

HEALEY HEARSAY

Official Publication of the



Austin-Healey Club of San Diego

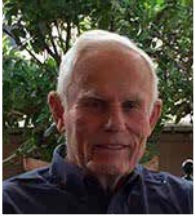


In This Issue

- The Usual Suspects On a Summer Drive To Ramona To Visit Udo & Gisela Putzke At Home
- ZDDP additive for your Healey engine oil
- July 31st Matheus Summer Club Party

JuLY 2021

From The Editor:



I regret missing the crew to visit with Udo & Gisela. On topping off my gas tank the previous evening, I noticed gas under the car, with the smell of gas in the trunk, while at the gas station. It was a short drive home. I must have overfilled the tank. To double check, I stripped the trunk that evening. I could still smell gas Saturday morning. I traced the smell down to an inlet hose clamp. By the time I was ready to go, it was too late to meet the club.

I arrived at Udo & Gisela's after the Club had left. I saw the cars parked at DeCarlos, as I passed through town. Gisela served cookies and iced tea. We had a nice chat about life for over an hour.

I want to thank Club members for pitching in with stories and photos. They made the issue. Eric Graves did a dynamite job on the feature story. Dave Grundies and Lisa Mandell rounded out the events with their stories. And I received plenty of photos to match the stories.

While backing into a parking space in front of the Northwards Holiday Inn at Conclave, I blindly backed into a plainly marked pole guy wire. It put a crease in the rear shroud as well as doing a first rate job of destroying the licence plate. The shroud is fixed, thanks to English Mike. The licence plate is a work in progress... The sting is less if I mention this first, rather than someone else... first...ha, ha..

I recall talking to a Club member, recently, about the additive ZDDP for our Healey engines. I am rerunning the article of three years ago for new members. The following article by Michael Grant of Moss Motors does a great job of explaining what ZDDP is and why it must be in our Healey engine oil.

While there are several ways to get ZDDP in your engine oil, Hicks ZDDP is what I have used for many years. Regardless of where your ZDDP comes from, not using it is doing irreparable damage to your engine's Cam shaft and lifters or tappets...

See you at the Summer Club Party at Sandy & Ed Matheus...

Regards, Warren

July Meeting

Wed. July 14th, 6:30 PM
Kings fish House
825 Camino De La Reina
Mission Valley 619-574-1230



HEALEY HEARSAY is the official monthly publication of the **AUSTIN HEALEY CLUB OF SAN DIEGO**. Monthly members' meetings are held on the second Wednesday of each month at 6:30pm. The location varies, and is announced by email, in this newsletter, and on our web site, www.sdhealey.org.

Membership Information

Membership in the Austin Healey Club of San Diego is open to all owners of Austin Healey, Jensen Healey, or any other Healey vehicles, and to anyone else who is interested in the Healey marque. Annual dues for the Austin Healey Club of San Diego are \$30 per household. Visit our web site, www.sdhealey.org, or contact our Membership Coordinator, Don Benke 619-778-1680 dgbenke@cox.net for details and an application.

2021 AHCS Board Members

President- Howard Stark - hjsmentor@sbcglobal.net 619-519-4250
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Udo Putzke - 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)

On The Cover: *The usual suspects at Carlos, in Ramona, at lunch after a nice drive to visit Udo & Gisela, and on to lunch...*

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



Happy Summer

We made it!. Summer is here. Life is returning to a new normal. Are we ready for it? Conclave seems so long ago already. Not having to wear masks really shifted my thinking. Now businesses, restaurants and other places are opening up. I feel liberated and want to be out and about making up for lost time, although recently I read LA County may start wearing masks inside, even though vaccinated. We may be next. That'll be a real bummer.

I have been thinking about our flexibility moving from pandemic zoom meetings and back to in person meetings. Our meeting at Filippi's last month was great! We had an excellent member turn out and quite a few Healeys were driven. It was so nice to see everyone in person. I'm wondering whether in person meetings may become an obstacle for some members. It might be beneficial to have an infrequent zoom meeting, to enable those unable to drive at night or from far away to remain connected with us. We need to remain flexible and consider having some club meetings earlier in the day possibly after the lunch hour, on a weekend day, or couple a meeting with a driving event or party. We should stay tuned into what comes out from the CDC about any changing mask requirements as it may impact businesses again and social gathering. These are some concerns and possibilities that require more thought.

Lou led us on a fun drive to the Putzke's home in Ramona. It was really great to see all of you at Udo and Gisela's house and they were exceptional hosts and provided all the goodies. About 13 members showed up and we were easily able to park 9 cars. The weather was a bit warm, but not as hot as expected in the morning. It was an enjoyable and relaxing visit. I am glad Udo and Gisela invited us all and that Udo appears on the mend. Afterwards, we went to lunch at D'Carlos restaurant. The food was very good except there was a small water incident. Spills happen. After lunch, a couple of us went on a drive to Grant James Winery. The ride, the wine and the company were great. It was a nice day for a Healey ride.

On Friday July 16th we will be going to Escondido for Cruzin Grand. On Saturday July 31st, all club members were invited to a catered Hawaiian theme party at Ed and Sandy Matheus home in Vista. Please RSVP to Ed Matheus or Ron Richtmyer to help them with their head count. It will be a fun time for everyone. Lou may be working on a time and place for us to meet and then drive up to Vista for the party. We are also discussing a tech session in July or August to install carburetors on a Sprite and see about getting it running so look to our calendar for future events and gatherings. If you have a nice drive to recommend, please contact Lou or your board members to discuss.

Our next meeting is Wednesday, July 14th at Kings Fish House in Mission Valley. If you arrive a little early, I recall they have a nice bar and may have happy hour. See you there.



Summer Club Party At Ed & Sandy Matheus Home
1988 Moonglow Ct. Vista 92081 • SATURDAY July 31st
11AM-3PM • Lunch around 12 • Hawaiian Theme and Food

RSVP to
Ed Matheus two4kona@att.net or 760-519-1684
Ron Richtmeyer 2for anza@roadrunner.com or 760-518-4774

Minutes: Austin Healey Club of San Diego

Monthly Meeting

Wednesday, June 9, 2021 @ Fillippi's

President Howard Stark called the meeting to order at 7:12pm

There were 22 members in attendance: Lex Dunn, Ed Matheus, Ron Richtmeyer, Lou Galper (Y), Deborah Durham, Richard and Ada Stevens (Y), Don and Pat Benke (Y), Alex and Sandy Watt, Robert and Kathleen Reid (Y), Eric Graves (Y), Howard and Lynne Stark (Y), Bob and Joan DeYoung (Y), Anthony de la Fuente (Yes), Warren Voth, Dave Grundies (Y), Rick Snover (Y)

New Business: President Howard Stark reported and brought forward the following:

Welcome to All - First in-person meeting in 2021

Regalia – Lynne asked the club to start thinking about regalia items

Activities: Louis Galper shared the following activities information:

Conclave (Big Bear) - Post event discussion

Upcoming Activities

June 12 Cars and coffee with MG Club in Kearny Mesa -- 9 a.m.

June 19 Drive to Ramona to visit Udo and Gisela. Meet at 8:30 Mira Mesa Park and Ride.

July 4 Open

July 10 Cars and Coffee with MG Club. More info to follow

July 14 Healey Club Meeting at King's Fish House Mission Valley

July 16 Escondido Cruisin Grand- British Invasion

July 17 Drive TBD

July 31 Austin Healey Club Hawaiian Party at Ed Matheus home in Vista. 11am – 3pm

Aug 10 Monterey Car Week

Aug 11 Healey Club Meeting at Bully's East

Aug 21 Breakfast on the Bay

Membership: Vice President Don Benke reported Club Membership is currently at 68 members.

Austin Healey Club Hawaiian Party – July 31: Ed Matheus handed out flyers for the Hawaiian Party on Saturday July 31 at his home on 1988 Moonglow Ct. in Vista from 11 a.m. to 3 p.m. RSVP Ed Matheus / Email: two4kona@att.net / Phone: 760-519-1684. Food will be catered from L&L Hawaiian, soft drinks tea and water provided. BYOB.

The meeting was adjourned at 8:00pm.

• what the future brings •

• 2021 AHCSO ACTIVITIES • CALENDAR

July

- **14 Meeting**, Kings Fish House, 825 Camino de la Reina Mission Valley 6:30 pm
- **16 Cruizin' Grand**, Escondido, British Invasion 4 -9 pm
- **24** Possible tech session
- **31 Matheus/Richtmyer Hawaiian Party** at Matheu house in Vista, Hawaiian theme and food
Hosted - 11am to 3pm
Club drive from Mira Mesa park n ride, thru Rancho Sta Fe and Del Dios Hwy
RSVP to: two4kona@att.net required

August

- **10-15 Monterey Car Week**
- **11 Meeting, Bully's East**, 2401 Camino del Rio, So. @ Texas St, Mission Valley
- **21 Breakfast on the Bay**

Weekly:

La Mesa Cruise Thursdays 5-8 pm

Cruisin' Grand, Escondido, Fridays 4-9 pm

El Cajon Cruise, El Cajon, Wednesdays 5-8 pm

Revised: June 30, 2021

We're All Members

of the Activities Committee

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

Lou Galper • 619-287-0626

LGalper1@cox.net

BIRTHDAYS & ANNIVERSARIES

BIRTHDAYS

John Lee III	6	John Farkash	17
Sylvia Torres	6	Carol Farnsworth	17
Sharon Burton	10	Alice Hurley	17
John Banales	14	Neil Tabachki	28
Jo-Ann Carberry	14	Loreen Wilhelmy	30
Allie Snover	16		

ANNIVERSARIES

Udo and Gisela Putzke 7/17/92

Will and Sharon Rogers 7/12/64

Scott Jones and Tim Spivey 7/23/95



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Visit To Udo & Gisela's Home

Saturday June 19th was Clear and hot...

By Lynne Stark

Saturday June 19th was clear and hot. Five Healey's and a Jaguar met at the Mira Mesa park and ride for a 9am scenic drive to Ramona to visit with Udo and Gisela. Lou planned and led us on another great drive that included Pomerado, Highland Valley, Bandy Canyon and San Pasquel Valley Roads. It was approx. 30 miles and took us just under an hour to arrive at their house.

More Healey's were already there and others came a little later. It was great to see Udo looking and feeling better. Gisela as always was a wonderful hostess and made us all feel welcome.

They had cold water, iced coffee drinks and delicious donuts waiting for us in their Healey garage filled with all things Austin Healey and tons of memorabilia. We were treated to a tour of their lovely home, garages and property. It was a good time and great to see them! After the visit we headed to D'Carlos Restaurant for lunch and then the ride home for most, the temp. was in the high 90's by then.

A couple of us decided to carry on and drove to Vineyard Grant James where we sat on the patio and enjoyed a glass of their excellent wine. In all 19 members in 9 big Healey's, a Bugeye and a Jaguar attended. A fun time even with the heat.

All Members below drove Healeys except * Howard & Lynne Stark, Lou Galper & Deborah Durham, Eric Graves, Robert Reid, Terry & Laura Leyland (New Members), Scott Jones & Charlie-Ann Spivey-Jones * Drove Jaguar, Ed & Sandy Matheus, Ron & Carolyn Richtmyer, Rick & Allie Snover, Warren Voth, with hosts Udo & Gisela.

Lou & Deborah chatting about cam valve timing.



Above right- Gisela converses with Terry & Laura Leyland. Right- Eric Graves and Ron & Carolyn Richtmyer say hi to Lynne.



Faithful Healeys, sweating and fading in the hot sun...



Ed & Sandy Matheus meet new members Scott Jones and Charlie-Ann Spivey Jones

Collectors Choice Motor Oil

By Michael Grant ---Supplemental Information forCollector's
Choice Motor Oil 20W/50

220-810 Case of 12 or 220-815 Individual Quart

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

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

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

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

• What is ZDDP?

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

• How does it work?

ZDDP, when exposed to heat and pressure, forms a protective zinc-phosphate film on the surface of the metal. The exact nature of the process at the molecular level is still under investigation, but recent research suggests that large numbers of cross-links between the zinc atoms in the zinc-phosphorus molecules form, transforming a viscoelastic fluid of loosely interacting zinc-phosphorus molecules into a chemically connected network. This increases the strength of the film, and that significantly improves its capacity to accommodate and redistribute applied loads which in turn reduces wear on the underlying surface. Because of the pressure required to trigger this event, ZDDP is particularly effective in protecting steel and cast iron surfaces. As soon as the pressure at the contact interface is reduced, the cross links break down and the film dissipates back into the oil solution. Simply put, ZDDP prevents parts (the cam lobes and the lifters for example) from making contact, and this greatly reduces the tendency of parts to scuff



and gall under heavy-loaded conditions. It's important to note that the wear protection properties are due only to the characteristics of the ZDDP molecule and not to zinc (Zn) or phosphorus (P) in the oil in other forms or from other sources.

• Why do I suddenly need ZDDP?

Let's back up a minute and talk about oil classifications. The system in use today comes from the American Petroleum Institute (API). In this system, the prefix S or C identifies the basic category, S being for gasoline engines, C being for diesel engines. The second letter corresponds to the grade, and



SA and CA were the designations for the first two API oil grades. As new specifications were developed, a succession of letters was assigned, and 13 grades later, we are up to SM, the current grade for gasoline engines. Oil for diesel engines is up to CJ. Generally speaking, every change in specification since the 1930s represents improvements based on a better understanding of oil, lubrication, and the evolving needs of machinery. And generally speaking, the newer oil could safely be used in cars built to use an earlier specification. There are two exceptions. Engines built to use SA grade oil (a straight non-detergent mineral oil) could not use the SB grade oils. The second exception is more recent, and it applies to engines built through the mid 1980s. It is primarily due to the reduction of ZDDP.

With that background information, let us consider exactly why the loss of ZDDP creates problems for older engines, and why it is not a problem for modern engines. According

to the SAE Tech Bulletin # 770087, operation of a flat tappet engine without adequate EP additives such as ZDDP quickly leads to lifter foot scuffing and cam lobe wear. Camshafts are typically only surface hardened leaving the core ductile for strength. According to the SAE Bulletin, once cam lobe wear reaches 0.0002, "subsequent wear is usually rapid and catastrophic." Two ten-thousandths of an inch is one fifth the thickness of an average human hair. In order to make engines last in the absence of ZDDP, virtually all engines designed to run on gasoline in the last ten years utilize roller lifters. The sliding cam-to-cam-follower interface in a non-roller lifter engine requires a special EP additive, which has historically been the ZDDP.

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

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

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

There are still some racing oils that contain ZDDP, and they do offer some additional protection. The actual percentage of ZDDP in racing oil is based on the intended use of that oil, and it may not be the optimal concentration of 0.15%

found in the API SF oils. There are also other factors to consider. Racing oils are optimized for short term severe duty, in contrast to oil that has been designed for operation on the street for months at a time. The additive package in racing oil does not have the same detergent characteristics which are part of the additive package in oil designed for extended service. This means racing oil may not neutralize acids and keep contaminants in suspension. Racing oil generally is not multi-viscosity, which is a key feature of oil designed for use in street cars over wide temperature ranges.

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

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

Detergents: A diesel engine needs oil with very high detergent capabilities in order to hold the large amount of combustion byproducts in suspension. High detergent oil has a lower surface tension and lower shear pressure rating. The bearing journal size-to-displacement ratio on a gasoline engine is designed around a lower detergent oil with a high shear pressure rating. Using a API CJ grade oil for a diesel engine in a gasoline engine can lead to higher bearing wear. Another

problem with high detergent oil is that the additives that keep contaminants in suspension actually reduce the wear protection provided by the ZDDP, especially in a high-performance engine with high valve spring pressures.

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

cases, using high viscosity oil can cause oil starvation in bearings at high RPM.

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

What about GM's Engine Oil Supplement? Isn't that ZDDP? GM's Engine Oil Supplement (EOS) did contain significant amounts of ZDDP, and it was the most concentrated ZDDP



supplement available. It was intended to boost ZDDP levels of oils that already contained EP additives. It was available for over 20 years, until it was discontinued by GM in early 2007.

• So what am I supposed to do now?

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

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

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

simulation. This allows them to produce very specific blends with excellent quality control Hicks Oils is an ISO 9001:2000 certified facility

• Does Collector's Choice Motor Oil have ZDDP?

Yes, and the amount is significant. At 2000 parts per million (PPM), the concentration is over twice as high as the current API SM grade oils. The percentage of ZDDP by weight is at the level found in oils generally available when our MGs, Triumphs, Jaguars, and Healeys were new. This extreme pressure friction modifier is critical for cars with conventional tappets.

SAE Viscosity Grade 20W-50 API Gravity 29 Viscosity, 40 C, cSt 190 Viscosity, 100 C, cSt 19 Viscosity Index 120 Wt% Ca 0.24 Wt% Zn 0.20 Wt% P 0.09

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

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

• Why should I be concerned about contaminants?

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

suspension so they can be drained out of the sump when you change your oil.

• What about corrosion protection?

There is always going to be some water vapor in the crank-



So Don't Forget About ZDDP

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

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

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

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

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

British Motor Sales is where I purchased parts for my Devin Special I built in 1957-58. Westcott Motors, in National City is where we purchased our '66 BJ8 in 1967... Warren



Austin Healey
at 142.6 M.P.H.

In 1966 Donald Healey driving his Austin Healey "car" reached a speed of 142.6 m.p.h. over the measured mile.

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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:

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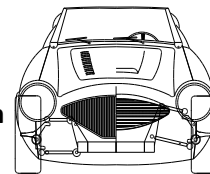
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Big Healeys \$ 1049 / \$ 1099 (BJ8 Ph2)

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.

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Car Bra, custom made for BN1 to BJ8 + Bugeye Sprite.
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Plastic Knock-off Hammer. \$75
No more dents or scratch on your Wing nuts.

For more details, prices and pictures, please visit:
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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) 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.

2021 CotY Standings (as of June 20)

Member	Car	Pts	Member	Car	Pts
*Matheus, E. & S.	1960 Sprite AN5	62	Benke, D. & P.	1967 3000 MkIII BJ8	14
Stark, H. & L.	1960 3000 BT7	60	Linnard, T. & D.	1966 3000 MkIII BJ8	14
Voth, W.	1966 3000 MkIII BJ8	40	Jones, S. & T.S.	1964 3000 MkIII BJ8	10
Reid, R. & K.	3000 BN7	38	Putzke, U. & G.	961 3000 MkII BT7	6
Galper, L.	1955 100 BN1	36	Galper, L.	Jaguar 3.8s	5
Grundies, D. & D.S.	1965 3000 MkIII BJ8	34	DeYoung, R. & J.	1967 3000 MkIII BJ8	4
Snover, R. & A.	1962 3000 MkII BT7	34	Galper, L.	1964 MGB	4
Richtmyer, R. & C.	1958 100-6 BN4	32	Stevens, R. & A.	1968 Sprite MkIV AN9	4
Graves, E.	1962 3000 MkII BT7	30	Jones, S. & T.S.	2009 Jag XJ Super 8	3
Leon, S. & L.	1959 Sprite AN5	24	Galper, L.	1985 Jaguar XJ6	2
Cowan, T. & L.M.	1965 3000 MkIII BJ8	18	Humphreys, B. & B.	1960 3000 BT7	2
Burton, R. & S.	1964 3000 MkIII BJ8 (4WD)	16	Polger, L. & A.	1966 3000 MkIII BJ8	2
Cowan, T. & L.M.	1960 Sprite AN5 (Sprinzel Coupé)	16	Ventura, A. & Y.	1960 Sprite AN5	2
Farnsworth, B. & C.	1962 3000 MkII BT7	16	Watt, A. & S.	1961 Aston Martin DB4	1
Leyland, L. & T.	1962 3000 MkII BT7	16			

*2020 Car of the Year, not eligible to win in 2021



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P.O. Box 17101
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July Monthly Meeting

Wed. July 14th, 6:30 PM
Kings fish House
825 Camino De La Reina
Mission Valley 619-574-1230