

April 2014



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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

President's Letter.

As I write this letter the official start of spring has come and gone, or so the calendar says. But, I am sure that for the most of you reading this that it still looks like winter outside and your Healey will have to stay bundled up for a while longer. Spring can't come soon enough, and any excuse will get me buckled up in my driver's seat. If I need to pick up a pizza, I will take the Healey. Going to the market or beer store, I'll take the Healey. If there happens to be a beautiful sunset after a day's work at the office, I'll hop in the Healey for a spin. Really, any excuse to drive my Healey as Healey cabin fever is at a high. Come on Mother Nature; let's put an end to your winter season so we can get our cars back on the road! I recently read that driverless cars could be available commercially within the next decade. For a Healey driver, it's an unimaginable possibility. There's a symbiotic relationship between our cars and the driver. My Healey needs me to keep it running smoothly, and I need it so I can experience the rush of freedom I feel each time I step on the gas and hear those wonderful SU's sucking air. Oh, I can't forget the exhaust note either, music to my ears. I surely do not look forward to the cars of the future with all their computer aided technology that for me, takes the fun out of driving. OMG, I recently bought my first automatic daily driver as the car manufacturer (Audi) offers very few of their cars with standard transmissions anymore, at least in this country. Driving, as we know it, will be changing with future generation of cars so we need cars like our Healey's to remind future drivers what the fun is all about driving a classic.

To quote Ralph Waldo Emerson, "Life is a journey, not a destination." The same could be said of Healey owners — it's about the ride, not the arrival.

Enough musing. Let's talk about some upcoming Healey events. First up on April 26th will be our first Tech season of the year hosted by Erich Nygard of Her Majesty's Auto Service in Pawtucket, RI. Not only will you learn a little more than you probably want to know about brakes and wheel bearings, but you will also get a chance to see a private classic British car collection, including a very impressive Sprite that won its class in the 1959 Sebring 12 Endurance Race. If you miss this Tech session, or just can't get enough of hanging out with other Healey owners in a garage, Bob Abbott of R&R Auto, will be giving us some good tips at his shop in Ipswich, MA on May 10th.

And finally, mark your calendars for Oct 1-5 and stay tuned for an update on Summit 2014 to be held in Plymouth, MA in a future edition of Exhaust Notes.

See you on the road,

Bob



June 21, 2014

2014 Vintage and Classic Sports Car "Rallye for a Cure"

Event includes Complimentary Breakfast and Car Gathering, 100-mile Rallye through Connecticut's Northeast, Catered Lunch, Parade Lap at the Thompson International Speedway, Auction, and Awards Presentation.

All proceeds from the "Rallye for a Cure" benefit the Juvenile Diabetes Research Foundation.

All makes and vintages of sports cars are invited. Save the date and register today!

Thanks to the New England Region of the Austin Healey Club of America for being one of our 2014 sponsors!

REGISTER NOW

RALLYE FOR A CURE MATCHING DONATION

Long time AHC of New England members Jim and Elaine Smith have pledged \$50 for every AHC-NE Healey that participates in the *Rallye for a Cure* as a donation to the JDRF. Now, that is stepping forward to help our club raise money for this very worthy organization. And every penny donated and raised by our club goes to JDRF. So, this is a challenge to all members to sign up for the rally on June 21 to help raise money for our chosen charity for 2014. <https://sites.google.com/site/rallyeforacure/home/registration>

Austin Healey Club of New England

2014 Calendar of Events

3/15/2014

Events in **BOLD** are AHC of New England events

<u>DATE</u>	<u>EVENT/TIME</u>	<u>LOCATION</u>	<u>CONTACT</u>
Sat. Apr 26	Tech Session with Eric Nygaard	Her Majesty's Auto Services Pawtucket, RI	<u>Jud Perkins</u> judperk@comcast.net 860-204-9168
Sat/Sun May 3-4	MMSCC Meet	Owls Head, ME	Jim Lea clocks@midcoast.com 207-542-3025
Sat. May 10	Tech Session with Bob Abbott	R&R Auto Altman Distributing Ipswich, MA	Bob Abbott healeybj7@aol.com 603-425-3333
Fri, Sat, Sun May 16-18	Carlisle Import and Kit Nationals	Carlisle Fairgrounds Carlisle, PA	Denny Broughel brougheldp@gmail.com 518-663-8879
Sun. Jun 1	British By the Sea	Harkness State Park Waterford, CT	Ted Stanton healey@snet.net 860-535-9184
Jun 15-20	AHCA Conclave	The Homestead Hot Springs, VA	George Greider ggreider@gmail.com 860-873-8785
Sat. Jun 21	Rallye For a Cure for JDRF	Jaguar Hartford Hartford, CT	<u>Jud Perkins</u> judperk@comcast.net 860-204-9168
Sun, Jun 22	British Car Day	Lars Anderson Museum Brookline, MA	??
Sat. Jul 12 Rain Date Jul-14	Lake Sunapee Tour & Cruise	Sunapee, NH	Bob Britton healeybj7@hotmail.com 603-381-3158

<u>DATE</u>	<u>EVENT/TIME</u>	<u>LOCATION</u>	<u>CONTACT</u>
Sat. Jul 26	Healey's On the Green	Mystic Seaport Mystic, CT	George Greider ggreider@gmail.com 860-873-8785
Sat Aug 2	Vintage Race Celebration	NHMS Loudon, NH	Ed Collins ed3paula@aol.com 413-250-8837
Sat. Aug 16 Rain date Aug 17	Fun in the Sun RI/CT Winery Tour and BBQ	Pavilion Steakhouse Hopedale, RI	Johnny Marzano johnnyfmar@aol.com 401-255-9238
Sat. Aug 23	Sergio Franchi Concert	Stonington, CT	Ted Stanton healey@snet.net
<u>Sat. Sept 6</u> <u>Rain Date</u> <u>Sept 7th</u>	<u>Quabbin Reservoir Tour</u> - -	<u>Roy & Betty Balthazard</u> - <u>148 Gold St</u> - <u>Belchertown, MA</u>	<u>Roy Blathazard</u> - <u>roybaby34@yahoo.com</u> - <u>413-687-8178</u>
Sun. Sept 14	Simsbury Fly-In & Car Show	Simsbury Town Airport Simsbury, CT	Deb Katz dlkatz_99@hotmail.com 860-919-7261
Fri, Sat, Sun Sept 19,20,21	British Invasion	Stowe Event Field Weeks Hill Rd Stowe, VT	Bob Britton healeybj7@hotmail.com 603-381-3158
Sept/Oct ??	Applecrest Farm Tour	Applecrest Farm New Hampton, NH	Nick Zarkades zdesign@comcast.net 978-922-3956
Wed- Sun Oct 1-5	Summit 2014	Pilgram Sands Motel Plymouth, MA	Steve Bell scbell1@comcast.net -
Sat. Oct 18	Fall Foliage Tour	Essex, Ct	<u>Jud Perkins</u> judperk@comcast.net 860-204-9168
Sat. Dec 6	AHC-NE Christmas Party	Pickwick House Sturbridge, MA	Len Bach summitm9@aol.com 860-875-8855

April Member profile
Ted & Judi Stanton
Stonington, Connecticut



I purchased my 1955, BN1 from a fellow named Richard Champagne in New Haven, Ct on October 2, 1962. I was 21 years old and fell in love with the car. He didn't want me to drive it myself so when the transmission failed after about 100 miles, I understood why. After being repaired, it became my daily driver till 1966. I solo drove across the country in 1963, put a ski rack on it to ski up north, dated in it, and loved it till I took it off the road in '66' when I got married and responsible.

The car sat till the early 90's when I was able to have the rolling chassis and body restored. The engine's compression was reasonable and balanced so the only thing I did to the engine was replace the wiring harness, the rocker arm cover gasket and replace the carbs with the 1 3/4 inch LeMans carbs from a parts car that I bought. The car ran great but leaked more and more oil until 2011 when I decided to have the motor rebuilt to LeMans standards, rebuild the trans and overdrive, replace the clutch, pressure plate, repair and test the radiator, replace the master and slave cylinders and brake linings and replace all the tires.

I've been an on again/off again member of the AHCA for many years but since I retired from Yale New Haven Hospital a couple of years ago, we've tried to get more involved and I now serve as the Southeastern Connecticut area event coordinator.

We've met some wonderful friends through the club. My wife, Judi, and I love using the Healey but I notice that driving it beats me up more than it did when I was 21.

Nowadays My wife and I volunteer at the Mystic Seaport Museum 2 days a week. I became enamored with the seaport when I skippered a Crosby Catboat for them for several years. It's a great cause. They depend heavily on the 700 to 800 volunteers.

I look forward to a great turnout at our events this year and if anyone has an idea on hosting an event in S.E Ct. get in touch with me at healey@snet.net or call me at 860 535 9

<https://www.facebook.com/#!/groups/AHCAmembers/?fref=ts>

www.ahca-newengland.com

A Healey Restoration Story Part III

Steve Malinsky (Canterbury, NH)



By this time all your parts are off the car and you have one complete semi-monocoque frame attached to a rotisserie and it is balanced so that you can pull a pin and with one hand, turn the frame 360 degrees. The front and rear shroud of aluminum is off the car and stored away for much later. All the Aluminum needs to come off the car before mounting to the rotisserie. Only steel is on the unit.

Of course, all of your smaller parts are bagged, photographed and the bags are marked as well for reassembly. The better you did it, the easier it will be to refurbish and reassemble these parts later (much later) when you have totally forgotten what these parts ever are!

I didn't mention the next thing you will need to do for a reason -- sandblasting. There are more ways than one to get this done. I chose doing it myself. I felt like a coal miner after work when I looked in the mirror. This was the worst job imaginable. I had a real good air mask on, a full suit of Tyvek as well as a full helmet with a lens in front. I put in about 200 hours blasting with fine black beauty sandblasting media. It was rewarding just the same but extremely tedious. You might consider a company that specializes in sandblasting. They used supplied air helmets, better suits and higher pressure units. If you go this way, you will need to send the frame with the rotisserie on a flat bed. Make sure that when it is winched onto the carrier, the weight is taken up by cribbing and take the hydraulic pressure off the two lifts so there is not any stress on the contact areas where the frame is held on. Proper lashing to the bed is important so the load will not shift in transit. The sandblaster will be able to utilize the rotisserie to properly do his job on 360 degrees of the frame.

I have looked but have not found any companies that specialize in submerging the entire frame in chemicals to remove rust, oil, dirt, paint, rubber and anything that is non ferrous. If you find a company, consider them heavily. It is a great work saver and I am told that it has a rust preventative on it when dried. If you go with a sandblasting company, make sure that they will be gentle with the removal down to bare metal and not blow holes in good metal.

Before starting you must decide which body parts you will repair and which you will replace. Order these parts and bring them in before you sandblast. It is best to sandblast the entire vehicle rather than piecemeal the job. I had to replace a crossmember initially so I sandblasted and then cut the part out and welded the new one in. It worked out fine but I had to repeat the setup and the cleanup which was extensive. The entire car was tented so that the blast media was not all over the place but after 200 hours of work at a slow pace, you can just imagine the fine dust that settled over the entire garage area. It took days to clean up the garage after this process.

I took a 16 week course on TIG welding to bring up my skill levels but I bought a MIG welder to do the actual job. Don't go cheap with the welder. You get what you pay for in a quality welder. If you do not weld now, consider bringing in someone in to do the work. If your skill level and safety knowledge are high, put a higher power outlet in and go for it. There can be a lot of cutting out of old parts either partly or entirely. A lot of extremely accurate measurements need to be executed and fabrication work needs to be accurate as well. A background in drafting and sheet metal fabrication is a definite plus. Tools like hand power shears and small hand held air powered grinding tools are a must to do this type of work. You will need to cut with the slitter as well as put on a

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grinding disk and grind welds. I used an electric grinder. They are relatively cheap and have a lot of power to cut quickly.

A word about rusted out small holes and pitting; You will need to decide which pitted out areas are worth it to put a bead in and grind it flush or not. It is very time consuming to fill a well pitted section. Balance this with removing a perhaps extremely difficult part and replacing it with new sections. Which ever you are comfortable with you will live with. I cut out some sheet metal areas that were rusted through or compromised so much that the strength of the material was compromised. I was able to get material from a local sheetmetal shop that was the same thickness that the car section was. I fabbed out the new sections and tack welded them in very slowly and carefully until the bead was completed. I then ground it out and rewelded where pin holes still were evident. Some time I had to repeat this process three or four times until the splice was perfect and non detectable.

If you have read all the installment so far and have been undeterred and perhaps embarked on a restoration already and if you have the skills, this is a great deal of enjoyment that you will always remember.

Next month I will discuss refining the surfaces, fillers, primers, picking the colors and finishing of the frame.
Steve Malinsky

Ladies and Gentlemen,

Although he faces a very difficult rehabilitation, we have learned some positive news about Don Factor's present condition. As you may know, Don was hit by a wandering tractor trailer truck while crossing a street in Brewer just before Christmas. Don experienced significant, life threatening injuries. He has been in an induced coma for much of the last two months. Recently he regained consciousness and is making slow progress.

According to his wife, Dela, it is anticipated that Don may remain in the Boston Spaulding Rehabilitation Hospital for about six more weeks. While there may not be a lot to celebrate, Barb Lea reports that in a conversation with Dela she learned that a highlight of Don's day is to receive humorous cards from friends. His address follows:

Dr. Don Factor. Boston Spaulding Rehabilitation Hospital. 300 First Avenue. Charlestown, MA. 02129.

Tech Tip - Rewiring your British Car

When most people think about rewiring their car, they think it is too hard to do and they cannot do it. Here is a tip to make it a lot easier.

Step One - Order the new harness and compare it to the old one. Make sure the colors are right in the right areas. You will see that the color codes match. Disconnect your battery.

Step Two (and this the important one) - DO NOT unplug the wires from all the devices. Cut the wires leaving about 3 " of wire attached to the device. This will allow you to attach the new wire effortlessly. You will know where to attach the same color coded wire.

Step Three - After cutting all the wires, remove the old harness from the car. Now you should replace all the rubber grommets that are in the firewalls with new ones.

Step Four - Now pull the new harness through the car. It is best to start at the dash first when hooking up the wires. Don't forget the ground wires. Then do the engine bay, the front lights, back lights, fuel pump and transmission. The only tricky part is the white wires. They are not traced with another color. These are your ignition starter switch and coil, and tack. You will need to tone out these wires to see which one goes where. Once you have all the wires hooked up, you can now fasten your harness to the body.

Step Five - Now you are ready for a hot check, or checking to see if everything works. First disconnect the wires at the coil. Then hook up your battery. You want to try and start the car last. You want to check everything else first - lights, wipers, horn, etc. Now you can hook up the coil wires and try to start the car.

Good Luck!

Brian Jenkins • All Loti Restoration

Tech Session April 26th
Eric Nygaard
Her Majesty's Auto Service
Pawtucket, RI



Ever wonder how to bleed your brakes without engaging your spouse, neighbors or grandkids to pump three times and hold or how to check your front wheel bearings and brake calipers. Just how do you shim the wheel bearing when you reassemble the front end. These are the topics that Eric Nygaard of Her Majesty's Auto Service in Pawtucket, RI will be showing in the tech session at his shop at 435 West Avenue Saturday April 26. He will have "a live" car as demonstrator so you can see first-hand how this tricky job is done. A special bonus of visiting Eric's shop is the opportunity to view a collection of classic British cars including the 1959 Sebring winning Sprite. For this session we'd like to suggest a \$10 donation to our official charity the Juvenile Diabetes Research Foundation. 100% of this will go to JDRF.

Time: 10:00 AM

From North of Providence RI take US 95 South to the US-1 exit, Exit 27 toward RI-15/N. Providence/Pawtucket, (0.1 miles) then turn left onto George St./US 1-S. Continue to follow US 1 S (0.7 miles), then turn right onto Sayles Ave, (0.09 miles) take the 2nd left onto West Ave, (0.09 miles) follow to 435 West Ave in Green building on the right, just past Anthony Street.

From South of Providence, RI take US 95 North to RI-122 Lonsdale Ave/Main St. Exit, Exit 26, (0.2 miles) turn slight left onto Thurston St., (0.1 miles) turn right onto Main St./RI-122, (0.2 miles) Turn Left onto Sayles Ave, (0.3 miles) take 1st right onto West Ave, (0.9 miles) 435 West Ave is a Green building on the right, just past Anthony Street.

Following the session we'll have lunch at a nearby restaurant.

To help with the planning for the event please, send [Jud Perkins](mailto:judperk@comcast.net) an email letting him know if you are coming – judperk@comcast.net

As we discussed at the March planning meeting there are multiple email Healey forums. Please find attached the links to a couple of these forums. Autox is the global email chat group provides excellent information and updated Healey news from all over the world.

Support [Team.Net](http://www.team.net/donate.html) <http://www.team.net/donate.html>

Suggested annual donation \$12.75

Archive: <http://www.team.net/archive>

Forums: <http://www.team.net/forums>

Healeys@autox.team.net

<http://autox.team.net/mailman/listinfo/healeys>

Mid Maine Sports Car Club Spring Rally Weekend

Saturday, May 3 – Leap Into Spring Funkhana

6-event Funkhana at Owl's Head Transportation Museum, Owl's Head, ME

PRE-REGISTRATION IS REQUIRED! – GO TO MMSCC.COM

Entries are limited to the first 35 checks received

Rooms at special event rates at the Country Inn, Rte. 1 Camden (phone reservations only 888-707-3945 call early as this motel is very popular) \$99 for 2 adults including very nice buffet breakfast, indoor pool, gym, hot tub, sauna, internet and car wash station.

Entries restricted to British & European sports & touring cars 25 yrs. old or older. Other British and European cars can be registered at the discretion of the Funkhana Master

Entry fee/car is \$85, including box lunches and buffet dinners for two people at OHTM on Saturday

Enter on line at MMSCC.COM under Event Registration (complete all boxes!)

All cars must have a driver and a navigator

Your entry is complete upon receipt of your check at MMSCC, 60 Howes Hill Rd., Camden, ME 04843

If you wish additional meals for Saturday include \$38 per additional person in your check for one box lunch and one buffet dinner

Sign-in starts at 9:00 AM at OHTM

Events run from 9:30 AM to about 4:00 PM (hour lunch break at Noon)

Free access to the museum all day

Dinner and awards at 6 PM at OHTM

More Information – 207-542-3025

Sunday, May 4 – Leap Into Spring Road Rally

60 mile fun rally through the mountains west of Camden

PRE-REGISTRATION IS REQUIRED! – GO TO MMSCC.COM

Entries restricted to British & European sports & touring cars 25 yrs. old or older.

Other cars at the discretion of the Rally Master

Entry fee \$10

Sign-in starts at 9:00 AM at the Country Inn parking lot (Rte. 1 Camden across from Hannaford's food market and just South of the Mariner Gas Station)

All cars must have a driver and a navigator

Driver's meeting at 9:30 AM

1st car out at 10 AM (anticipated driving time is 3 hours)

Rally conclusion is a parking lot within short walking distance to a restaurant where we will have lunch and make awards. You should be on the road home by 2:30 PM

More information – 207-470-0940



**When you need help
with your Healey...**

Call us. We can do the work for you, or work side-by-side with you. A local shop with 2 decades of Healey experience. Transportation available in an enclosed trailer.

Call Bob at 603-425-3333 or 978-238-8810



We service all the British marques



LEMPERT 3: 54 REAR - END GEARS ARE COMING TO AN END !

I've been talking to Dan Lempert recently and have purchased the remaining 12 sets of 3:54 gears that he has for sale. The price to purchase the gears and have them installed will remain at \$1200.00 until they're gone. (some suppliers are charging \$1295.00 just for the gears!) [I have 3 sets of 3:54 gears left](#). A deposit of \$ 500.00 will hold a set for you until you're ready to have them installed.

Any questions call Paul Dunnell @ 413 - 339 - 0102 or e-mail to austin3000@verizon.net Feel free to ask for references.

Also I'd like to add a little " tech tip"

Of the seventeen cars that I've changed the gears in I'm finding that at least half of them are running on the same gear oil that " Donald" put in there fifty years ago! I realize that the rear end almost never gives us any problems so we seem to ignore it. I've found a couple with less than a cup of oil in them, and two that I had to push a screwdriver up though the drain hole to get the sludge to ooze out! Maybe once every three years we could change the 80 - 90 weight oil in the neglected rear end that we can't do without!