCEND ON OUR TOWN! MAY 16-21, 2021

### Registration Now Open for the Event of the Year

Conclave 2021, the annual Austin Healey Club of America's national meet will roll into Big Bear Lake on May 15, 2021. Hundreds of vintage Healeys are expected to dominate the village and surrounding areas for the full week. The entire Lodge at Big Bear Lake will be taken over for the event and the featured Car Show will line both sides of downtown Pine Knot Avenue.

Attendees are expected to enjoy the cool mountain air and expansive views across the lake and mountains during several drives including a Poker Run and Scenic Drive and Rally to Joshua Tree National Park. A Gymkhana and Funkhana will be held at Big Bear Airport and the Car Show on the village's Main Street will be a highlight for attendees and locals alike.



Photo: The Village - a beautiful shopping and entertainment district at Big Bear Lake, CA

Many guests are expected to enjoy Big Bear Lake from the water as well, embarking on the Big Bear Queen Paddlewheel boat for a sunset cruise. Food and fun will abound at several cocktail parties, a Santa Maria style BBQ and the final night's Gala Grand Banquet. In between participating in all the events, those in attendance will have plenty of time to catch up with old friends and make new ones in the hotel's dedicated Social

Center. The Social Center will also host an Arts and Crafts competition, a Photo Contest, the Silent Auction and several Tech Sessions.

**Registration is open now**, with details on the following pages.

#### LOOK INSIDE!

- i. Registration Info page 4
- ii. Hotel Info page 3
- iii. Day by Day Schedule page 4



## Getting There is Half the Fun

While Southern California may seem like a long, long way to go for a Conclave, the options and potential attractions on the way to Big Bear are many, inviting and may make for a grand tour.

For drivers from the East, the possibilities include the Grand Canyon (and other notable canyons), Las Vegas and Death Valley. From the North and Northeast, you will be passing by Lake Tahoe, Yosemite National Park and the Gold Country. And of course, once you are in California the options include San Diego, the Coast Highway 1, Monterey, San Francisco, the Wine Country and much more.

Yes, you say, but it's still many hundreds of miles to get out West. In 2019, 24 cars from Southern



California made the 1300-mile trek to the Deadwood Conclave by a variety of means. Some drove the entire way, others towed their Healeys to Salt Lake City and then drove the remaining miles. Another group had their cars shipped to Denver and drove from there, returning via Salt Lake. Our Conclave organizers will be happy to discuss ideas with your group to make Conclave 2021 more accessible. And while we would love to have your Healey, your rental car (from nearby Ontario Airport) is always welcome.

So, don't be too quick to write off a trip to Big Bear, it could be

**THE TRIP OF A LIFETIME.**

### Conclave Contacts

**CHAIRMAN: STEVE KIRBY**  
sackirby@pacbell.net

**REGISTRATIONS: JAY MILLER**  
jaymiller979@aol.com

**SPONSORSHIPS: MIKE SCROGGIE**  
mscroggie@aol.com

## Make Your Escape to Big Bear Lake

Set foot in Big Bear Lake and you'll feel like you have stepped into a postcard: a shimmering lake, untouched forests, snow-capped peaks, endless blue skies.

There is a reason Big Bear is Southern California's top outdoors destination, a lot of them actually. 23 miles of lake shoreline, massive trees in the San Bernardino National Forest, hundreds of miles of hiking and biking trails, fishing, boating and miles and miles of great driving

roads. And the Village at Big Bear Lake beckons with shopping, dining and sipping. Day or night, there's always something to do in Big Bear.

But it wasn't always this way. Until 1845 the area was inhabited only by the native Yuhaviat ("people of the pines") Indians. That year Benjamin Wilson led a posse into the mountains tracking some cattle rustlers out of Riverside. Wilson and his team found instead a valley full of grizzly bears, inspiring the name Big Bear Valley.

Gold was discovered in 1855 and a mini-Gold Rush began. The lake itself was born in 1883 when a dam was constructed to supply water to the orange grooves at the foot of the mountains in Redlands. Soon thereafter the area's first hotel opened, and new roads added accessibility. The first automobile round trip to the area occurred in 1908 and took 13 hours to complete!

After the turn of the century, Hollywood discovered Big Bear, both (cont. page 3)



## All About the Hotel



The Lodge at Big Bear Lake (a Holiday Inn Resort) will host Conclave guests and many of the events. Located at 7500 feet elevation in the heart of the San Bernardino National Forest, the resort is only two hours from downtown LA and 80 minutes from Ontario International Airport which boasts some of the lowest fares in SoCal. But don't let that fool you, Big Bear couldn't be further from the congestion and bad air of the LA Basin.

The hotel features 148 recently renovated rooms, many with

balconies and fireplaces. Stillwell's Restaurant is on site and there is a pool, jacuzzi, fitness center, game room and outdoor patio for drinks and dining. Wi-Fi, parking (including trailer parking) and in-room amenities are included in the remarkable \$100 per night special rate and the normal resort fee has been waived for Conclave guests. A dedicated Social Center will be open during the entire event and will also be the site of Registration, the Welcome Reception, Arts and Crafts and Photo competitions, the Silent Auction, Tech Sessions and

more. The ambiance is "mountain cabin" throughout.

Conclave has booked the entire hotel for the event, so it will be wall to wall Healey! The hotel is only steps from The Village at Big Bear Lake where you will find no end of shopping and dining... there's even an English Pub!

For more info and photos visit  
**[WWW.THELODGEATBIGBEARLAKE.COM](http://WWW.THELODGEATBIGBEARLAKE.COM)**



### *Make Your Escape cont.*

as a perfect natural filming set (Heidi, Gone with the Wind) and as a retreat for stars escaping the big city. More recently Grey's Anatomy and The Bachelorette have been filmed in the Valley. It was at this time (late 20's) that the area began to be known as a winter fun destination. Today Big Bear boasts two world-class ski resorts.

Whatever your pleasure, even if it's just relaxing by the pool, Big Bear has what you need.

For a free copy of the excellent Big Bear Lake Visitor's Magazine, go to  
**[WWW.BIGBEAR.COM/TRAVEL-TOOLS/VISITOR-GUIDE/](http://WWW.BIGBEAR.COM/TRAVEL-TOOLS/VISITOR-GUIDE/)** (available by mail or for download).



# Conclave 2021 – Day by Day

Conclave 2021 will offer all the traditional events and much more, with plenty of time to socialize with old friends and make new acquaintances. The week will unfold as follows:

## SUNDAY, MAY 16

**Hotel and Event Check-in**, time for a **Car Wash** (on site) or to relax in the Social Center. No host evening **Cocktail Party** with appetizers and a special **Guest Speaker**. Silent Auction, Arts and Crafts



and Photo Contest displays open. Dinner on your own at the hotel or one of the numerous nearby establishments.

## MONDAY, MAY 17

After breakfast we will head out on our **Poker Run and Tour** around the Lake and into the mountains.

**Concours Judging** all day. **Cocktails and final Poker Card draw** in the evening, followed by the optional **Santa Maria BBQ Dinner** by the pool.

## TUESDAY, MAY 18

Today is our big drive, your choice of participating in the TSD Rally or just enjoying the scenery. We will head down the mountain on scenic Highway 38 to visit **Joshua Tree National Park**, a truly unique landscape and habitat. After lunch,

we will return to Big Bear via another mountain route. Tonight will feature the preliminary and practice rounds of

**Rocker Cover Racing** followed by a no-host **Cocktail Party** in the Social Center. Many have decided to partake of the optional **Paddlewheel Boat Tour** on the Lake.

## WEDNESDAY, MAY 19

**Car Show Day** is here! After your commemorative photo



is taken you will be directed to your parking spot on Pine Knot Avenue, the main drag in Big Bear where we will wow the tourists with our dazzling cars.



Late afternoon will see the finals of **Rocker Cover Racing** followed by a no-host **Cocktail Party** in the Social Center and more **Paddlewheel Boat Touring**.

## THURSDAY, MAY 20

**Gymkhana and Funkhna Day** at the Big Bear Airport. For those not participating there will be several optional self-driving opportunities including a **Lake Arrowhead drive, Morongo/Las Vegas style casino visit, Palm**

**Spring Aerial Tramway ride, Idyllwild and Palms to Pines Highway tour and many other options.** Late afternoon will include **Tech Sessions** and a **Ladies Only Event.** A

final **Cocktail Party** with appetizers will precede the **Grand Banquet, Awards Ceremony,**

**conclusion of the Silent Auction and a very special Healey guest.**

## FRIDAY, MAY 21

Start your morning with an included **Farewell Breakfast.** We will have some special fun awards and the event signage will be auctioned off.

(Please note that the hotel room rate is \$100 plus tax for Sunday through Thursday nights. Early arrival on Saturday or stayover on Friday night will enjoy a \$130 rate).

## REGISTRATION INFORMATION

Registration is now open. You may register online or by mail. Visit [www.conclave2021.com](http://www.conclave2021.com) for full event and hotel information and to start registration. Please note the money back COVID-19 Guarantee. Please answer all the questions carefully, we are collecting a log of information to make your visit as personalized and enjoyable as possible. Once we have received your paid registration, you will receive an email containing the code required to book your room.





This article is reproduced from the May 1960 issue of Motor Sport. You can download it as a PDF and view it in its original form. Thanks to Gary of <http://frogeye.smugmug.com/> for this article

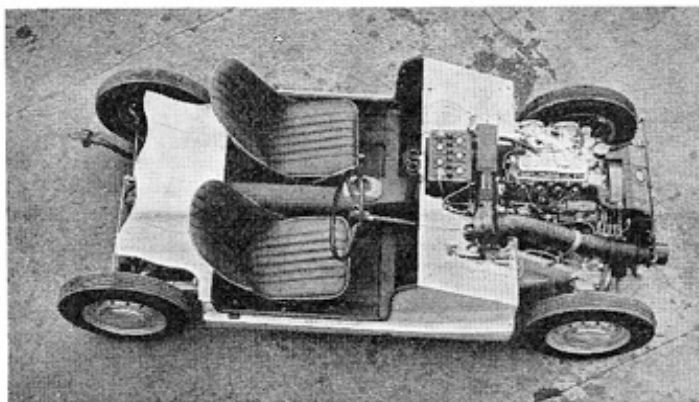
### A NEW BRITISH SMALL SPORTS CAR

B.M.C. Introduce the 948-c.c. Austin-Healey  
Sprite—To Sell for £678 17s. 0d.

*HAPPILY-SMILING SPRITE.*—The new Austin-Healey poor-man's sports two-seater poses beside an Austin A35 saloon, many of whose components it incorporates. The headlamps, like two large eyes, are high-set to comply with American lighting regulations.



Last month we drove to Birmingham for a preview of Britain's latest sports car, the Austin-Healey Sprite. This new small sports model was evolved from designs laid down about two years ago by Donald Healey to meet the British Motor Corporation's craving to add a low-capacity sports car to its existing range of products. Whether the Austin-Healey Sprite should be called a sports model or a fast runabout is open to debate. We consider that the smallest sports models should be capable of 90 m.p.h., that 1 1/2-litre sports cars should be capable of a round 100 m.p.h. and that those over that size should comfortably exceed the "ton." The Austin Motor Company claim 80-82 m.p.h. for the Sprite, but there isn't the slightest doubt that it will be possible to modify its A-series B.M.C. power unit, as Austin A35 saloons are modified, to bring the maximum speed up to 90 or more m.p.h.



*PLAN VIEW OF THE POOR-MAN'S SPORTS CAR.*—This picture gives an excellent idea of the compact construction of the Austin-Healey Sprite. The heater, the intake pipe of which runs beside the engine on the off side, is an extra.

Right away we wish to emphasise the competitive price of the Austin-Healey Sprite—£455, which purchase tax brings to £678 17s. It is necessary to bear this low price in mind when considering the specification of B.M.C.'s new car. Obviously any hope of such revolutionary design factors such as independent rear suspension, a rear engine location, front-drive or air-cooling, etc., could not be envisaged at a price below £679, and, in fact, the Austin-Healey Sprite is another computation of well-tried B.M.C. components. The result is a brisk, compact two-seater selling for only £109 more than the Austin A35 saloon.

The Sprite has an exceedingly rigid box-section chassis in unit with the rear part of the body, the bonnet hinging from the scuttle to provide very free access to the engine, front suspension, and steering, etc. When hinged up the front wheels are seen to have mudguards formed as part of the chassis structure. An under shield runs beneath the chassis, and the structure is immersed in rust-inhibiting compound during manufacture and finished in high-lustre enamel. This compact chassis, the wheelbase of which is only 6 ft. 8 in. (and track 3 ft. 9 3/4 in. at the front, 3 ft. 8 3/4 in. at the back), has coil-spring and wishbone front suspension borrowed from the A35 but with softer springs because the weight is lower. Steering is rack-and-pinion, as on the Morris Minor, but with longer arms, the two-spoke 16-in. steering wheel requiring 2 1/3 turns. lock-to-lock, for a turning circle of about 31 1/2 ft.



The rear suspension is entirely new. It consists of multi-leaf 1/4-elliptic springs (about 17 leaves, with three clips per spring) –which will give joy to Georges Roesch!– anchored below the back axle, and located by a fabricated radius-arm above each spring. The springs extend to brackets so that the anchorage points are behind the axle. the radius- arms being attached to the upper part of the brackets, the tops of which carry rubber buffers which provide additional damping at full bump. Lever-type hydraulic shock-absorbers are used .

The power unit is a four-cylinder water -cooled B.M.C. A-type engine of 62.9 by 76.2 mm, bore and stroke (948 c.c.) as used in the Morris Minor and Austin A35 saloons . It is tuned only in respect of stronger valve springs and twin 1 1/4-in. H1 semi-down draught S.U. carburettors, which have small Coopers pancake-type air cleaners. This engine gives 42 1/2 b. h. p. (48 S.A.E. b. p. ) at 5,000 r.p.m. , on a compression-ratio of 8.3 to 1. Maximum torque is 52 lb./ ft. at 3,300 r.p.m. In unit with it is a B.M.C. gearbox with well-placed: central gear -lever , the gear ratios being 15.31, 10.02, 5.96 and 4.22 to 1. Strong clutch springs are provided. A 3/4-floating hypoid A35 back axle is used. Austin A35 front brakes and Morris Minor back brakes are employed, so that braking is hydraulic all round, the drum size being 7 in. by 1 1/4 in. and the area 67.2 sq. in. . The front brakes are 2 L.S. and there is a central pull-up hand-brake. The bolt-on pressed-steel ventilated disc wheels have tubeless Dunlop Gold Seal 5.20-13 tyres.

Reverting to the under-bonnet arrangements , revealed by lifting the entire scuttle-which props up automatically but has, in addition, a safety-prop- the batter) and Smiths heater (an optional extra) are located up against the bulkhead. The heater fan is on the off side, a big- bore pipe running to the air intake on the radiator grille. The radiator off-take is a cranked rubber tube delivering to the off side of the cylinder head, the cooling system being pressurised at 7 lb./sq. in. and incorporating fan. pump and thermostatic flow-control. The water capacity is about 10 pints.

The lubrication system uses a camshaft -driven oil pump. the oil capacity of which is six pints, plus one pint in the filter. The Lucas ignition coil is mounted on the dynamo, the plugs are Champion, and the sump dip-stick is accessible, through the h.t. leads.

When the Austin-Healey Sprite was wheeled out of its locked garage at Loughridge-it was still on the secret list when we went to see it-our first impression was that this is a cheerful, smiling Sprite. an impression conveyed by the shape of the radiator grille and the headlamps, which stick up out of the

bonnet top like eyes. This headlamp location is unusual, and scarcely handsome. It is, we were told , necessary in order to comply with legal requirements. in America, which seems odd when you think how many Porsche and Volkswagen cars, surely with lower headlamps, are in use there! Originally retractable headlamps, a la Lotus. were envisaged, but difficulties arose when Austin tried to work out a foolproof system of cable and lever operation. So the headlamps stick up, stalk-like, over dished recesses in the bonnet in which are the holes to provide screwdriver access for lamp adjustment.

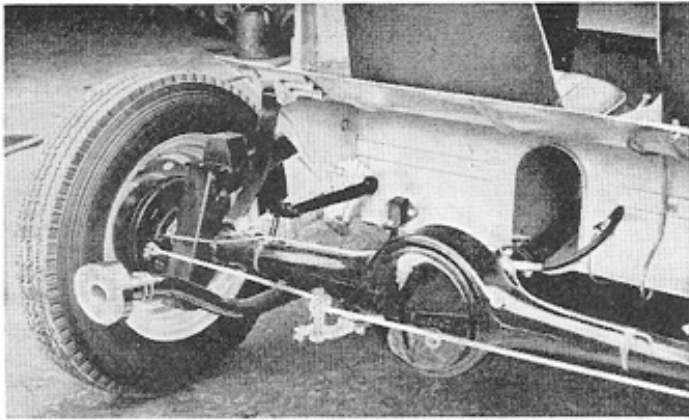
The occupants have bucket seats on e each side of the propeller shaft tunnel, the passenger 's fixed, the driver's adjustable to give an excellent driving "stance" for all except , possibly, very tall owners. Hood, luggage and spare wheel are stowed in the boot. As this has no lid these have to be with drawn forward through the passenger compartment. This is rather primitive, redolent of minicar practice, but is the penalty of price-cutting, for the Austin-Healey Sprite is the poor man 's sports car. For the same reason, although called a sports car , the rev.-counter is listed as an extra. Other extras are heater and demister, screen-washer, tonneau cover, radio and laminated instead of toughened safety glass for the windscreen.

The speedometer is on the fascia (Austin spell it "fascia") before the driver but seems to be blanked by the steering-wheel spokes. Hood and sidescreens are of P.V.C.-coated fabric, the seams being laminated and the sidescreens curling up to provide access for signalling. Pendant pedals are used, and the doors possess pockets-which we hope will not fill with water in a rainstorm when the hood is up , as those did on the Austin-Healey 100S in which we drove away from Long bridge! The rigid central gear-lever falls very nicely to hand.

The Austin-Healey Sprite is available in choice of colours from cherry red to primrose-the latter just the job for a "boy's racer."

During our visit to the Austin Company we were not able to drive a Sprite but hope to publish a full road-test report in an early issue. The little car shows promise. The dry weight is quoted as 11;½ cwt., with over 40 b.h.p. to propel the little car, the overall dimensions of which are 11 ft. 5-1in. by 4 ft. 5 in. by 4 ft. 1 i in. (high , hood u p). This suggests satisfactory if not sensation al performance. An early car has done 80 m.p.h. and 0-50 m.p.h. in 14.1 sec. Handling should be good, weight and distribution being virtually 50/50 front and back. By May this year several hundred Sprites had been built. Production is undertaken at Abingdon, the Pressed Steel Co. supplying the bodies.





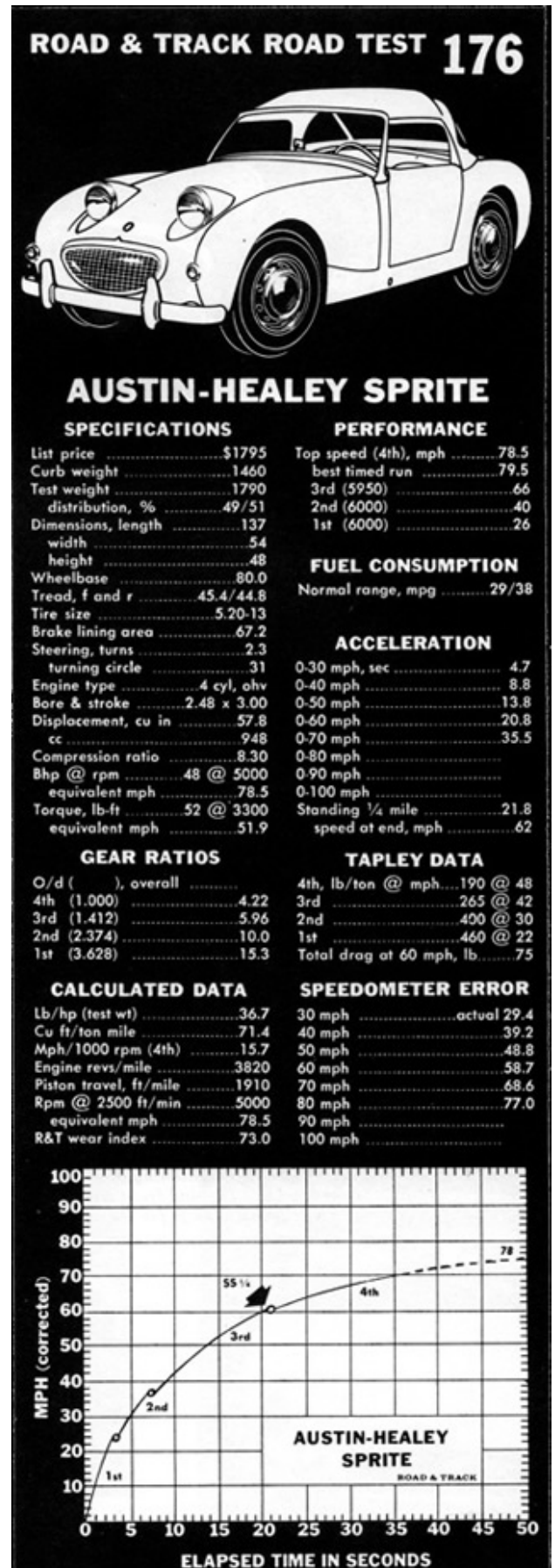
**INGENIOUS.**—This picture shows the  $\frac{1}{4}$ -elliptic rear suspension of the Austin-Healey Sprite and the deep box-section frame through which the propeller-shaft passes.

Before we left Longbridge we were able to chat with Mr. G. Jones, Chief Experimental Engineer of the B.M.C., who, with Mr. A. H. Moore, the Chief Car Designer, was responsible for the ultimate form of the junior Austin-Healey.

He confirmed that Donald Healey built the prototype two years ago and that the body was finalised twelve months back, Austin's doing the final development work. The Sprite has been tested in the Welsh mountains but has not been tried out abroad, because our hills are "as severe as any in the world." Very little development was necessary after the prototype was handed over, this being confined mainly to reinforcing chassis members after testing at the M.L.R.A. proving ground. The roll axis at the rear was found to be virtually on the ground and Austin deemed it desirable to use flexible bushes where the suspension radius-arms are attached to the frame, to slightly raise the roll axis and reduce strain on the suspension members. The roll axis now falls at the base of the back springs, giving the driver prior warning of a tail slide. The Sprite, Mr. Jones remarked, now corners fast without lifting a back wheel and no anti-roll bar is required. Quarter-elliptic back springs are used to reduce unsprung weight, as on pre-war Talbots, etc.

Asked if, had a price limit not been set, he would have contemplated independent rear suspension. Mr. Jones said no, because this involves the rear wheels in changes of camber angle. Fibre-glass bodies were ruled out by production arrangements. Mr. Jones put the maximum speed of his new baby at 82 m.p.h. Fuel consumption is quoted as 30-45 m.p.g. The tank holds six gallons, feed being by Y-type A.C. pump.

We reserve judgment on this latest B.M.C. produce until we have driven it. It may not enhance our roads and parking lots but it will bring a brisk, handleable little vehicle within the reach of many have previously been confined to boxed-in motoring. The operative item of the Sprite's specification is the price—below £679.—W. B.





*I admit I am least of all, a Sprite expert. Thinking about this on writing about Ed Matheu's break-down on Vista De La Via last month, I did some poking around on Wikipedia.*

*Sprite parts have morphed into other cars, much like the Ford Angelica did in the 60's and 70's. The following may be history, but not forgotten by some. This is what I found...*

### Innocenti Spider and C Coupé

At the 1960 Turin Auto Show, BMC's Italian partner Innocenti showed a small Spider built upon Sprite underpinnings. The car was the first design of Tom Tjaarda's, drawn for Carrozzeria Ghia. Ghia's partner firm OSI built the bodyshells, when the car entered production in early 1961. The original Innocenti 950 Spider had the Frogeye's 948 cc engine with 43 hp (32 kW), 624 of these were built. Later in 1961 an uprated 46.5 hp (35 kW) was installed. In February 1963 the 1098 cc "S" model was introduced, this also had front disc brakes to cope with the extra power. The 1100 has 58 hp (43 kW) and could also be fitted with a removable hardtop. The Spider wasn't a mere reselling, as the entire bulkhead was moved forward to provide longer doors and a more modern look. Unlike the spartan Frogeye, the Spider also had wind-up windows and a permanent windscreen. 4,790 of the 950 Spiders were built, and 2,074 of the 1100 cc Spiders.



#### Innocenti C Coupé

The Innocenti Spider originally sold well in Italy, with production running at 13 cars per day in 1962, but it had a hard time competing against the cheaper Sprite in export markets. As more modern competitors arrived and as the British-built Sprite was modernised, sales dropped precipitously, with only 63 cars built in 1965. Thus, Innocenti presented the reworked Innocenti Coupé in September 1966, still with the same 1100 en-

gine as seen in late Spiders. The badging on the car simply read "Innocenti C". The Coupé's all-new bodywork was wider and longer than the Spider's, and the wheelbase was extended by 150 mm to 2,180 mm (85.8 in). The floorpan was reworked to allow for the seats to be mounted lower than in a Sprite, making the cabin less cramped. It was competitively priced in the Italian market.

### Lenham GT Coupé

The advent of the Mark 3 Sprite and Mark 2 Midget with their wind-up windows, in 1964, created the opportunity for a new body kit to transform these later Spridgets into a sleek Grand Touring Car. Julian rose to the challenge and designed the Lenham Le Mans GT, named after the famous 24-hour race. Now products in glass fibre were firmly part of the business and the company also manufactured removable hard tops for winter use, to fit Spridgets and many other popular British sports cars. In 1967 the firm relocated to larger premises and at about that time,



*continued pg. 18*



## Sprite Off-Shouts

started to trade as “The Lenham Motor Company Ltd”.

Fast forward 25 years or so, and the glass fibre items no longer fitted cars currently in production, nor had they yet followed the cars of their era to classic status. David Coplowe, who had established a business preparing and running historic Formula 1 and Sports Racing Cars, approached Booty and Rix to buy the name Lenham Racing for his team. He came away with what he wanted in the form of the trading name of the Lenham Motor Company Ltd and all the moulds which then lay in the corner of his workshop, gathering dust. In 2001 David sold a pair of Midgets to CCK and as a result, offered them the use of the Lenham moulds on licence. They took the moulds and made the products on a royalty basis. The Sprite's 50th Anniversary in 2008 galvanised interest not only in the original Sprite, but also in the various Spridget body modifications that were available in period. Lenham body kits had at last acquired classic status.

In 2008 CCK acquired the moulds, together with the intellectual rights for all the Lenham panels that the company made for sports cars, along with the trading name “The Lenham Motor Company Ltd”. This included moulds for the early Lenham GT top which, along with the Superfast bonnet, fitted on the Frogeye floor pan. John Britten's famous racing Lenham GT, SS1800 has been recreated, and to complete the Lenham Spridget range, the Company has now acquired from David Matthews, the moulds and rights to the Lenham GTO, the open top version of the Lenham Le Mans Coupe. A GTO demonstrator was created in Spring 2010, and customers can choose from all Lenham body kits and hard tops to order.



*This is a recreation of John Britten's legendary Lenham GT Midget, which he raced during the second half of the 1966 season, during which he won no less than 14 races to take the Peter Collins Memorial Trophy, awarded to the most promising newcomer. For 1967 the regulations changed and cars had to retain the manufacturers standard silhouette. To comply, SS1800 was reverted back to the MG Midget shape, albeit out of fibreglass. The car has been rebuilt with the full co-operation of John Britten with input from Oliver Ball, his original mechanic who built the car. Oliver Ball also built racing Midgets for Gabriel Konig, John Northcott and Christian Favre and Archie Phillips.*





# 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.

## 2020 CotY Standings (as of September 20)

<u>Member</u>	<u>Car</u>	<u>Pts</u>	<u>Member</u>	<u>Car</u>	<u>Pts</u>
Galper, L.	1955 100 BN1	42	Rogers, W. & S.	1964 3000 MkIII BJ8	10
Matheus, E. & S.	1960 Sprite AN5	34	Grundies, D. & D.S.	1965 3000 MkIII BJ8	8
Voth, W.	1966 3000 MkIII BJ8	26	Mayer, B. & J.	1960 Sprite AN5	8
Benke, D. & P.	1967 3000 MkIII BJ8	24	Polger, L. & A.	1966 3000 MkIII BJ8	8
Stark, H. & L.	1960 3000 BT7	24	Rast, R. & A.	1967 3000 BT7	8
Richtmyer, R. & C.	1958 100-6 BN4	18	Wilhelmy, R. & L.	1953 100 BN1	8
Court, J.	1967 3000 MkIII BJ8	16	Humphreys, B. & B.	1960 3000 BT7	6
Putzke, U. & G.	1961 3000 MkII BT7	16	Stalker, G. & N.	1955 100 BN1	6
Snover, R. & A.	1962 3000 MkII BT7	16	Wolf, E. & M.	1954 100 BN1	6
Graves, E.	1962 3000 MkII BT7	14	Watt, A. & S.	1961 Aston Martin DB4	5
Linnard, T. & D.	1966 3000 MkIII BJ8	14	Court, J.	Aston Martin DB9	4
Humphreys, B. & B.	1971 Jensen Interceptor III	11	Galper, L.	1964 MGB	4
Cowan, T. & L.M.	1965 3000 MkIII BJ8	10	Slade, S. & B.	1957 100-6 BN4	4
Neumeyer, E. & A.	1966 3000 MkIII BJ8	10	Polger, L. & A.	1985 Jaguar XJ6	1

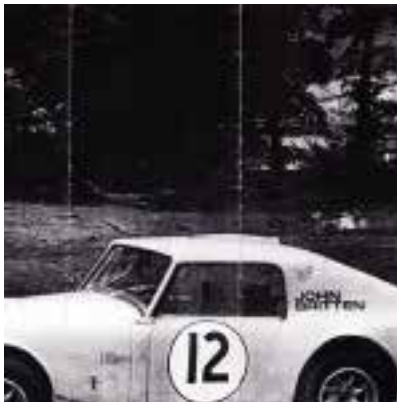


MG Midget



John Brown wants to collect more things for cars, he has two daughters, two grandsons, two old cars and this year his dream - a white MG Midget. John, a 36-year-old garage owner from Brent, Herts., was a big prize in some racing in 1964 and 1965 when he and Oliver Ball started to build their first racing car. John paid £200 for an old 1963 Midget, sold the engine and parts for £150 and then bought the "newest all" Paddy Gordon Sports. All the interchangeable bits from the Gordon machine were put into the Brown machine and the result was a fairly solid machine that won 14 races during 1966 - John's first season.

For the 1967 season John replaced the previous engine and gearbox with one of his own design. He now has the car ready to start early and finished off in his place. After his one and only visit to Crystal Palace where he stopped the car in 8 hrs 15 min 20 sec by having the rolling changes for about 6 and replaced the rusty door with new one and painted it "orange peel" orange. During his amazing run of success he collected 26 wins and 4 second places.



Terry Cowan, Owner

## Toy Shop Restorations

www.toyshop-resto.com

(619) 477-2906

(800) 798-6469

terry@toyshop-resto.com

Show-quality restoration &

service of classic British

and European sportscars

## Sanford M. Leon

Certified Public Accountant

2322 Lucerne Drive  
San Diego, CA 92106

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

## OCTOBER AHCS D BIRTHDAYS AND ANNIVERSARIES

### BIRTHDAYS

Kevin Schumacher....1 Dawn Swiech.....10

Nancy Tabachki .....1 Don Newman.....27

### ANNIVERSARIES

Dave Grundies & Diane Schneider...10/11/1997

Rick & Allie Snover.....10/10/2010

## 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 C 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 C 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



## 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)



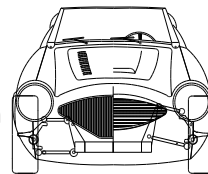
## Putzke's "FAHRSPASS"

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!**





# 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  
American 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

**Wed. October 14th**  
**ZOOM CLUB MEETING**  
You won't want to miss elections