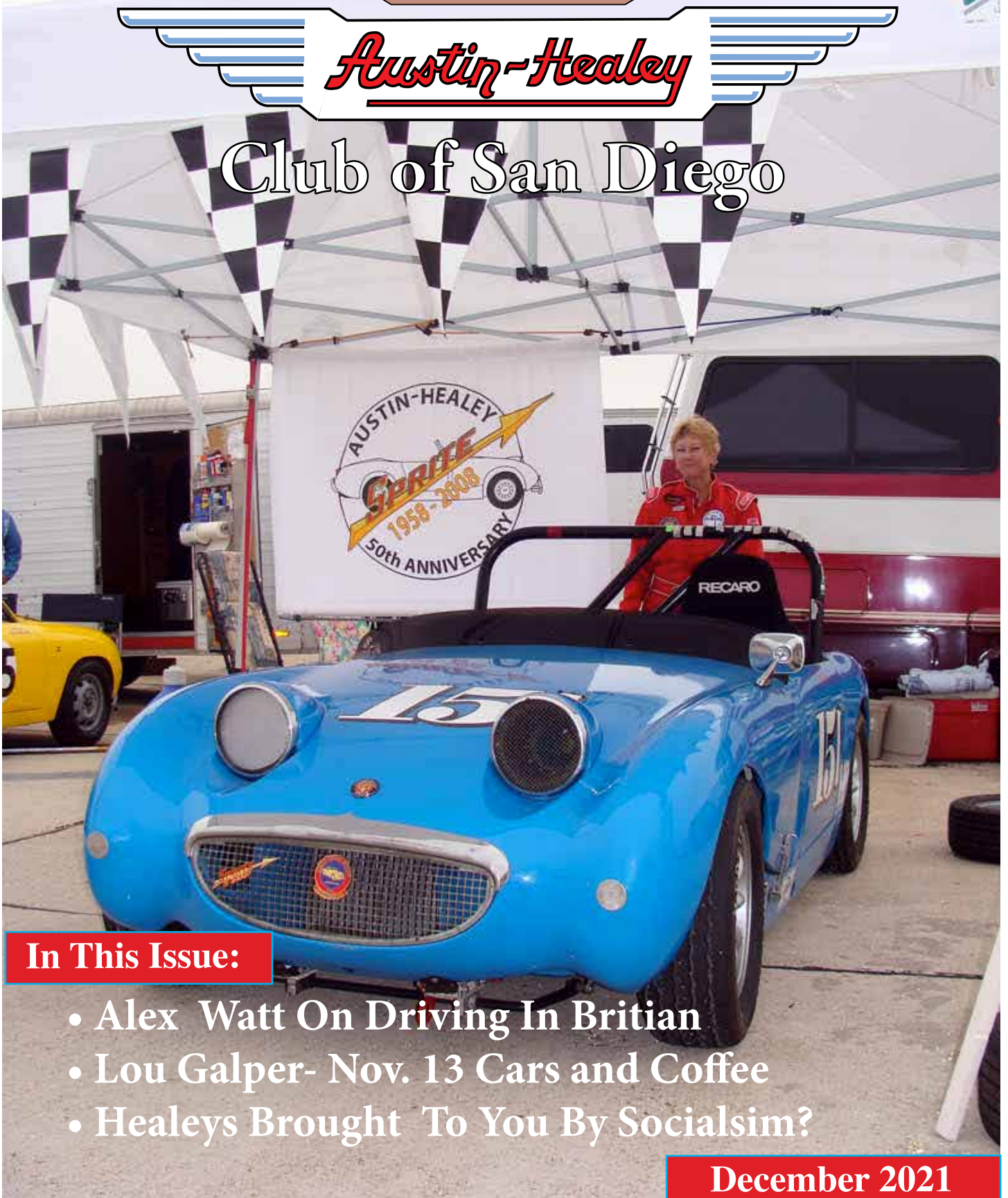


HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego

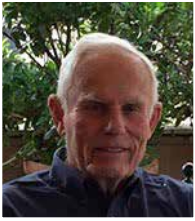


In This Issue:

- Alex Watt On Driving In Britian
- Lou Galper- Nov. 13 Cars and Coffee
- Healeys Brought To You By Socialsim?

December 2021

From The Editor:



This is the latest Healey Hearsay has been published on my watch. I regret this but it's called life. The December issue can be kind of a let down. But life goes on...

To start off, the front cover features Dewey DuButts and her Sprite. I'll always remember it being Jim Widgery's from our many sojourns to Rainbow and pleasant times spent at their home on our annual barbecue hosted by them. Jim and Barbara are irreplaceable in my memory of past Club members. I mentioned that they gave me a watercolor by Jim's brother, Jack, which is my nick name. I always commented on Jack's watercolors displayed prominently in their home. They reminded me of the spirit of J.M.W. Turner, the famous English watercolorist. I was surprised when one fine day, this watercolor of Jack's arrived on my doorstep. It's in a place of honor in my office. To Jim and Barbara, ...you will be missed forever by me... Dewey on the front cover? I felt like posting it to recognize her racing Jim's Sprite. And as well as the rarity of racing ladies on the track. No doubt Dewey must of had fun doing it...Cheers to Dewey...



I was given a file of Alex Watts missives, four years ago, and promptly forgot them. They were rediscovered while I was trying to bring order to my thousands of files on my iMac. Sorry, Alex... They will start now...

As usual, for December, our monthly meeting was part of our Christmas party at Casa Machado.

Last and least...Good riddance to a miserable, restrictive, chaotic, year... Brought to all of us by our self dealing, vacuous, virtueless, vainglorious, government and its destructive antics, masquerading as God only knows what... Start with acquiring an ultimate acquisition of power and lining their pockets with our money. Hopefully, America can, and will do better in the coming year... 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.

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.

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Special Staff

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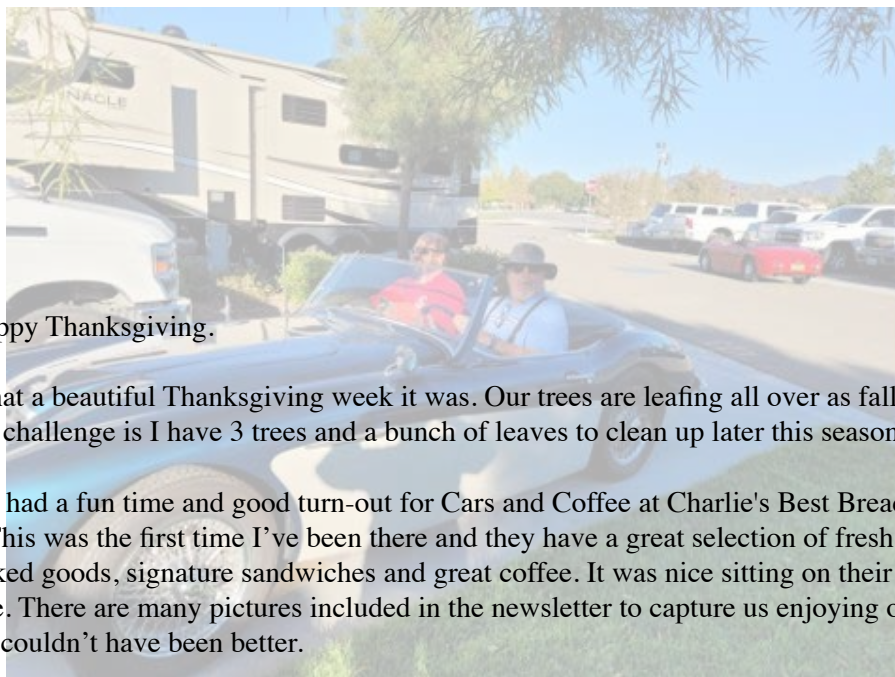
Classified Ads (Market Place) are free to members. Classifieds for items wanted or small items for sale are free to nonmembers, too. Ads may be placed any time. Submit artwork and payment to the Treasurer. Annual display ad and monthly nonmember "Car For Sale" classified ad rates are as follows:

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: Dewey DuButts and her Sprite at the North Island Sports Car Races.

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



Happy Thanksgiving.

What a beautiful Thanksgiving week it was. Our trees are leafing all over as fall is upon us. Only challenge is I have 3 trees and a bunch of leaves to clean up later this season.

We had a fun time and good turn-out for Cars and Coffee at Charlie's Best Bread in Pacific Beach. This was the first time I've been there and they have a great selection of fresh bread, other baked goods, signature sandwiches and great coffee. It was nice sitting on their patio with everyone. There are many pictures included in the newsletter to capture us enjoying ourselves. Weather couldn't have been better.

Attendees were Susana Davis and John Lee III with their newly Acquired beautiful Black and Red 1967 Austin Healey 3000 BJ8, Lou Galper (H) and Deborah Durham, Eric Graves (H), me (H), Tom Linnard (H), Steve Suppa (H), Dave Grundees, Sandy and Alex Watt, Sandy and Lily Leon, Jan Schmidt and DeAnne Schmidt-Martinez. It was a great day for a ride and many went up past Mt Soledad and around the surrounding area for a beautiful ride along the ocean. What a day!.

We are looking for someone to volunteer and host the 2022 Superbowl Chili cook off February 13, 2022 and the club will furnish most of the goodies so if you have a couple televisions and would like to host, that would be great. Please contact Lou Galper so we can get the planning under way. Our January 12th Meeting will be at King's Fish House in Mission Valley in the banquet room.

I want to remind everyone our holiday party will take the place of our December monthly meeting. There may be another activity later in the month or early January.

I'm looking forward to seeing everyone December 4th at Casa Machado for our holiday party. Bring yourselves, a gift for our fun gift exchange, and a healthy appetite. Happy Holidays!

See you soon

Austin Healey Club of San Diego November 2021 Meeting Minutes

President Howard Stark called the meeting to order at 6:45pm.

(H) = Drove Healey, (O) = Drove Other British

There were 25 members in attendance: Warren Voth (H), Deborah Durham, Lou Galper (H), Ron Richtmyer, Ed Matheus, Gisela & Udo Putzke, Don Benke (H), Eric Graves (H), Sandy, Lily & Mark Leon, Rick Snover, Robert & Kathleen Reid, Richard & Ada Stevens, Steve Suppa, Howard & Lynne Stark (H), Lex Dunn, Susana Davis & John Lee, Laura & Terrey Leyland

- New Business: Pay your 2022 club dues to Don.
- Elections: the vacant club secretary position will be filled by Kathleen Reid with Laura Leyland as backup. Idea of a club calendar met with approval and vote to pick cars by committee
- The Golden Gate club has cancelled Rendezvous 2022 in Lake Tahoe.
- Holiday Party: Lynne reminded everyone to please RSVP ASAP and to please remember to bring a dessert to share.
- Ed Matheus & Ron Richtmyer talked about their weekend at the Temecula Rod Run and what a great event it was. They are going again April 29 & 30 and invited us all to sign up or visit them at their RV site there. Fun car cruise through town and show the next day. Low entrance/registration fee and nice swag which they offered to club members.
- Treasurer: Sandy reported club is solvent and we are good.
- Activities: Lou asked members and they responded yes to a Cars and Coffee at Charlie's Best Bread in P.B and then a short ride instead of going out to Dudley's. on Saturday.

Meeting Adjourned at 7:40pm

• what the future brings •

• 2022 AHCSO ACTIVITIES • CALENDAR

SAVE THE DATES! CALIFORNIA HEALEY WEEK 2022

We are pleased to announce that the Austin Healey Association of Southern California will host California Healey Week 2022

The event will be held at the DoubleTree Hotel and Resort in Cathedral City (Palm Springs), CA

PLEASE SAVE THE DATES!
MONDAY, MAY 9 TO FRIDAY, MAY 13, 2022

Watch your email for Registration Information which will be sent out shortly

Please do not book the hotel now. Once you register you will be eligible for our special discounted hotel rates and you will be sent a code to use when you book.

We look forward to seeing you this Spring in the desert

AHCSO DECEMBER BIRTHDAYS AND ANNIVERSARIES

BIRTHDAYS

Barbara Humphreys..1	George Hurley.....16
Anne Rast5	Carolyn Richtmyer.28
Robert DeYoung.....10	Lynne Stark.....30
Susan Slade.....10	Aeint DeBoer.....31
Lorne Polge.....12	Ron Richtmyer.....31

ANNIVERSARIES

Curt and Nancy Arndt.....	12/21/84
Aeint and Virginia DeBoer	12/27/94
Craig and Sue Turner.....	12/1/79

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

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Healey Cars & Coffee- Nov. 13

By Lou Galper

Saturday proved to be a great day in Pacific Beach as we met at **Charlies Best Bread** for coffee and pastries. Besides our regulars, we also had appearances by Jan Schmidt, and daughter DeAnne, Sandy & Lily Leon, Dave Grundies, Tom Linnard, Eric Graves, Alex & Sandy Watt, John Lee & Susanna Davis, with their new BJ8, Steve Suppa- square body Sprite, myself-BN1 & Deborah Durham, Howard Stark- BT7, etc.

After finishing our tea and coffee, we did a short drive that traveled up Lamont Street, passing by Mt Solidad National Veterans Memorial, than down the hill to La Jolla Shores Drive. We then drove up to Torrey Pines Road, then north to Torrey Pines Beach and a great view, and up to Carmel Valley Road where we parted ways. A great morning for a drive...



Top- The usual suspects lined up at Charlie's Best Bread. Center- Kicking back in the sun, and shade, Bottom- Torrey Pines Beach from HWY5 Torrey Pines Freeway...

Season's Greetings Austin Healey Club of San Diego!

Thanksgiving means two things. We are thankful that the Pandemic seems to be nearly behind us. And, YES, it's time to renew your Healey club memberships!

The membership for our club remains \$30, and if you are interested in also joining the Austin Healey Club of America (\$50), you can do that by sending one check, payable to AHCSA for \$80 to:

AHCSA C/O Don Benke
4775 Yerba Santa Drive
San Diego, CA 92115

We will forward the \$50 payments to AHCA as we receive them. PLEASE do not send any payment directly to AHCA, unless you are ONLY joining the national club.

For Austin Healey Club of San Diego, please be sure to include any changes or updates to your personal information on a new AHCSA member application or just send me a note with important updates. I have a few members listed in the 2021 member directory who have not provided some items. These are not necessarily required, but may have been overlooked in original or updated applications, such as:

Birthdays and/or anniversary dates (these are not published in any lists)

Healey or other British cars owned (including Model and year)

Mail and email addresses, and home/cell phone numbers

I hope to have a new roster nearly completed by the end of January, but will be working on it however long it takes to include all who want to be included. I very much appreciate prompt renewals! Thanks already to the handful of early renewers! You can use the application form to include your new or updated info.

For your convenience, here is the link to the application: <<http://sdhealey.org/membapp.pdf>>

Don Benke
AHCSA VP/Membership
Questions? Call 619 778-1680, or email dgbenke@cox.net

See you in January!

Britain Versus The States From A Drivers Viewpoint- by Sandy Watt

As most of you know there are differences between driving in Britain and in the US, but it is not only in regards to driving on the correct side of the road. Having started my driving career in Britain I know both methods and will give you the benefit of my experiences. This information, I hope, will help you when you decide to take your car over the pond to participate in the London to Brighton Run, or one of the other tours through Britain. Even if you decide not to take your car you might still decide to go as a spectator, or you might decide to go the Beaulieu Auto Jumble, and visit car museums around the country.

Driving in Britain is quite an experience for the first time visitor, with all the cars being right hand drive, narrow twisting roads, single lane roads, Motorways, and that lovely British road feature called the “roundabout”. To top it all off, there is the beautiful weather. As we say if you don’t like the weather, don’t worry, just wait 20 minutes and it’ll get worse. Also we have a picnic every Summer, if Summer happens to fall on a Sunday. All joking aside, a trip to Britain is a fun adventure and with a few safety concerns you will have an enjoyable trip.

The first concern is that once you have arrived at the airport and are picking up the rental car, you will find cars going the “wrong” direction. You will be tempted to use the wrong lane out of the parking lot, and will want to actually head into the oncoming traffic. Stay to the left, go with the traffic flow, and you’ll be driving out safely with all the other traffic. The next obstacle is the roundabout that is always located at the exit from the airport. Once again the key is to stay to the left and give way to traffic from the right. This is just the opposite from what we are used to in the States. A bit of advice here is that most British drivers, if traffic allows, will slalom though a roundabout as if they were Formula One drivers hitting the apexes and taking the shortest route through the intersection.

There is a rule in Britain on multi lane roads, that you stay in the slow lane unless you are passing, and then you get back to the left lane as soon as it is safe. Speeds on the British

Driving In Britain On The...

Motorways tend to be slightly faster than in the US, and with a speed limit of 70mph on all dual carriageways. Most cars will travel between 80 and 90mph, with the faster cars traveling well in excess of 100 mph, yet they are safely sharing the same road with cars about 40mph. This is the reason for the lane etiquette, with people staying to the left unless they are passing. If it happens to be raining which it often does, don’t worry, most people will still be driving at the same speed as if it were in the dry.

Driving in the Highlands of Scotland is like nothing else in the world. Beautiful curving single lane roads with free range sheep. These roads are fun to drive but you have to be aware of oncoming traffic as the road is only wide enough for one car, and in order to pass, one car has to give way and pull over at a passing spot until the vehicle going in the other direction has passed. These roads are often run at high speed, and the best way to prepare is to watch some of the pro-rally drivers competing on television.

Most of the time while in Britain you will have no problem remembering that you need to stay to the left. There are two occasions that you are liable to have relapses, and head instinctively to the “wrong” side of the road. The first is when you leave the Bed and Breakfast first thing in the morning, and the other is when you pull out of a petrol station and head back into traffic. Just remember to keep the passenger seat closest to the side of the road.

In Britain they don’t talk “American”, and you will have to learn to speak properly. To help you out, I’ve prepared a primer that should help. Car part swap meets are autojumbles. Gas is called petrol and is sold in Liters at a cost of about \$8 per gallon. Diesel is called diesel, but is also labeled Derv at the petrol



station. A sidewalk is a pavement and a pavement is a roadway. French fries are called chips, and chips are called crisps. A hood is a bonnet and a trunk is the boot. Cell phones are mobiles, and a sweater is a jumper. Shops don't open till 9am and tend to close from 1 to 2 for lunch and then close for the day at 6pm.



A "Full English" is a big breakfast, not to be confused with the "Full Monty", and Zebra, Pelican, Toucan and Puffin are all types of pedestrian crossings which are explained in the Highway Code which gives the rules for all road users.

One major difference between the US and the UK is that the police normally won't pull you over for speeding unless your speed is extreme and you are considered unsafe to other drivers on the road. They leave your ticket to the speed cameras that are located all over the countryside. They take a picture of your license plate along with an imprint of your speed, and the date and time, and mail it to you. There is nothing quite like driving along a darkened road in the rain and all of a sudden having the inside of your car lit up like daylight as



your picture is taken and you realize that you have just been caught....

Daylight hours vary greatly with the time of year, and in the summer

it is light until around midnight, with it getting light again around 3am. In the winter it's the opposite with only about 5 hours of daylight in the far north of Scotland. The first part of November, when the London to Brighton takes place there is about 8 hours of daylight, so the cars line up in the dark for the start, and you hope that you don't have any mechanical problems on the way that delay your arrival till after dark. The weather in November is already heading towards winter, and you can expect it to be cold and blustery. Wear your rain

gear and your woollies, or be prepared to get chilled to the bone. All part of the old car hobby in Britain. Lap robes and even hot-water bottles are in order as you try to fend off the chill. A nice hot cup of tea from the thermos always helps.

I haven't meant to scare anyone from deciding to go to Britain, I've just tried to point out a few items that are not normally mentioned in the tour books, and make you realize that your best action is to have a helper with you. It is with great humility that I offer my services to you as driver, translator, and a tour guide. As a starting point I know all the major airports in the UK, and can speed you through customs and immigration to the rental car desk, and from there get you out of the airport and on to whatever part of the country you desire.



(p.s.- The Beaulieu Autojumble is held the second weekend in September, and I will be there in case anyone wants a tour guide. Strategies for getting your autojumble goodies back home is another story...)

Sandy Watt

Beaulieu
International
Autojumble



The main perk of being Healey Hearsay editor is the monthly free (to me) issue of Healey Marque Magazine. The July 2021 issue featured a historic article from the Donald Healey Motor Co. Ltd archives, "Export Or Die". The article includes the front page of the Evening Standard, of the time, with the smiling face of new Liberal Prime Minister Harold Wilson, who just replaced U.K. wartime Winston Churchill. The last paragraph of the article states, "...the Labour Governments Export or Die program provided the impetus for its (the Donald Healey Motor Company) creation. Who knew that socialism was indirectly responsible for the car we love? Now you do...Balderdash, or not?

I have no idea whether Donald Healey was a socialist, or not. Nor do I care. Many, if not most historians would have to credit the spirit of Rolls Royce, certainly not the likes of British Leyland, for the survival of the United Kingdom after WWII. It was the likes of the Rolls Royce Merlin airplane engine plus the *keep calm and carry on* spirit of the British people that saved England, hardly the likes of Harold Wilson.



One Merlin engine powered the Supermarine Spitfire. Two Merlin engines powered the infamous (to Hermann Goring) plywood



de Havilland Mosquitos. And four Merlin engines powered the iconic Avro Lancaster bomber. And let's not forget the Packard built Merlin 1650 engine made the P-51 Mustang the devastating wartime performer it was. Rolls Royce Merlin engines were the best for the times...not just good enough.

Socialism is simply what an exhausted, spent, and burned



out Europe became after the devastation of WWII. Who is to say any of us might not have succumbed to the same. I am not looking at this as perhaps a smug American of the time who didn't really suffer the European destruction. That was what Donald Healey had to work with...not the best... but just good enough...

Whether Donald Healey was an entrepreneur or promoter, he was certainly an innovator and kept tweaking his idea until he found success. It's this success we are still driving today. Did he in Gerry Cooker's envelope body design, see the spirit that would captivate America? Remember, at the time most of Europe was content with MG T series body styles. Even America was. I recall the first time I saw an MG TC our neighbour acquired, or maybe brought home from Europe after WWII. MG's started the sports car craze in America's post war years.

Healey Elliotts and Westlands were too much like what America already had...smaller...and in some respects, just not as good on America's highways and free-ways, now being patterned after Germany's Autobahns. And let's be honest...Although they are rare and historically relevant... do Elliotts and Westlands really make your heart beat faster than way 100 BN1's, Sprite AN5, or Bj8's do?

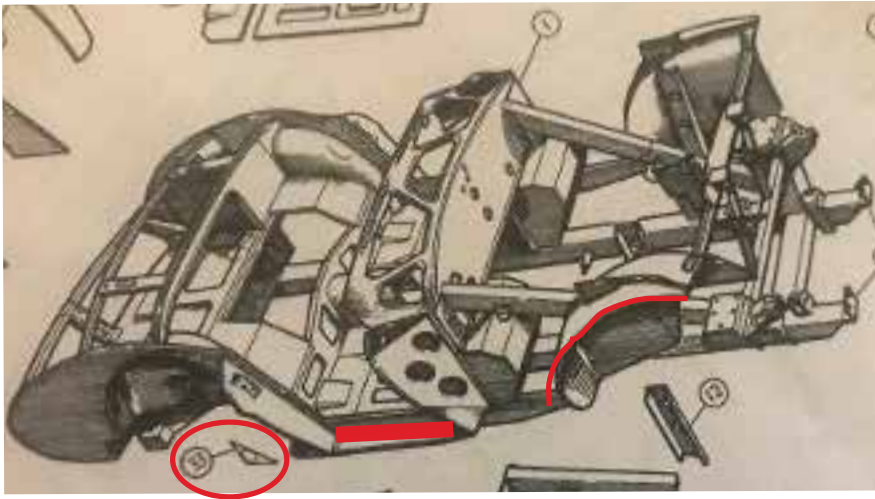
I'm going to break my criticisms of Healeys in to two groups...**Self inflicted and socially inflicted...**

Self inflicted critiques, often blamed on the cars, but really the owners fault, include rusted out cockpit floor pans and trunks, er...boots, usually in conjunction with gas tanks and the infamous Lucas electrics. I know some of these well from personal infliction myself on our two Healeys. Our '59 100-6 spent a lot of time out in the weather. Even with the top up, water would make its way in to soak the floor carpets. My solution was to drill small holes in the low spots in the floor pans as well as take out the carpets and padding and let dry in the sun. Simple, but we've all seen plenty of rusted out floor pans. I rusted out the trunk floor in the Bj8 by not noticing that the rubber bump stops had fallen out of the lower edge of the trunk opening, leaving three drain holes. There are three but it only takes one missing stop to rust out everything. The trunk flange became a rain gutter emptying to the trunk floor and the bottom of the gas tank. Both had to be replaced.

Lucas Industries is not the Prince of Darkness. I have never had a problem with Lucas wiring that wasn't partly self inflicted.. Well, almost... I had reversed the wiring to the licence plate light, accidentally, through

ignorance, on the 100-6 and realised, as things heated up, I was about to turn the car into a toaster, due to my negative mind and the positive ground conundrum. I've already written about my problem with the rear wiring looms in my BJ8...

Socially inflicted critiques...the most purest form of, I guess, we might call democratic socialism as all Healeys were infected equally. ...We look at rust on the dog legs of the rear fenders, the rocker panels, and trailing edges of front fenders. Again, I know



these problems well as they came with our Healeys.

Lets start with the Rear fender dog legs. There is even a special repair part fix for this. It had to have been an early known problem as it takes a short time for the rust to become evident. The repairs are 858-605 R/h and 805-615 L/H. Triangle pillar to sill gussets (for the 100-6 thru 3000's). These gussets are listed as 806-615 R/H and 805-625 L/H (for the early 100-4's) for those who want to replace the part to keep their fenders rusting... In both our Healeys, the rear fenders rusted out because of this gusset. Yup, it took me a while to catch on. Mud and road grime became lodged between the gusset and the inside of the fender, which overlaid the gusset. The gussets are removed on my car and probably on most restored cars. Perhaps not on concurs cars.

Now, on to the infamous rocker panels, again listed as #16 rocker panel 855-960 R/H and 855-950 L/H (for the 100-4's). The 100-6's and 3000's have the same problem. Ignoring these will allow you to replace the inner sills too as a bonus. Rockers are welded top and bottom to the inner sill assembly on both door openings. Both ends of the rockers are open allowing them to be packed with road grime with no way to clean them out, save replacing them when rust bursts through the surfaces, as it always did and does unless corrected....After talking to a hot rod restoration expert, he suggested capping both ends of the rockers and putting reverse louvres in the bottom of the rockers for moisture exit. Judicious paint prep was done to inner sill surfaces and rocker insides before re-installation. The louvres point backwards not collecting road grime. So far, it works...

Last, but not least, we come to the stock front fender wheel arches attached to the frame. The wheel arches do not keep road grime from getting behind the arches and rusting out the bottom rear edges of the fender that attach to the body. The contact between the wheel well edges and fender insides could have been a soft, flexible and replaceable extrusion, or perhaps slitting a piece of half or three quarter inch rubber tubing, sliding it over the wheel well arch so it could seal the inside of the fender...

As near as I can tell, these three changes would have made the Healey body, close to road weather proof for the period, maybe even by today's standards. I'm the first to admit I'm not a automotive engineer or automotive design expert. But, these were self evident problems which made Austin Healeys criticised as rust buckets and gave them a bad name to many.

It would be churlish to blame Donald Healey for all of this. One has to wonder how much he really had to say after Leonard Lord and Austin were firmly in the drivers seat. So what Happened? I suspect human nature. It seems to me that classic socialism tries to fix hard problems with soft solutions. I have outlined three major problems that could have been fixed with 1950's technology. But they weren't...

I can argue, would what I've said have made a difference? Who knows? History teaches that ideology trumps pragmatic insistence with unforeseen consequences. By 1968, Healeys were becoming long in the tooth. No...They were built long in the tooth...And, that's really too bad. The Rover 215 aluminum V8 that they bought from Buick was almost next door, so to speak...

The Rover V8 began life as the Buick 215, an all aluminum OHV pushrod engine introduced in 1960. The compact alloy engine was light at just 317 pounds and capable of 2000 hp. They worked fine in Rovers and TVR's but never made it to Healeys...Too Bad...A funny aside was when Buick later wanted to use their little V8..Rover said they had to pay royalties on THEIR engine...



To be fair, American cars of the 50's and 60's had their own problems. While few can deny they had robust engines, the suspensions and brakes were terrible. The body fit and finish as well as interiors, were careless and uneven. The big three manufacturers colluded with unions to smooth out production. Assembly was helped by oblong bolt holes to speed assembly...After all, so what? What was America going to...Buy tinny Japanese cars, they laughed...

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- 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



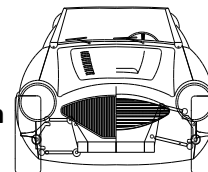
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NEW Rear spring Anti twist shock kit for the AH 100-4 to BJ7 \$449

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For more details, prices and pictures, please visit:
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CAR OF THE YEAR (COTY) AWARD



To recognize Club members who participate with their Healeys, the Austin Healey Club of San Diego awards CAR OF THE YEAR (COTY) points for various activities. Opportunities to collect COTY points include any car-related events (shows, drives, rallies, etc.) sponsored by an official organization (other car clubs, auto museum, city chambers of commerce, charities, etc.) where you participate with your Healey. Events need not be listed in the Club's newsletter to earn points.

The participant is responsible for providing proof of participation (entrance fee receipt, photo, corroboration from other club members etc.) to the COTY Recorder, Rick Snover (619-980-4194 ricksnover@earthlink.net) within 30 days after the event. AHCS D events will have a sign-in sheet that will be forwarded to the recorder. For members with multiple eligible vehicles, be sure to indicate which one(s) you drove.

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

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

Congratulations to Howard and Lynne Stark, their 3000 is the 2021 Car of the Year!

Final 2021 CotY Standing (as of November 20)

Member	Car	Pts	Member	Car	Pts
Stark, H. & L.	1960 3000 BT7	130	Banales, J. & S.T.	1962 3000 MkII BT7 (R)	10
Matheus E & S	1960 Sprite AN5	90	DeYoung, R. & J.	1967 3000 MkIII BJ8	10
Galper, L.	1955 100 BN1	64	Jones, S. & T.S.	1964 3000 MkIII BJ8	10
Graves, E.	1962 3000 MkII BT7	60	Mayer, B. & J.	1960 Sprite AN5	10
Voth, W.	1966 3000 MkIII BJ8	60	Galper, L.	1964 MGB	8
Reid, R. & K.	3000 BN7	58	Galper, L.	Jaguar 3.8s	8
Grundies, D. & D.S.	1965 3000 MkIII BJ8	56	Watt, A. & S.	1961 Aston Martin DB4	8
Richtmyer, R. & C.	1958 100-6 BN4	54	De la Fuente, Anthony	1960 Sprite AN5	6
Benke, D. & P.	1967 3000 MkIII BJ 8	50	Galper, L.	1997 Jaguar XJ6	6
Snover, R. & A.	1962 3000 MkII BT7	50	Lee, J. & Susana D.	1966 3000 MkIII BJ8	6
Leyland, L. & T.	1962 3000 MkII BT7	38	Pleasant, M.	Morris Minor	6
Linnard, T. & D.	1966 3000 MkIII BJ8	38	Putzke, U. & G.	1961 3000 MkII BT7	6
Leon, S. & L.	1959 Sprite AN5	24	Rogers, W. & S.	1964 3000 MkIII BJ8	6
Suppa, S.	1968 Sprite MkIV AN9	22	Schumacher, K. & A.	1955 100 BN1	6
Stevens, R. & A.	1968 Sprite MkIV AN9	20	Snover, R. & A.	2009 MINI Cooper	6
Cowan, T. & L.M.	1965 3000 MkIII BJ8	18	Turner, C. & S.	Jaguar XKE	5
Burton, R. & S.	1964 3000 MkIII BJ8 (4WD)	16	Coombs, C.	1967 Sprite MkIII AN8	4
Cowan, T. & L.M.	1960 Sprite AN5 (Coupé)	18	Jones, R. & C.	1963 3000 MkII BJ7	4
Farnsworth, B. & C.	1962 3000 MkII BT7	16	Putzke, U. & G.	1959 100-6 BN4	4
Lee, J. & Susana D.	1971 Triumph TR6	16	Jones, S. & T.S.	2009 Jag XJ Super 8	3
Ventura, A. & Y.	1960 Sprite AN5	12	Humphreys, B. & B.	1960 3000 BT7	2
			Polger, L. & A.	1966 3000 MkIII BJ8	2

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



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As usual, for December, our monthly meeting was part of our Christmas party this year at Casa Machado...