



# 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*

## From the Editor

Jim Smith

Bluechipracing@snet.net

I don't know about you, but planning on the next season's activities helps get me through the winter doldrums. Our President elect told me that he can't wait to get this rolling, so the first planning meeting is scheduled for mid January (see p3). Start thinking about the kind of Healey activity you enjoy, and let your area coordinator know your thoughts.

Check out the two white BJ8s and the yellow Sprite in the *for sale* ads on page 4. Act fast, and you'll have that last minute Christmas present for your favorite Sports Car fanatic.

Dennis Broughel proves that with a little passion and the right frame of mind, anyone can tackle that DIY job you have never done before. See Dennis' inspiring tech article.

See the car below? Its not a Healey, but where did they get the styling for those triangular fender vents? Can anyone identify the car?



## President's Column

### Holiday Greetings

This is the last time that I will address all of you as the president of the Austin Healey Club of New England. As I mentioned in my November column, William Berg, a very capable and extremely talented gentleman, will take over as my successor starting in January of 2008. I am absolutely positive that Bill is the correct man for this job, and my expectation is that all of you will be eminently pleased with his performance. Despite the demands of an active and rigorous career, Bill has graciously agreed to take this position of leadership. He is a very busy man, and all of us should be quite grateful that he has volunteered to give up some of his limited free time to benefit our organization. So I would ask all the members of our club to give him your support, and to try to help him in any way possible. I know Bill will be thankful for any and all assistance he can get.

Speaking of being thankful, it is an emotion with which I can truly identify. As I come to the end of my tenure in this job, I now can reflect on the people who have given of their time to help make my job a bit easier, while adding, in no small measure, to the overall operation of our organization. It would be impossible to mention every single person who aided or assisted me in any small way, but I would like to try to give my thanks to those individuals who played a major role in contributing to whatever successes the club enjoyed during my time in office.

First and foremost I would like to recognize the great contribution of my immediate predecessor Charlie Krut, for it was through his intense effort that we were able to secure the bid for Conclave 2007. Moreover, it was his inspirational fight for life, that in turn motivated so many of us to work so hard to make Conclave 2007, an event that he would have been proud of. Charlie is gone now, but in my mind Conclave 2007 stands as a tribute to his memory.

I am also extremely grateful for the advice and much needed assistance that I received from Debbie Katz when I first came into office in 2005. She was at that time the editor of our newsletter, a hat which she wore along with several others, and yet she took the time out of her very busy schedule to nurse me along in the early days of my tenure. Along with Bob Bender, who also gave me good advice, she was instrumental in making my transition into the presidency very much smoother. In light of Charlie's inability to help in my transition because of his illness, Deb's input was significant, invaluable, and much appreciated.

(Continued on Page 2)

**Club Contacts****President**

Frank Motta · 508-636-8636

[fmotta14@gmail.com](mailto:fmotta14@gmail.com)**Secretary**

Anne Motta · 508-636-8636

**Treasurer & Membership**

Keith Risk · 508-943-1841

[klrisk@charter.net](mailto:klrisk@charter.net)**Newsletter Editor**

Jim Smith · 860-267-4325

[bluechipping@snet.net](mailto:bluechipping@snet.net)**Web site**

Deb Katz · 860-436-9473

[deb.katz@opensolutions.com](mailto:deb.katz@opensolutions.com)**Regalia**

Janet Kastberg · 413-245-4618

[Jenhly74@aol.com](mailto:Jenhly74@aol.com)**Delegate**

Bob Bender 413-684-3934

[Rbender1@berkshire.rr.com](mailto:Rbender1@berkshire.rr.com)**Area Coordinators****Eastern CT**

Jim Smith 860-267-4325

[bluechipping@snet.net](mailto:bluechipping@snet.net)

Dave Barton · 860-658-7147

[dbartonCT@sbcgola.net](mailto:dbartonCT@sbcgola.net)**Western CT**

Bob/Judy Finucane 203-426-

3770 [Rfinucane@aol.com](mailto:Rfinucane@aol.com)**Western NH/VT**

Bill/Debbie Berg 802-442-2777

[bill.berg@vtcomposites.com](mailto:bill.berg@vtcomposites.com)**Eastern NH**

Bob/Jill Abbott 603-433-9544

[healeybj7@aol.com](mailto:healeybj7@aol.com)**Western MA**

Bob/Betty Bender 413-684-3934

[Rbender1@berkshire.rr.com](mailto:Rbender1@berkshire.rr.com)**Eastern MA/RI**

Steve Bell 508-947-6499

[scbell@mail.Rockland.mec.edu](mailto:scbell@mail.Rockland.mec.edu)**Maine**

James Lea · 207-236-3632

[clocks@midcoast.com](mailto:clocks@midcoast.com)**New York**

Dennis Broughel 518-663-8879

[brougheldp@wildblue.net](mailto:brougheldp@wildblue.net)**President's Column (continued)**

I would also like to thank Peter Williams, who in the spring of 2005 agreed on very short notice to relieve Deb as the editor of our Newsletter. He graciously took the post in order to allow Deb to concentrate and devote her time to the further enhancement of the club's web page. Peter's efforts were greatly appreciated by me, and during his year and one half tenure he did a creditable job for which I would like to thank him.

Peter's untimely resignation earlier this year made it necessary for me to find another editor for the newsletter, and I cannot thank Jim Smith, a long time member of our club, enough for stepping up to the plate and taking the job. Jim's willingness to move into this vital position with virtually no notice bespeaks of his truly selfless nature, and his genuine dedication to the AHCA of New England. I cannot thank him enough for his contribution to the betterment of this organization.

Of course I would also like to thank all those individuals who took the time, and put in the effort to hold a club meet during my term in office. Most of all I would like to give props to Jim Lea who put on Summit 2006 in Maine. Everyone enjoyed the event, and loved the location.

Ultimately I must give special recognition to all of the people who dedicated almost two years of their lives to the development and conduct of The Green Mountain Conclave our club hosted this past July. I am very much aware of the extent and breath of the enormous effort that went into the planning and development of this magnificently successful international event. Though Conclave was initially to be chaired by Charlie Krut, his untimely passing left the job for others to complete. In that regard I must truly thank David Altman and Richard "Piggy" Pignatello for their supreme effort in making Charlie's dream a reality. They both worked tirelessly to bring this sterling event to fruition. Though they had much help in bringing it all together, it was their diligence and precise planning that was instrumental in the making this event one of the greatest Conclaves ever. I cannot praise them enough for their extreme efforts on behalf of our club, and believe that they deserve kudos for a job well done.

With my time as your president now at an end, I would like to leave you with this thought. If having the ability to look at the most beautiful Healey in the world every time you walk out into your garage is your goal, get a picture of one and hang it on the wall. However, if your goal is to experience the real pleasure Donald Healey intended when he created the Healey automobile, then you need to get behind the wheel, fire up the engine, listen to the pipes, roll out of the garage, and drive on down the road. Healey's were not made to just look at! They were made to drive!

"DRIVE UM IF YOU GOT UM "

FRANK

## **Austin-Healey Green Mountain International Conclave 2007 DVD**

A 45 minute DVD of Conclave 2007 highlights videos and photos of many activities and events in Burlington Vermont, including the Popular Car Show at Shelburne Museum, starting the TSD and Fun Rallyes, racing the Burlington Hot Wheels 750, Gymkhana runs, the Funkhana, Lake Champlain dinner cruise, Bolton Valley events, Uphill Slalom, and Lake Champlain 500. Special guests were Bic Healey and Jerry Coker.

Available through Austin Healey Club of America Regalia, and produced by AHCA member John Seaman, the DVD can be ordered directly with proceeds of all sales going the Austin Healey Club of America.

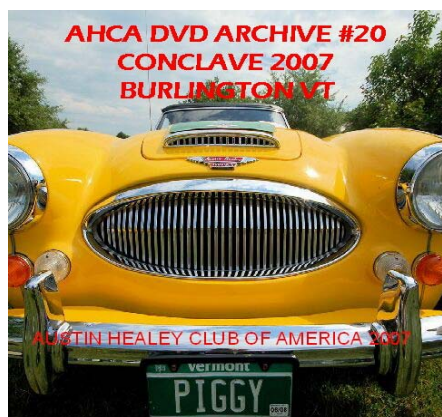
DVD's are \$20 each, (includes postage and handling), and are available for purchase by sending a check to:

John Seaman

456 Bluebird Ln.

Sheboygan Falls, WI 53085

920 467 2076 email jzman22@charter.net



### **2008 Event Planning Meeting**

The first Planning Meeting for scheduling 2008 activities will be held at Jan and Jon Kastberg's on Saturday, January 12th, 10:00AM till 12:00 noon. Lunch will follow.

All club officers and area coordinators should attend. ALL New England Region AHCA members are invited to attend as well

If you have any ideas for an event, or want to host a meet, please contact your area coordinator (see p2) or plan on attending the meeting.

Everyone who is planning to attend, please RSVP to bill.berg@vtcomposites.com or at (802) 442 - 2777

Please make sure to RSVP as Jan will need a head count for all who are staying for lunch. Lunch will probably be \$10 per person.

A follow-up meeting is scheduled for Feb 2, same time same station.

### **TIDBITS**

**2008 Conclave** The **Web Site** has been updated with revised Registration and Regalia Forms. I've also added a 4 page brochure. Merry Christmas & Happy New Years to all  
Ron Mitchell

Web Master: 2008 Conclave Web Site  
[www.austinhealeyconclave.com](http://www.austinhealeyconclave.com)

### **New Race Track Planned for Palmer, MA.**

A 2.14 Mile Road Race track Is planned for Whisky Hill in Palmer, MA. Completion is scheduled for 2010. More on this in future issues of *New England News*

### **Conclave Photos**

Conclave photos are available to view by going to the following website:

[gallery.mac.com/rloosigian](http://gallery.mac.com/rloosigian)

### **Healey Marque Available**

Dave Altman has several extra issues of the September *Healey Marque* featuring Conclave. If anyone wants extra copies, he will be glad to send them out. Interested members can contact him at [david.r.altman@altmancompany.com](mailto:david.r.altman@altmancompany.com)



**FOR SALE**

1967 BJ8

I've been commissioned to sell this one owner 1967 BJ-8. Minor body rust has been repaired, car has new paint, new interior, and a very nice fitting new



top. Car has 123,000 miles on it by one person when he was younger, mostly in the 70's. Has had routine maintenance all its life. Runs and drives great, and all Lucas electrics work! Starts up at 60 PSI oil pressure and runs

down the road at 40 PSI. I would consider it to be a condition 2 car. Price is \$33,500

I can be reached days at 802-254-9222; nights at 413-339-0102; cell 413-695-1764 or email [austin67@together.net](mailto:austin67@together.net). Paul Dunnell

**FOR SALE**

1966 AH 3000

White, excellent running and a great driver with approx 95 k miles and a 12 year old restoration. (my boys don't fit the jump seats anymore)

Michael Westcott  
Cohasset, MA

617.803.9383 {NOV}



**FOR SALE**

'67 AH Sprite Square Body —1275 Rib Cage, Body completely done over, Painted Ferrari Fly Yellow—Boxes full of new parts—Needs Rebuild \$1500.00 or B.O.

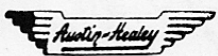
Jensen-Healey parts...Trailer load! Doors, hoods, trunk lids, bumpers, windshields, etc. Best Offer for complete trailer load.

Contact Jon Kastberg  
254 Brimfield Rd  
Holland, MA 01521  
Phone (413) 245-4618, Cell (413) 455-5880  
{NOV}

SCCA & VSCCA PREPARATION

**MOTORSPORT SERVICES**

715 BOSTON POST RD.  
WESTBROOK, CT 06498



T. L. C. FOR YOUR "VINTAGE CAR"  
MAINT. & REPAIRS TO TOTAL RESTORATION

OWNER: A. J. STATTS III

(860) 399-4905  
(860) 526-4256

**30** Years of Experience, Knowledge  
& Quality Products



Wire Wheels • Tires • Hubs • Adapters  
Knock-offs • Conversions • Custom Work • Wheel Care Products

CALL US TOLL FREE! **800.WIRE WHEEL** (800.947.3943) • [bwwsales@pacbell.net](mailto:bwwsales@pacbell.net)

**FOR SALE**

Complete transmission w/overdrive BN4 to BJ8  
Windshield frame for BN4 to BN7  
Windshield frame for BT, BJ  
R & L doors for BJ8 with regulator  
Dashes : BN 4 to BJ 8  
Many small parts: gauges, starters, generator, steering wheel

Asking : \$ 3000.  
Richard : 514-457-6101 {NOV}

**Tools and their proper uses**

**Drill Press:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your soda pop across the room, splattering it against that freshly-stained heirloom piece you were drying. (Stay tuned for more tool tips in future issues of *New England News*)

**A Head Case** By Dennis Broughel

With my short tenure in the Austin Healey club I have noticed while at rallies other club members would like it if I were to be the last car in the line. Never having seen my car from the back, I didn't understand until friends pointed out that I was covering the front of their cars with black oily soot. Last year at the Rowe uphill slalom, Bill Berg told me that I spewed more oil then OPEC. After a fair amount of research I came to the conclusion that I had bad valve guides, and the only remedy was to do a valve job. My Longbridge (2 port head) engine to my knowledge had never had any type of engine work. I also didn't know how many miles were on it or how long it had sat in any one place. The only thing I knew was that while restoring the car I was able to get the engine running and have decent compression.

After visual inspection of a spare head and valves, I realized the valves were in good condition. I purchased new valve guides and springs. The new springs were about 1/8<sup>th</sup> inch longer than the originals. I attribute the difference in spring length to 50 years of being squished. The machinist I used reground the valves and original seats. He also pressed in my new valve guides (I chose not to use the bronze guides as I had heard too many ugly stories) and resurfaced the head which was warped by 6 thousandths.

The disassembly of the engine (in the car) went with out a problem unless you call dropping the bonnet on the fender a problem. TECH TIP, use a helper! An important tip is to keep the push rods in order so they can be set into their original lifter. Removal of the head took some hitting and wedging and finally we were able to lift it off the studs. I then cleaned the top of the block and pistons. I took special care to clean out all the water ports that had become clogged after 50 years of anti-freeze and water. I was surprised at how well the top of the pistons and the deck cleaned up. I also measured the inside diameter of the cylinders and was surprised to find that they were only 1 thousandths off the original bore. I bought a telescoping gauge set and a digital caliper at Harbor Freight \$20.00. At this point with the head off I chose to put new motor mounts in, as mine were the original from 1957. Assembly of the engine went smoothly. I was sure to torque the head in the proper sequence starting at 50 ft-lbs, 60 ft-lbs, 70 ft-lbs and then 75 ft-lbs. I then refit the rocker assembly which I inspected prior to the tear down for worn rocker shaft. Mine was in good condition. The



rule of 13 which is for adjusting the rocker clearance of 12 thousandths of an inch was initially intimidating until I read it over and over and the adjusting went very smoothly. Before I installed the spark plugs I cranked the engine over to lube all that moves. I refitted the carburetors and started the engine. A visual inspection told me that I had 60 PSI oil pressure, no oil leaks, oil was dribbling out of the rocker assembly as it is supposed to and there were no water leaks. I put the valve cover on and brought the engine up to temperature three different times to move all the impurities either to the oil filter or to the radiator. I then flushed the cooling system and put new anti-freeze, and changed the oil and filter. I will most likely put another 500 or 600 miles on the car and change the oil and filter again. We went on a 100 mile ride with no clouds of smoke on start up and I can put my hand at the tail pipe and not have it covered with oil.

I am very pleased with the results of this job. My investments were: \$180.00 machinist fees and another \$100.00 in valve guides, valve springs and head gasket kit for a 6 port head which is half the price of a 2 port head, core plugs and a can of Healey green paint.

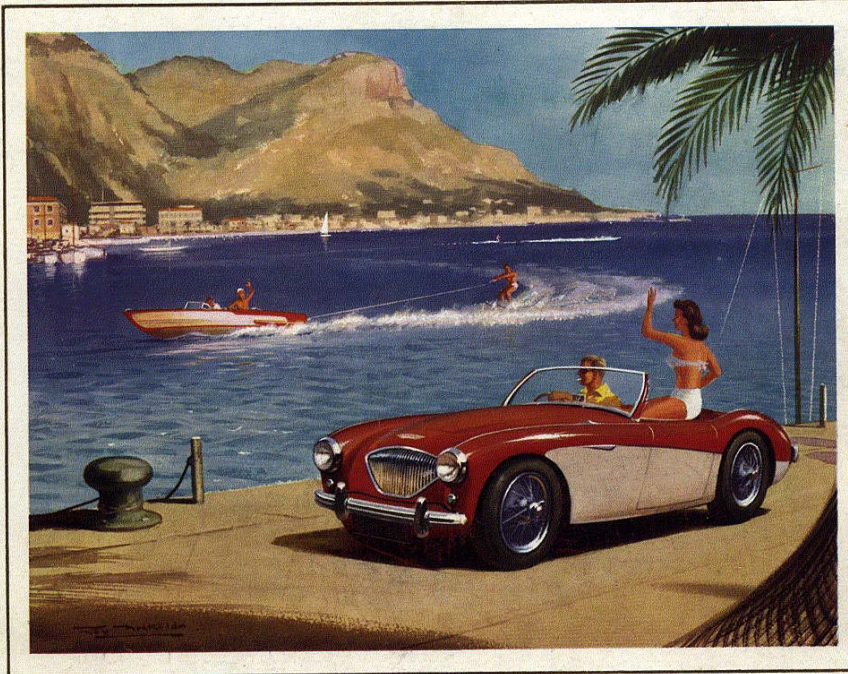
I must tell you that I have never done a valve job on a car before. Would I do it again 3 weeks before a conclave, probably not. Summary:

- 1: Before getting involved with a project never before attempted: do your research,
- 2: Get involved with other club members that have helpful knowledge,
- 3: Use the Austin Healey forum on your computer. They are the consummate helpers with a vast amount of knowledge of all subjects involving our cars.
- 4: Have a second set of hands when necessary,
- 5: Take lots of digital pictures.
- 6: If you have the engine half apart, look to see if there is some thing else that needs attention while the engine compartment is nearly empty, like motor mounts, steering box or radiator.
- 7: When trying to get at a nut behind the carburetors don't hesitate to take the dash pots off to give you easy access to the area.
- 8: The rule of 13 is for adjusting the rockers on the six cylinder engine. Starting with the #1 rocker (front of the engine) move the car so the #1 rocker is completely depressing the valve. Subtract 1 from 13 and you have to adjust the #12 rocker. #2 subtracted from 13 and you adjust #11 rocker so on and so forth. The rule of 9 is for 4 cylinder engines, but the process is the same
- 9: Lastly, do it your self. The experience is wonderful and rewarding

Dennis Broughel  
Longbridge forever







*Happy Days*

Wishing you a Merry Christmas and

a Prosperous New Year

from

*Donald Healy*