



# New England News

*The Newsletter for members in the New England Region of the  
Austin-Healey Club of America  
NY, CT, MA, RI, VT, NH, ME & Northern NJ*

## President's Column

Greetings to you all!

Hi Everyone

It sure does not seem possible that we are now month away from the start of Green Mountain Conclave 2007, but that is a fact. I know that all of us who have been involved in the planning of this event are still working at a fever pitch to tie up all the loose ends, and complete the various projects that we have been assigned. We believe it is pivotal that all the aspects of our Conclave's total plan mesh together smoothly, and are carried out in a well-ordered manner. Having a good plan and carrying it through is the only way to ensure a successful event.

However, the real purpose of all this planning and effort is for all of our members to enjoy their stay at Conclave, and come away from Vermont with a most memorable Healey experience. In short we want all of you who come to Vermont to have a good time!

In order for you to be sure that your total Conclave experience will be a positive and pleasant sojourn into Vermont it will be necessary for you to plan your excursion just as meticulously as the Conclave committee has planned the event.

I am quite sure that all of you have seen to it that your Healey is in top working order before you set out on your journey, for nothing could start your trip off on a more sour note than an unexpected breakdown. But even a very thorough inspection of your car cannot give you assurance that the fuel pump won't fail, or voltage regulator won't give out. So if it is possible you should carry some spares with you. However, with the limited space in even the largest of Healey models, and unless you have decided to wear the same clothing every day while at Conclave, you will be limited in what you can bring in the way of spare parts. It is smart, therefore to travel together with other Healey drivers on your Conclave journey, as those models that share a commonality of spares can bring along different parts to ensure that the more common maladies that often occur in Healey driving have the correct spares present in at least one car's trunk. Speaking of trunks! Any veteran of Healey travel knows well, that except for the two seat roadsters, a big Healey trunk will not hold very much luggage. So you should learn to utilize the space behind the seats to carry your suitcases, as there is far more space there than in the trunk. It is beneficial to carry soft luggage on a Healey trip that can be compressed and contorted to fit the space available, rather

## From the editor

*Jim Smith*

*Bluechipracing@snet.net*

When the next issue is distributed, Conclave 2007 will be over, and whew, we will all be able to take a deep breath and relax a little.

The next issue of *New England News* will be published mid July, and the plan is to dedicate it mostly to Conclave reports.

We'll be looking for write-ups and anecdotes, so anyone with an inclination to write a little blurb for your newsletter should be making some mental notes (or even written notes) while at Conclave. All contributions, both written and photos will be welcome.



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than bags that roll well in airports, but are too rigid to fit in the confined space behind a Healey seat. Even with soft bags and two years of part time work loading trucks at UPS, you will find it impossible to get everything you want into your Healey. You need to make choices, and take only those things with you that you absolutely need. Everything you want to take in your Healey just won't fit in the car. I suppose you could install a luggage rack which will allow you to carry an additional suitcase, but will undoubtedly significantly hinder your visibility to the rear of your vehicle, and make driving safely for a long distance a much more daunting task. So even before you leave the driveway of your home you need to plan what you are going to do to expedite a safe and carefree trip.

If you really want to have a more relaxed state of mind on your trip, you should strongly consider traveling together with other Healey drivers. This convoy approach of Healey travel does provide a certain degree of security, as more often than not you will have individuals present in your group who possess technical knowledge and hands-on experience with Healey repairs. These resource people can prove to be eminently valuable should some mechanical problem occur that requires immediate attention or roadside repair. I myself have been involved in at least two fuel pump replacements while on Healey trips, and know first hand that the more people you have the quicker your problems are solved.

This wagon train approach of journeying together can also greatly enhance the social aspects of your trip. Although more applicable to longer trips, a shared travel experience often enhances and strengthens the bond and relationships of those traveling together, and can create lasting friendships.

Speaking of friendships! Isn't that what the Healey club is all about? Isn't that why we all get together to share our love of the Austin-Healey at local events, and National Conclaves as well? Isn't our club's ultimate purpose to facilitate a shared celebration of the Austin-Healey Marque and meet and befriend others of a like mind? So it is our intention in hosting this Green Mountain International Conclave 2007 to create an ultimate Healey experience that will bring people together in fun, celebration, and friendship.

So if you have taken care to prepare correctly and carefully for your journey to Vermont, you have done your part in making your Conclave experience a positive and enjoyable time. Arrive in Burlington with positive expectations, and let us show you the type of great "Northern Hospitality" that we believe will make your stay with us a most enjoyable and friendly experience.

SEE YOU IN BURLINGTON!

Frank

2007 Events and Meets

- June 3 British By the Sea, Waterford, CT  
Dave Barton
- June 24-29 Conclave 2007, Burlington, VT  
Dave Altman, Piggy
- Aug 25-26 Balloon Show, Plainville, CT  
Deb Katz (tentative)
- Aug 30- Sept 3 Vintage Festival, Lime Rock, CT  
Jim Smith
- Sept 16 British Invasion, Stowe, VT  
Paul Dunnell
- Sept 29-30 British Legends Weekend  
Cape Cod British Car Club
- Dec 1 Christmas Party, E. Windsor, CT  
Betty Bender



Your I-89 exit to fun at Conclave—14W

**NEW MEMBERS**

- |                       |             |    |
|-----------------------|-------------|----|
| Carmine Abate         | New Britain | CT |
| Brett & Sandy Wright  | Mount Holly | VT |
| Terrence McNelis      | Berlin      | CT |
| Bruce & Karen Newcomb | Berkley     | MA |

***WELCOME!***

**Conclave Convoy from Connecticut**

Anyone interested in traveling in a group to Conclave from Southern Connecticut on Sunday, June 24 can contact George Greider at [ggreider@pennycorner.com](mailto:ggreider@pennycorner.com)

*"A gentleman does not motor about after dark."  
Joseph Lucas 1920*

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**CONCLAVE HELP NEEDED**

Here are the areas in which we need help and the chair-person and email for that committee.

- Registration – Deb Katz: [deb.katz@opensolutions.com](mailto:deb.katz@opensolutions.com)
- Photography – Rafe Loosigian: [rloosigian@aol.com](mailto:rloosigian@aol.com)
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- Hospitality – Dominic Falconeiri: [dfalconeiri@hotmail.com](mailto:dfalconeiri@hotmail.com)



## AHCA Eastern MA/RI Spring Tune-up & New Members day May 6<sup>th</sup> Mansfield, MA

Cindy and I had the pleasure of hosting the AHCA Eastern MA/RI Spring Tune-up and New Members day May 6<sup>th</sup> at our home in Mansfield, MA.

We had an excellent turnout of current and several enthusiastic new members just completing, or just starting a Healey restoration project. A total of 14 Healey's graced the event, including eleven big Healeys and three Bugeyes. We were honored to have our Regional President, Frank Motta and Area Coordinator, Steve Bell attending. In addition to Healey's, guests drove other BMC vehicles including a MGB, a couple of new Mini's, and a Jaguar MK2. New member Bruce Newcomb arrived in his newly purchased Black BJ8. Bruce and his wife are active members of the Model A club and she arrived in their beautifully restored woody wagon and couple other members of the Model A club with Healey's being restored arrived including an awesome Model A pickup truck, and a 57 Chevy. The American muscle was represented in Bill McMahon's BJ8 Nasty Boy tubular frame race car. The owner of 2<sup>nd</sup> Generation Auto Restorations arrived in his recently restored 68 Corvette "John Greenwood GT-1" recreation. Bob Nicholson of Brittanic Motors and his wife Michele were a pleasant surprise and welcome addition to our event

There was a strong showing of about a dozen New Members. We had a couple new owners of both Sprites and Big Healey's preparing for their restoration project cars, while George Daily is just completing a 14 year restoration. Even though no one chose to use the available lifts, there was a great amount of information exchanged on both the mechanical and body restoration side of the business with two shop owners present, as well as of our club resident "experts".

This was not just a guys event, with over a dozen wives, partners, and significant others in attendance. It was a fun time for the woman to renew acquaintances and meet new friends in the warmth of the house. Just as it was time to start the grill, the sun shined brightly bringing much need warmth outside. Many were even able to enjoy their meals on the back deck. Cindy's broccoli salad was the "hit" of the culinary offerings.

Thank you to all the 40+ people who attending our event and we enjoyed hosting this event for a second year in a row

Cheers, Cindy and Pete Sturtevant

## The Racing Line

By Jim Smith



It was the best of times; it was the worst of times.

The NHIS 17th annual Vintage Celebration was held on May 18-20 2007. Let me start by saying that it rained steady all weekend. Elaine was prepared for turn 12 flagger duties in the cold and wet with five layers of clothes, starting with two shirts, a sweat shirt, a winter jacket, all topped off with very substantial hooded rain-gear and mud boots. Someone said she looked like the Michelin Man!. Healey Club members Allen Ward (Grid Marshall) and Roy Balthazard (turn 2 flagger) were also on duty for the whole weekend. We racers can't thank the workers enough, for if they were not there for us, rain or shine, looking out for our safety, we couldn't play with our racecars.

Friday was good racing, even in the rain. We got in two good practice sessions on Friday morning, followed by a 10 lap qualifying race in the afternoon. The old faithful BN1 never ran better....until Saturday when the transmission went south. It started with third gear making a little noise rounding turn 7. By the Time I gathered my senses the little noise became a loud noise, and before I could shut 'er down, all gears were post toasties. So we were done racing for THAT weekend. Now to get ready for the next race at Lime Rock, June 1 and 2. Anybody got a spare BN2 gearbox?

Jim Smith

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**Spring Tune-up In Ipswich**

Approximately 15 Big Healeys (No bugeyes what's with that) showed up for the annual spring tune up and newcomers gathering at the Altman Distributing warehouse, and Garage!, in Ipswich, MA.

The warehouse is crammed packed with car supplies from oil to wiper blades. Along one side of the facility the guys have devoted about 20% of the space for restoration and storage of vintage cars. There's a ramp on the rear entrance of the warehouse that leads into a workshop area that includes a supersize four post lift. The lift can be used for working on the under sides of cars but the guys have modified it to serve as an elevator up to a mezzanine. Up on the mezzanine there were three Healeys are at different stages in the restoration process. One of the Healeys had undergone a complete frame replacement, done elsewhere, while a second was being converted from standard 100 to a 100M. This conversion comprises a new cam, larger carbs and cold air box in place of air filters. Under the mezzanine several vintage cars were being stored including a couple of Porsche 356s, an Austin Atlantic and some prewar MG's.

Several attendees took advantage of the shop to have a variety of issues looked at by the in house experts. One Healey had its throttle linkage adjusted which I'm sure made the ride home much more pleasant. However, I'm not sure if we got that choke cable loosened sufficiently. More PB blaster please!

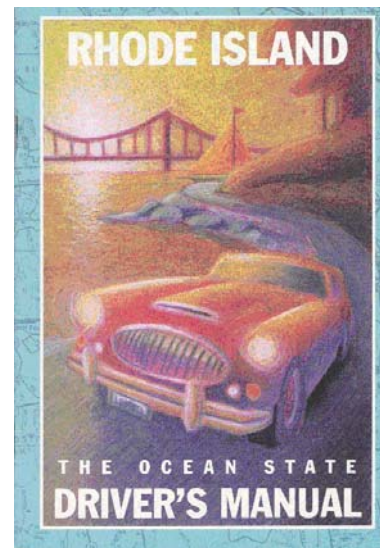
Lunch was brought in by Hart House and while several attendees kept vigil in the sun most moved inside for a Conclave planning session. In later afternoon we began our ride back to southern Mass. I had driven up with long time club member Duane Walzer. Duane was leading the way in his BN1 while I'll followed in my BN2. The sun was a little higher during the ride home and I got a bit sunburned on the top which begs the never answered question, Sunny hot day, long ride, top up or down?

Rick Neves



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**Does your state have a Healey the cover of its Driver's Manual?**

**Carlisle Report**

On my tenth anniversary of making the annual pilgrimage to Carlisle's British, Import and Kit car Show, I was once again accompanied by our celebrated friend from Australia, Tony Bennetto. The Bugeye Barn operator was on another buying spree to bring Sprite and Midget parts back to Australia. I am always amazed at what he can find during the show and how much of it he can cram into a vehicle to take it all away! And this year was no different.

We arrived early on Thursday morning, dealer day, as many of the regular vendors had been given new sites to condense the field as there has been a reduction in the number of vendors do to Ebay selling. We wanted to check out the new site to be sure it was a good area and not on the side of a hill. It turned out to be a great 3 sites, much closer to the grandstand area and all of the services offered there. Tony and I arrived at about 7:30 AM and it wasn't long after that the Western New England boys rolled in with all of their items to be sold as well as the canopy. Set up went quickly, as it always does with an experienced crew, and the treasures started to be displayed from the confines of the trucks, vans and trailers in which they had been brought. It is truly incredible the amount of stuff our club members brought. Much of it was from the collection of Charlie Krut, including a right hand drive Bugeye with a 1275 engine in it. I think it was what was holding the car together! We easily covered the ground and tables with all of the bits we had brought. And it wasn't long before there was negotiation between club members, some of it even as the items were being pulled out of the van or truck. As always, someone said "Why don't we have our own swap sale before we come instead of hauling this junk all the way to Carlisle!" This idea was quickly put down as those of us who have attended regularly have come to enjoy the weekend of comradery and kibitzing that takes place.

The best news of the weekend was the weather. While all of New England was under a torrent of rain, we in Carlisle enjoyed dry and at times, sunny and hot temperatures! This was indeed an unusual experience at Carlisle. There were still plenty of vendors with a vast array of parts, new and used. Our own site had a mob of people gathered around all weekend. The selling was hot and heavy.

For me, unfortunately, Tony's buying was even hotter and heavier! There were several times I told him he had to stop as there was no way we would get it all into the truck. Between the two of us, with him grabbing the lion's share of it, we bought 4, 1275 engines, 2 ribcase tranny's, 2 differentials, a Bugeye bonnet, 4 sets of side curtains, cockpit surround sets, rear axles, front disc brake set ups, steering columns, heater boxes and every bit and piece you could think of for Sprites and Midgets.

The success story of the weekend was that we did sell a great deal of Charlie's inventory and Dick Mlner did a great job of keeping track of what was sold. For those who make the effort, there is a reward in attending this annual event. It is a great time to rekindle friendships, talk about upcoming events (like Conclave) and relax with good folk. I believe this was our largest contingent of attendees we have ever had. Those I recall being there were, Bob Bender, Paul Dunnell, Don Paye, Jon Kastberg, Gerry Paquette, Dick Mlner, Gene Markowski, Frank Mota, Jim DeChambeau, Louis Guillette, Ed Wolff, Patrick ? (Charlie's Son In Law - you can fill that in Jim) Steve Bell and of course, the spirit of Charlie Krut.

Our only fear is that Ebay may be taking a bigger and bigger bite out of these kinds of flea market events. I know that our crew will be ready to go back again next year and it might be a good idea for you to join us before this nation's largest British flea market weekend becomes a thing of the past.

Etienne Cloche'