



## Healey Exhaust Notes

*The official newsletter of the  
New England Region of the Austin-Healey Club of America  
Serving the following areas  
NY, CT, MA, RI, VT, NH, ME & Northern NJ*

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### From the President:

Well I guess this is probably the end of the driving season for the year as the current snowfall seems to be sticking and the salt trucks are spreading their vehicle life shortening, corrosive compound all over the streets. This time period also marks the end of my term as president of the New England AHCA. As this is my last president's column (but not the last you will hear from me) I would like to take a moment to thank all of you who have provided your support to the club over the past three years. We have come through a period in the club that has seen more than our share of adversity both on an individual and group level. I believe we have made it through this turmoil with new vigor and renewed enthusiasm. In driving term we are at the apex of that religion finding reducing radius turn with all four wheel squealing with glee but stable and can look ahead down a nice long straightaway which will give us time to check the oil pressure, water temp and tach before setting up for that next corner that will take us in a new direction of adventure. (Think of the downhill turn at LRP for those of you who have had the thrill to take it at speed)

I do not dare to start naming names in thanking people for their support as inevitably I will leave someone out. I was hoping to see most of you at the Christmas party but due to a work commitment (which still pays for Healey parts and gas) I will be unable to attend.

I am already looking forward to the next driving season and I know we will be in great shape with Pete at the helm injecting renewed enthusiasm and Steve and his committee of many well into Summit 2011 planning stages.

We must remember organizations evolve through their history and we are not immune to this effect. The good ones can embrace change and use it to strengthen the organization. From what I have experienced in the last three years, we are good embracers and now it is the time to reach out. Thank you all for your support and dedication to our club.

Safe journey,

Bill Berg

New England web site: [www.ahca-newengland.com](http://www.ahca-newengland.com)

# 2011 Tentative List of Events

Date	Event	Contact
Saturday, January 15, 2011 10:00 am-noon	1st planning meeting TJ O'Briens Sturbridge, MA	Peter Sturtevant Peter.Sturtevant@Covidien.com 1-508-339-1582
Saturday, February 12, 2011 10:00 am-noon	2nd planning meeting TJ O'Briens Sturbridge, MA	Peter Sturtevant Peter.Sturtevant@Covidien.com 1-508-339-1582
Saturday, March 12, 2011 10:00 am-noon	3rd planning meeting TJ O'Briens Sturbridge, MA	Peter Sturtevant Peter.Sturtevant@Covidien.com 1-508-339-1582

All interested members, coordinators and officers are encouraged to attend.  
If you have never hosted a meet, we will help with suggestions.

Please note!!!!

There will be a short update and planning meeting on Saturday, Dec. 4, 2010 at 5:00 in the Oliver Wight Tavern  
...All interested should attend.  
Cocktail hour doesn't start until 6:00!!!

For Sale

Bugeye nose.

Straight panels. No undercoat or bondo.

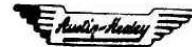
Usual dings and small holes.

Call Wayne at  
(508) 835-4038.

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## Repair, Restoration, Winter Storage

Winter is just around the corner and many people are thinking about putting their cars away for the season. At British Car R and R we offer a complete fall service program and there is still some space left for winter storage.

Our storage area is a concrete floored area with sprinklers and an alarm system. The building is active so critters are never a problem and we can keep your battery on trickle charge if you wish. Cars stored with us will be ready to go in the spring when you're ready to start driving again.

Call to inquire about prices and the remaining spaces.

Call Bob at 603-425-3333 or Dave at 508-577-0077



## Newsletter Deadline!

All meet write-ups and advertisements by the 25th day of the month. Your email newsletters about the 1st.  
Snail mails about the 5th of the month.

Wanted

Good used trunk lid for my '67 3000

RICK PIKUL

413-329-0696 cell

413-743-4358 home

richard.pikul@zep.com



## ***Ying Yang ... The Struggle Between Purity and Practicality***

*Author: Michael F. Van Vleck*

I would venture that I am not alone in this remarkable club of Austin Healey enthusiasts when I admit I constantly wrestle with keeping the car "correct" yet look to make it more functional, safer and fun to drive. I guess my compromise is to look for improvements that can be installed with little or no permanent alteration.

We have all seen the newer convertibles with their glass windows positioned directly behind the heads of the driver and passenger. These wind blockers effectively reduce wind from coming forward into the cockpit and make the convertible experience more enjoyable. I recently went for a gingerly ride through the back roads of Virginia with my brother in his new Nissan convertible. I was immediately sold on the advantages of the wind blocker.

A couple of weeks later I saw a wind blocker kit for Big Healeys that conveniently attaches to the car where the tonneau frames mounts to the car. I considered it and considered it. It is not correct for my '62 BT7 but the more I looked at it; the more I convinced myself that I should try it. Nothing ventured... nothing gained.

After several days the kit arrived. Installation was a snap; requiring only cutting the frame legs. I cut my frame legs only one inch vice the manufacturers' recommended 3 inches (for the BN/BT cars). I am six feet tall and wanted to keep the blocker a little higher. In addition, I think it looks better (personal call of course...).

The manufacturer had not come up with a good solution to keeping the tonneau tight with the wind blocker in place. This too kept my mind active as I looked for an effective solution. Here is what I did and I am very happy with the installation:



I found that a ½ inch OD pipe cut to fit parallel and underneath the wind blocker horizontal frame worked fine. I inserted dowels into the length of the pipe. Then into the ends of the pipe, I drilled a 1/8 inch pilot hole in the dowels. Next, I carefully drilled a 3/16 inch hole in the flat plate on the sides of the wind blocker frame one inch below the horizontal bar (this allows room for the tonneau and the battens). Now a screw placed through the frame and into the dowel semi-permanently mounts the pipe (new tonneau bar) to the wind blocker frame.

This can be quickly removed if you wish to open the rear of your car by unbuttoning the tonneau and opening the fasteners that hold the tonneau to the frame. The wind blocker is unaffected and can be carefully stored behind the driver/passengers seats.

The last task is to carefully mark your tonneau. You will need to make small circular holes in the cover. I started by making small holes and carefully traced the shape of the wind blocker frame.



I neither endorse this product nor discourage you from considering this product. I will say that it has made a marked improvement in our enjoyment during weekend romps through the New England countryside. The set-up it appealing to the eye (personal opinion again), is functional and does not permanently alter the car for shows or make the purist in all of us crazy.

Good luck and I for one... am thinking Spring is right around the corner.