

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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AHCA NE January 2013 President's letter

Happy New Year to you and your families. I trust one of your New Year resolutions is regularly using your Austin Healey and attending one more AHCA NE event than you did last year! 2013 is shaping up to be an outstanding year for our club, with events already planned, for each of the six New England states plus New York.

Thank you to the twenty two members who attended our first Planning meeting of the year. A lot of great ideas were shared for events for 2013. Events this year will include driving events, museum tours, vintage car races, a clam bake on the ocean, tech sessions, and Conclave in Northern Quebec. Several members will be hosting AHCA NE events for the first time creating a great variety of events in all regions and seasons.

Thank you to the 200+ members who have already renewed your 2013 membership. All members who renew their 2013 membership by January 15th and who attended at least one AHCA NE event, will receive an engraved AHCA NE name tag for you and your spouse. Please welcome our newest members, Sue and Tim Dinan of Troy, NY who have recently purchased a 3000, and Dan Clancy of Motorclub Automotive Restorations of Raynham, MA.

Our third on-line members survey has been a huge success and you can see all the answer details later in this newsletter. Thank you to the 76 members who completed the survey this year. Two thirds of the members attended at least on event last year and 52% attended two or more events which was a 13 percent increase from last year. 94% of our members believe the club meets or exceeds their expectations which is a 5 percent improvement from a year ago. The Social aspect of the club is the most compelling reason for membership of AHCA NE.

Dom Falconeiri and his band of expert craftsman (Bruce Newcomb, Jim Mousseau, Randy Hicks, John Kelley and Steve Bell) have done an outstanding job in out fitting our club box trailer. The trailer has been designed for storing and transporting all club equipment to our events.



Happy Healeying 2013, Pete Sturtevant

2013 Tentative Calendar of Events

Saturday February 9th 2013 Planning Meeting TJ O'Brien's Sturbridge, MA – Pete Sturtevant

Saturday March 16th 2013 Planning Meeting TJ O'Brien's Sturbridge, MA – Pete Sturtevant

Sprite SCCA solo champion race car restoration Tech Session at Motorclub Automotive **March 23rd** – Raynham MA – Dan Clancy

Central MA Newcomers/Tech Session meet date TBD Bob Bender/Don Paye

Eastern MA/RI Newcomers meet at Larz Anderson museum Brookline, MA

Saturday May 11th - Pete & Cindy Sturtevant

Friday May 17th – 19th Carlisle Imports Show– Carlisle, PA – Steve Bell

Sunday June 2nd South Western CT driving tour – Bedford, NY (rain date Sunday June 9th) - Rudi Markl

Sunday June 2nd British by the Sea Harkness Memorial Park, Waterford, CT
Conclave 2013 Charlevoix, Quebec - **Sunday June 23rd – Friday June 28th** AHCA National

Is there any interest in caravans for 4 or 5 cars per group?

Pete will coordinate with Paul Hétu – roads, etc.

Deb to post a list of Transportation company's on website

Sunday, June 23rd British Car Day Larz Anderson Museum Brookline, MA

Saturday, July 27th Healey's on the Green, Mystic, CT – George Greider

Saturday, July 27th BCNH Show of Dreams, Wolfeboro, NH – David LeBlanc

August 2nd – 4th Vintage Racing Celebration NH Motor Speedway Loudon, NH – Don Paye

Saturday August 30th – Monday September 1st Lime Rock Historic Festival, Lime Rock, CT – Bill Berg

Saturday, September 7th South County RI Clam Bake - Weekapaug, RI Amy & Carl Carvell

Saturday, September 14th Southern ME Driving Tour – Kittery, ME – Bill and Sheila Hayes

Friday September 20th – 22nd British Invasion – Stowe, VT – Bob Britton

Applecrest Harvest Festival joint event with North Shore Old Car club – Hampton Falls, NH **October 19th** Larry Swift/Nick Zarkades

December party – **Dec 7th** to stay at the Public House

Betty Bender or Len & Caroline Bach will organize

Next newsletter will not be published until after the Feb. 9th meeting...

AHCA NE 2013 Planning Meeting - January 12

Membership/Treasure Report – Don Paye

\$16 k in treasury and just past 201 in membership 2013 renewals

Include your Membership numbers when making electronic payments

National is working on an online membership process in the interim PayPal is acceptable.

Newsletter report – Carole Paye

Please notify Carole and Pete Sturtevant with any changes to your email addresses.

If anyone has issues downloading the Newsletter pictures, contact Carole Paye.

Spouses can submit email addresses to Carole if they want their own newsletter.

Carole is always looking for pictures for newsletter

Web Master report – Deb Katz

Bio section of our website is most viewed.

Keep sending Bio's to Deb for keeping the website fresh.

Delegates Report – Paul Dunnell

Club in good shape

Suggestion to provide 1 year membership to new owners of a Healey

Ben Moore focusing on future 50's

On-Line Survey results – Pete Sturtevant

Next survey - What kind of events do members want (destination or driving)?

Larry suggested a buddy system for new members...area coordinators should make contact

Deb to add a link on the website to search on members by zip code

Invite other car clubs to events to get them interested in the Healey marque

2015 Conclave/Encounter meet jointly lead by AHCA NE and AHSTC??

Exploratory committee to gather information for site location and concept; Pete, Bill Berg, Nick Zarkades, Deb Katz, Roy Balthazard, Larry Swift, Ed Collins, and Erich Longbottom

Location probably some place in NY, maybe Catskills

If we decide to participate, we may not have Summit in 2014

AHCA NE Name Tags for all new members and members who renew by January 15th and who attended at least one AHCA NE event in 2012. Ted Stanton to coordinate.

Several members are interested in greater involvement within the club as an officer or Area Coordinator. Are current Area Coordinators looking for a change?

Competitive Driving Event – Bob Britton

Bob to explore joint venture with other clubs for timed event on slalom course

AHCA NE Fall 2012 members on-line survey results

Thank you to all members who completed our Fall 2012 on-line survey. We received very positive responses to our survey and the results are summarized as follows:

- We received 76 completed surveys, fifteen years is the average length of membership, with 27% members greater than 26 years. Two thirds of the members attended at least one AHCA NE event in 2012, and 52 percent attended two or more events last year, which is a 13 percent improvement from last year.
 - 97% of the members want more One Day regional events in 2013. Last year, Bob Abbott's Tech Session on April 14th was the best attended One Day event. All of the One Day events Hosted by Club members were well attended, and thoroughly enjoyed.
 - Summit was a huge success in 2012, with 97% finding our region's premier Austin Healey event, Excellent or Very Good.
 - For 2013, members are asking for e-mail reminders of upcoming events, touring and driving events, museum or car collection tours, more fall events, and tech sessions. 52 percent of the members are happy to drive over 50 miles for a one day event.
 - 94% of our members believe the club Meets or Exceeds, their expectations and this is a 5 percent improvement from last year. Only one person said they were not renewing their membership in 2013, and only 5% says the club needs improvement.
 - 21 NE members confirmed they are attending Conclave in Quebec this year.
- The Social aspect of the club is the most important reason for being a member. Members who rate their experience as Excellent, they averaged attending 3 events in 2012. Those members who enjoy the Healey Marque Magazine the most, two thirds did not attend any events, but the club generally Meets their approval. Thirteen percent of the members are primarily members of the club, to buy or sell a Healey.

For Sale

If you're thinking about updating the rear end gears to the 3:54's that make the car go down the road much better, but don't want the hassle of doing it yourself, than I have a deal for you! I recently acquired a new, in the box, 10 year old set of Lempert 3:54's. I'll do the entire replacement job on your car for \$1,100.00.

Ask Don Paye, Bob Bender or Roy Balthazard how they like them.

Contact Paul Dunnell at 928-284-2186 or cell 603-313-7943 austin3000@verizon.net

You'll love the up grade!

FOR SALE

New blue vinyl convertible top for a BT7
Moss price \$450. My price \$325
Call Roy @ 413-687-8178

Healeyites

I am looking for someone in the Club who is going to Canada for Conclave that is towing a car and has room on their trailer to include my Bugeye Sprite.

Contact Robert Scalla
860-658-0072 in CT.

Wanted

A good running sprite 1275 engine
Denny Brougheldp@gmail.com



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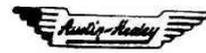
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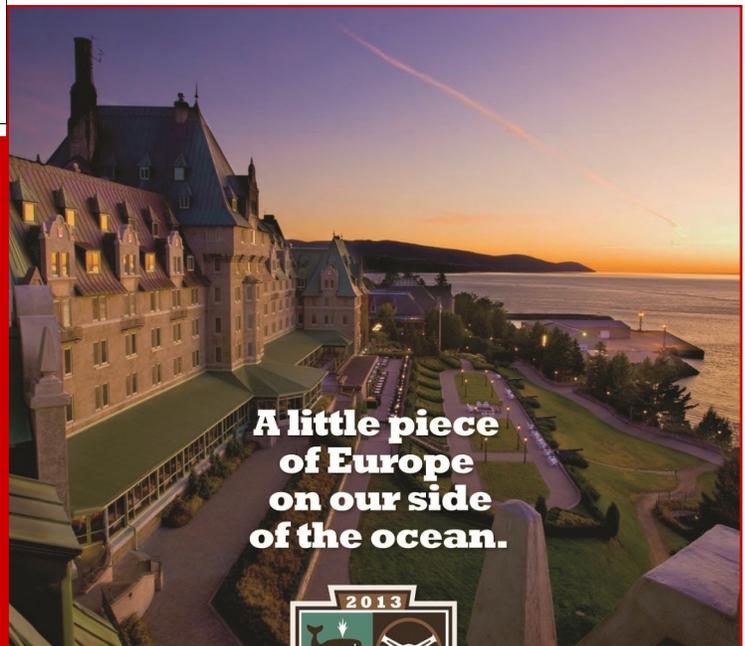
(860) 399-4905
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Wanted BJ7/Phase 1 BJ8

Committed buyer for an Austin Healey BJ7 or Phase 1 BJ8! I prefer a recently fully restored excellent driver Healey Blue, Black, or BRG, but will consider a restoration project, for the right price.

Please call Pete Sturtevant 774 284 1212,
or e-mail to healeybn4@comcast.net

Go on line to
Conclave Charlevoix 2013's
web site for more information
and registration form.



A little piece
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of the ocean.



Conclave Charlevoix 2013

Charlevoix, Québec, Canada

June 23rd-28th, 2013

Hosted by the Québec Austin-Healey Club www.conclavecharlevoix.org

Buttercup on Rotation

When asked to write a short article about chassis rotation, (or the like)... I thought, sure why not?. I'm almost an expert about nothing. So who wouldn't want to hear what I have to say? My kids will tell you, "You can learn a lot from an idiot." They've been doing it for years.

You can also learn a lot from an old car. I've had the unique pleasure to go racing with Buttercup, the 1956 100-M spec BN2 that I bought in 2010. I've been through two performance driving schools and the Skip Barber three day racing school and advanced car control clinics. I've learned a lot. I've learned things I already knew, only better. I've learned new things too and some surprises. I think the most important thing I can share in this forum is the basics of CAR CONTROL theory.

Almost everybody drives. In the USA its practically a constitutional right and nearly as obligatory as taxes. While most of us drive for essential reasons, some of us are blessed to drive (on occasion) for pure pleasure. That pleasure comes in many forms like beautiful scenery, wind in the hair, and sheer exhilaration. Whatever the reason for being behind the wheel, all drivers share one thing in common, universally. The need to control the car within varying circumstances. Unfortunately in the USA we never properly learn how to drive our cars from a physics perspective.

If you think you're a good driver, you may be correct. But... You are not nearly as good as you could be. Sure, driving an Austin Healey sets you apart, because its' old-technology-shortcomings demand that your skills be broader than ordinary people who drive only modern automobiles. However, I always say, "If you haven't taken a performance driving course, you should." And as skiing-filmmaker Warren Miller would say, "If you don't do it this year, you'll only be another year older when you do." So go do it.

Car control starts and ends where the rubber meets the road. The coefficient of friction between your tires and the current road conditions governs the three major aspects of car control; acceleration, stopping, and turning. Irrespective of whether you drive a front heavy 100-6 or a rear heavy Porsche 911 or a John Deer tractor you can never accelerate, stop, or turn beyond the capacity of your tires. A performance driving course can teach you this and other important driving theory, but to get it right in practice requires a lot of, well, practice. A good performance driving course will give you enough practice to get your brain and tires working together.



How about some surprises I've learned? 1) Race car drivers do a lot of steering with their feet not with the steering wheel. 2) The direction you point the front wheels is NOT the direction the car is going. 3) Tires achieve their maximum coefficient of friction while sliding (slightly). So, a little sliding action is good, but be careful its a short trip from 100% grip to a complete disaster. A truly out of control skidding tire has only a small fraction of its frictional coefficient. Don't go there. That's why our modern cars have anti-lock brakes.

Each tire or the combination of four can only achieve 100% of their maximum coefficient of friction. If a tire is using 100% for turning then it has available ZERO% for accelerating or stopping. Similarly if you're using 90% for stopping/slowing, you only have 10% available for turning. If you ask for more turning force then the 10% available then your car will simply slide right off the road.

The two most basic techniques you will learn in a good driving school are:

- 1) Do as much accelerating and braking in a straight-line as possible. This way you reserve 100% of turning capacity for turning. HmMMM. Good idea.
- 2) Turn-into a corner as late as possible (late-entry). This will give you a shallower turning radius upon exiting the corner, which will use less friction for turning and allow you to accelerate sooner.

That is sound car control theory in a nutshell. Apply this to your daily driving habits and you will become a better safer driver of your own car. Especially in wet or icy conditions where cornering at 15mph comes with all the same friction problems as cornering at 100mph on a race track.

So what about chassis rotation? That's where this whole thing got started. Well, I was very pleased and proud when a set of photographs of Buttercup and I distinctly showed proper "rotation" as I entered the left-hand corner at Lime Rock during this years Historic Festival. So what is rotation? Rotation is a technique along the theory of "late-entry" into a corner, but taken a step further. You deliberately want the back end of the car to break loose and slide around (or rotate) to some controlled degree. The effect is that it puts the attitude of the car (front to back) in more of a straight-line with the apex and eventual exit of the corner. Basis driving school technique number one (above), if a car is in a straight-line then it has 100% of its friction coefficient available for acceleration. Therefore you end up with a longer straight-away between corners for acceleration. The proof of effect? Buttercup was doing 70 seconds around Lime Rock in early June. Once I learned proper rotation we were doing 67 seconds in August. That's fast! Especially in any old British roadster.

So, how do race car drivers steer with their feet? ...and... Why would my car NOT be going the direction that the front tires are pointed?

All that and more, next time.

Until then, enjoy these photos from Dan Tooker showing Buttercup's back end beginning to come around (rotate) while the front end barely moves, and a scenic shot of Buttercup taking the downhill turn at Lime Rock at around 90mph. Doesn't it make you want to drive your old car? ...faster?

HEALEYS ON THE GREEN, PART DEUX - RAINY DAY Edition

Twenty-one Healeys returned to Mystic Seaport on July 28 for our second annual Healeys on the Green during the Seaport's Antique and Classic Boat Rendezvous.

An "unsettled" (meaning the weatherman does not know what is going to happen)



forecast made for a smaller crowd than last year, but even with occasional showers, we had

lots of interest – including at least five couples I spoke to who came just to see and ask about the cars.

We also had three cars (and owners) new to the club, one of whom bought a Healey last year after seeing us at Norwich, CT.

Cindy Sturtevant's Activity Books and trading cards were big hits again; many people appreciated the Healey Spotting Guide that Jud Perkins and Pat Duncan had copied.



People arrived much earlier than requested (i.e. before I got there), but Jay and Marie Staats took on early traffic control duties and got everyone to the right lot before Carl and Amy Carvell arrived to relieve them.

Somehow, Jud got everyone in order to drive down in the proper groups.

On the grounds, Rudi Markl up from Rye, NY for the day (without his Concours-

winning 100M) found himself in a Union Jack vest helping Judy and Ted Stanton directing cars onto the field.

Sue and Steve Bell brought along kid-sized regalia and some very useful pamphlets on AHCA that I gave to the three guys who said they were serious about getting a car.



In addition to our usual line of Sprites and Big Healeys, we had a welcome Jensen-Healy owned by John and Bea Swanson whom I had met at a local car show in Essex, CT. John is the original owner and although the car is virtually un-restored, it is in remarkably fine shape.

The Popularity Vote winners were Craig and Misty Stevens whose 70s-era, MoPar-Plum-Crazy-Purple-painted Sprite III (with foliage-motif over-spray and racing stripes) just edged out Les and Jan Roberts more conventional BT -7. Craig and Misty were reminded of her first car (1967 Sprite) when they saw all of us in Norwich (where they live) last year. So they went to Craigslist and a little work later came to Mystic and won at their first show.

About eighteen people went to the Rum Runners Rendezvous party Saturday night and all I can say is, "How long has this been going on?" and "I will never miss another one."

Registration fees donated \$460 to the Charles W. Morgan (the last wooden whaling ship) restoration which we recognized by giving as a trophy a Charles W. Morgan Deck Prism, suit-ably inscribed.

George M Greider

Healeys on the Green Mark III

Saturday, July 27, 2013

Save the date on your calendars! Mystic Seaport's town green will be the site once again for Healeys on the Green during the Antique and Classic Boat Rendezvous.

As before, we will form up across the street at 10:30 and then parade onto the museum grounds by model groups just before 11:00 AM. The show will run from 11:00 AM to 3:00 PM with the option to stay until the museum closes at 5:00 PM.

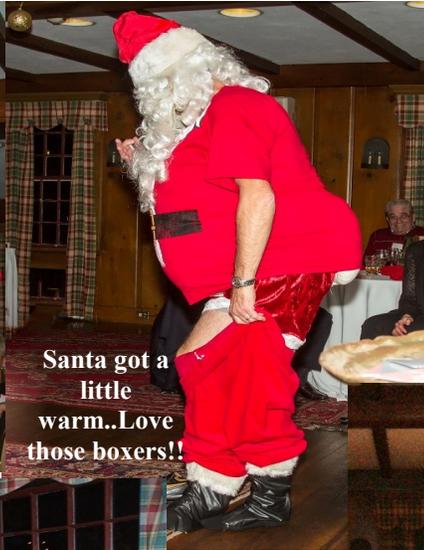
Entry to the show and grounds is \$20 for a car and two people (a \$48.00 value). A prize will be awarded to the most popular car as voted by Seaport visitors. Please make checks payable to Mystic Seaport and mail to George Greider; 956 Brookdale Drive; Boynton Beach, FL 33435. And please indicate your name and address as well as your car's year and model. You will get a show display card with your entry number, map and directions by return mail.

Any questions, contact ggreider@gamil.com or 860-922-0757



Annual Christmas Party—December 8, 2012 Publick House in Sturbridge

Forty-two New England Austin Healey members celebrated the holiday season in the Crafts Hall at the Publick House in Sturbridge, Massachusetts. The weather was perfect, the venue was magnificent with Christmas decorations through out the inn, the food was beautifully presented and superbly delicious (just ask Andy Plue), the wait staff was very helpful and congenial, Santa was at his jovial best and a great time was had by all.



Austin Healey Club of America Delegates Report for November 11-12th Indianapolis Indiana

President Gary Brieton brought the meeting to order at 9am Saturday the 11th. Bev Sealand presented the National Treasurers report as follows. As of November 5th, total assets are \$149,630.05. Total disbursements to date are \$132,471.79. Current cash on hand for the end of the year is \$67,191.66. The next couple of hours included yearly activity and financial reports from each local club. It appears that all of our clubs are financially stable and active. Most club memberships are up or down about 5-10%. The usual discussion about car shows, rallies, and tech sessions, etc followed. It was a little surprising to see that the Christmas party is the largest membership draw for most clubs (not us).

Next, President Brieton gave us a report on his meeting with the West Coast club that seems to be more interested than ever in merging the two clubs into one national club, possibly called Austin Healey Club of North America. Once again, they came to the meeting with no information about their current total number of members or any info about their finances. A motion was made and seconded to have Gary continue a dialog with them for now and maybe take some form of action at a later date.

The Austin Healey Club of Oregon was present to formally ask if they can become part of AHCA. They seem to be a very well run club with one hundred twenty-five members. After a short discussion, they were overwhelmingly voted in.

Ben Moore and Elliot Flaws are the two fellows behind the future 50's effort in the club. They are both young and energetic with lots of good ideas to help draw in the next owners of our cars. One idea they have is to give thirty year olds and under their first year of membership for fifty percent off. Also, they are trying to set up a scholarship program for young members. They're working on new ideas to entertain the younger generation at Conclaves and regional meets as well.

The Healey Marque editor, Reid Trummel, gave us his report for the last year and his hopes for the next year. Advertising is on track as are most of his articles. His plea is always for more input from members. He is constantly looking for more tech info on something new, if there is such a thing for fifty year old cars. One suggestion that Steve Bell brought to my attention this year, and I'd like to take this opportunity to pass on, is that for safety reasons all of our Healeys should have inertia switch installed in our fuel lines. If, God forbid, you're in an accident and your fuel line is severed, but the power is still on, your fuel pump will continue to pump fuel. Not a good thing! On impact, an inertia switch would instantly kill power to the pump. Please give it some thought.

Portfolios of members and the history of them and their cars is also always appreciated. Reid says he will print *almost* anything sent to him.

The discussion that, by far, took up most of our time was about what to do with "local members only". It seems that most of the smaller clubs (not us) have always allowed members to belong only to the local club, there by not receiving the Marque or insurance coverage. There lies the big problem so says our insurance company. After very lengthy discussions that lasted for at least four hours, we finally agreed that if we make those "local only" members pay \$5 a year, whether paid by them or their club then we'll be ok. Otherwise, apparently if one of those non-covered members were to be hurt at any one of our sanctioned meets there is the possibility that we all, individually, could be sued. Welcome to the real world! Now that won't be able to happen if we charge them a small fee.

It's been ten years since I've been to a delegates meeting, it was good to see old friends and refreshing to see new eager faces. It appears that our national officers and delegates still have a good handle on this club and great enthusiasm for the future.

Respectfully submitted by Paul Dunnell (acting as Steve Bell just this once)

**If you have not sent in your 2013
renewal...Please do ASAP!!**

HI NASTY BOYS
From NASTY GIRL



Well our 2012 racing season was O.K. The dude driving me got me into the landscaping business several times along with some 180's and a great 360 going into the shoe strings at Watkins Glen, N.Y. I think the dude is pushing hard on two fronts: one, being 72 years old and not thinking fast enough and second, the Kumos V - 710 he put under me that had too many cycles. He's a cheapo!!

At N.H. Motorsports the dude dropped my Borg Warner T-5 cleaning out 1st, 2nd and 3rd gears. He gave me a new Tremac with more torque capacity and a slight change in gear ratios.

Prior to our season starting, dude removed my narrowed rear end and replaced it with an 8.8 Ford rear end which is 8 inches wider and required my rear fenders to be fatter by 8 inches. Now girls, can you picture this? I still have a neat narrow front end with a set of saddle bags on my rear. If the dude stood me up on my rear, I would have a perfect pear shape. UG!!!!!!!!!!!!!! Perfect for a hoola-hoop competition!



The dude also changed my shock set up to Koni adjustables and spring weights to 500 lbs up front and 300 lbs. in the rear. My diagonal corner balance weight is within .03% Based on my power to weight ratio of 450 HP to 2110 lbs, the dude driving me should be faster. His son drove me during a test session and

proved me right on that fact !

The dude did get us a couple of 3rd places in S.P.A. (Street Prepared Altered) class and a 2nd in S.A. (Super Altered).

The dude and I had a bunch of fun running at N.H. Motorsports, Watkins Glen, N.Y., Thunderbolt, N.J., Limerock, CT., etc. It's also fun to hear the other drivers along with the dude, Bill, telling stories of how they missed a gear, missed an apex, or tire pressure was too high or low.

Excuses! Excuses! Excuses!

Again a great year!

Nasty Girl And Bill (Dude) McMahon



Do you
remember
when?

