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June 2014

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

President's Letter

You have all heard the old saying "April showers bring May flowers". However this year it seems the shower have waited until May as it sure seems we've had a lot of wet weather this past month. My first Healey excursion for the year was attending the Tech Session put on by Bob Abbott on May 10th. I was determined to take my BJ7 even though the skies were threatening and rain was forecast for early in the morning. Not too soon after departing I ran into some heavy rain around Manchester NH on the highway. One good thing about driving in the rain is you get to see where all the leaks are coming from in hopes to seal them up later. But the choice paid off as the skies started to clear upon arrival in Ipswich, MA and by the time the Tech Session was over the skies were blue, the temps were in the mid 70's and the top came down for the trip home.

One of the delights of the drive was to test out the Lempert 3.54 gears that I installed last fall. I have to admit I was skeptical at first if I would like the higher gears thinking acceleration would suffer, but not at all. By far, this has to be one of the best improvements I've made to my Healey in the past 20 years as it makes cruising down the highway at 70+ MPH so much more enjoyable. So, if you are thinking at all about installing a set don't procrastinate as the supplies of gears are dwindling.

Bob gave the group some good pointers on general maintenance, carb tuning and diagnosing an engine that would not run. One little device which Bob demonstrated was a spark plug ignition tester which he used to show an easy way to determine if you have spark at your plugs. For the past 40 years or so I've used the old screw driver shoved into the end of an ignition wire arching it to a ground point method to see if I had spark when trouble shooting an engine that would not run. This device was so simple and easy to set up that I was off to the local NAPA store the following Monday to pick one up for about \$10. It is now in the tool bag in my trunk. It is the little things like this that you learn at a tech sessions that make them worthwhile to attend.

At the Tech Session we also passed around the cowboy hat that Jud Perkins has donated to the clause and raised almost \$300 for the JD RF charity. We now have raised about \$700 for our chosen 2014 Charity. And the big fund raising event is still to come in a few weeks. See the write up later in this issue and consider registering to participate as this surely will be a wonderful event which we hope to raise a tidy sum for JD RF due to the matching funds pledged by the Smiths and Perkins/Duncan's.

Also coming up in June is the British by the Sea car show in Waterford, CT at Harkness State Park on June 1st and British Car Day at Lars Anderson Museum in Brookline, MA on June 22. Both are great events to attend to show off your Healey and hang with other British car enthusiasts.

In mid-June Linda and I will be off to Conclave in VA. This will be the longest trip I've ever taken in my BJ7 and I am looking forward to driving in the Shenandoah mountains of western VA.

Isn't this what it is all about??

See you on the road,

Bob

Austin Healey Club of New England

2014 Calendar of Events

6/1/2014

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

<u>DATE</u>	<u>EVENT/TIME</u>	<u>LOCATION</u>	<u>CONTACT</u>
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 Hotsprings, VA	George Greider ggreider@gmail.com 860-873-8785
Sat. Jun 21	Rallye For a Cure for JDRF	Jaguar Hartford Hartford, CT	Jud Perkins judperk@comcast.net 860-204-9168
Sun, Jun 22	British Car Day	Lars Anderson Museum Brookline, MA	
Sat. Jul 12 Rain Date Sun Jul 13	Lake Sunapee Tour & Cruise	Sunapee, NH	Bob Britton healeybj7@hotmail.com 603-381-3158
Sat. Jul 26	Healey's On the Green	Mystic Seaport Mystic, CT	George Greider ggreider@gmail.com 860-873-8785
Sat. Jul 26	Show of Dreams British Cars of NH	Alvirne Hill House Hudson, NH	Dave LeBlanc leblancs2k@comcast.net 603-895-6606

Sun Jul 27	Misselwood Concours D'Elegance	Endicott College Beverly, MA	Larry Swift lawrenceswift@comcast.net 508-641-6162
Sat Aug 2	Vintage Race Cele- bration	NHMS Loudon, NH	Ed Collins ed3paula@aol.com 413-250-8837
Sat. Aug 16 Rain date Sun 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 Fran-	Stonington, CT	Ted Stanton healey@snet.net 860-535-9184
Sat. Sept 6 Sept 7th	Quabbin Reservoir Tour	Roy & Betty Balthazard Belchertown, MA	Roy Blathazard 413-687-8178
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 Inva- sion	Stowe Event Field Weeks Hill Rd Stowe, VT	Bob Britton healebyj7@hotmail.com 603-381-3158
Sept/Oct ??	Applecrest	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 scbell1comcast.net 508-947-6499
Sat. Oct 18	Fall Foliage Tour	Essex, Ct	Jud Perkins 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



The Connecticut MG Club announces plans for **BRITISH BY THE SEA 2014**, its annual Gathering which brings together all Marques of British cars, trucks and motorcycles. The 2014 event will take place on **SUNDAY, June 1st at 10 AM** at Harkness Memorial State Park in Waterford, Connecticut. British By The Sea is not a Concours Event, but rather, it is a popular vote, fun Gathering. More than 360 vehicles are expected to be on display in 35 classes. Such famous British Marques as Austin Healey, Aston Martin, Morris Minor, MG, Triumph, Lotus, TVR, Rover, Morgan, Sunbeam,, Cooper, Rolls Royce and Jaguar, to name a few, will be on display. The Featured Marque Of The Year for the 2014 Gathering will be ***THE RILEY***.

Entrants come from throughout New England and the Mid-Atlantic states to take part in this popular Gathering of British Marques at the beautiful Harkness Memorial State Park, which is located on the north shore of Long Island Sound. . The ample size of the display area allows for Auto Products Vendors to be located alongside the display vehicles on the field. British By The Sea is held "rain or shine."

At the 2013 event, they had over 360 vehicles displayed in 35 Classes, with etched glass mugs being awarded for first, second and third place in each class. They do have food vendors at the event, but we also encourage you to bring a picnic lunch to enjoy by your car or go for a relaxing walk on the beach. You can also tour the Mansion Eolia, and enjoy the gardens that were originally designed by Beatrix Ferrand. For the past 19 years, the CT MG Club has been providing a yearly monetary donation as well as "People Power" to plant the gardens, bringing them back to their original grandeur.

We'll meet at Fort Trumbull State Park at 90 Walbach St, New London, CT 06320 at 9:00 AM for coffee and take a scenic 15 minute drive and arrive at the event in an impressive Healey mob. Last year we made our presence known. The entry fee is \$20 at the gate payable to Ct. MG Club and we'll have a voluntary donation box at Ft. Trunbull for the Junior Diabetes Fund. If you can't meet at Ft. Trumbull, Harkness' address is 275 Great Neck Rd., Waterford, Ct. 06378. If you get lost and need directions, my cell # is 203 605 4172.





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" is Rapidly Approaching, Now is the Time to Sign Up.

Rallye for a Cure: <https://sites.google.com/site/rallyeforacure/home/registration> .

This fun event which benefits our official charity the Juvenile Diabetes Research Foundation will begin at **Jaguar Hartford** in Hartford, CT. Participants will enjoy a Game-Tour-Adventure (GTA) Rallye and fun filled afternoon at **Thompson International Speedway**. We will be at the newly-renovated historic road course for our complimentary catered lunch provided by the **Raceway Restaurant** at the track. Rumor has it that we will "Strut our Stuff" on a Parade Lap at 1:00-1:30 on Rallye day. Proceeds raised from the \$100 tax deductible per car registration will go directly to JDRF in support of its Type 1 research. Jim and Elaine Smith and Jud Perkins/Pat Duncan have each agreed to provide \$50 of matching funds for every Club Member who participates, so we will have an extra \$100 going to support Juvenile Diabetes research for everyone in the Club who signs up.

The registration fee includes:

- ❑ Refreshments & Coffee at Jaguar Hartford at the Start of the Rallye
- ❑ Participation in the 2014 Connecticut Vintage and Classics Sports "Car Rallye for a Cure"
- ❑ A Delicious Lunch Provided by the Speedway Restaurant at Thompson International Speedway
- ❑ Professional Photo of your Team and Car (photos will be available for viewing and download from this site after the event)
- ❑ Acknowledgement of your Tax-Deductible Donation
- ❑ Attendance at the Awards Ceremony immediately after the event
- ❑ Eligibility for Prizes and Awards
- ❑ Knowledge that you have helped a worthy cause. (continued page 7)

We thought you might be interested in one of the exciting research initiatives fund by the Juvenile Diabetes Research Foundation:

SmartCells—a diabetes drug-development company that received early support from JDRF and which was recently bought by Merck— was founded in 2003 by Todd Zion, Ph.D., an MIT chemical engineer who had an idea for developing a smart insulin. **Smart insulin** is a form of insulin that turns on when it's needed to lower blood sugar and off when blood sugar is at a safe level. Merck refers to its project as glucose-responsive insulin. Smart insulin is a key research priority for JDRF. Much remains to be learned about how long and how well each dose of Merck's smart insulin will work, and it's still years away from becoming a treatment, but this is exciting progress on one of JDRF's key research investments. JDRF has an A rating from the American Institute of Philanthropy. Of the foundations donations over 80% goes to research with only 7% used for administration; the balance is for fundraising.

For those of you attending Conclave, this is the Saturday following Conclave, so you'll need to hurry back. For everyone else this is a great time for wonderful cause. If you are unable to attend, I am sure that they would be happy to accept a contribution for our official charity – JDRF. Our Club is now a Bronze sponsor of the event and we look forward to great participation from all members.

If you plan on participating please, notify Jud Perkins judperk@comcast.net

July 27, 2014 – Misselwood Concours D'Elegance and North Shore Driving Tour

This is a first class automobile (and motorcycle) show located on the campus of Endicott College – the views are spectacular as are the cars. In 2013, Pete Armev displayed his newly restored BJ8 at the show. Tickets can be purchased on line for \$20.00 by July 21; they can also be purchased at the event for \$25.00. [Google Misselwood Concours D'Elegance for details) or click on the link below.

There is a parking lot directly across the street for classic cars (we will attempt to reserve an area for our cars). Be at the parking lot by 11:00 am; tour the event; and have lunch on the property. Leave the parking lot at 1:30 or 2:00 pm for a driving tour of the back roads on the North Shore ending up at White Farm Ice Cream in Ipswich, MA (recently judged to the 24th best shop in MA according to FaceBook).

Further details will be published in the July Exhaust Notes.

Contact: Larry Swift : 508 641 6162 : mgtd51@comcast.net

<http://www.endicott.edu/Concours.aspx>

For those of you attending Conclave, this is the Saturday following Conclave, so you'll need to hurry back. For everyone else this is a great time for wonderful cause. If you are unable to attend, I am sure that they would be happy to accept a contribution for our official charity – JDRF. Our Club is now a Bronze sponsor of the event and we look forward to great participation from all members.

If you plan on participating please, notify Jud Perkins judperk@comcast.net of your participation.

In 1900 the town of Dana, Massachusetts had a population of 790 people. The neighboring towns of Enfield, Greenwich, and Prescott had populations of 1,036, 491, and 380 respectively.

What happened to those towns, the people living in them, and the roads leading to them? Where are they now? Join us on the **Quabbin Reservoir Tour!**

Find out by coming to Roy and Betty's on **September 6th**. roybaby34@yahoo.com

Healey Tech Session with Bob Abbott of R&R British Car Restoration

The last time I was published, we had just finished our journey to the White Mountains of New Hampshire and if you read the article, we had done everything but hire a priest to ensure my car didn't break down, and we didn't. I'll be honest with you. My car has the heart of a daily driver and when the weather gets nice, I drive a 100 mile round trip to work a couple of times a month. But that comes with a cost. Last year, the engine started to stumble when accelerating. The car wouldn't start unless you jiggled the wire to the battery. The overdrive and the tachometer stopped functioning. The suspension was failing and some of the bushing had rotted away. The heater face plate had completely cracked off...and this was only the stuff I knew about. My local shops were not cutting it so I decided to reach out to Bob Abbott at British Car R&R.

When I first rolled up to an industrial park, I said: "You gotta be kidding me." There was no sign of a garage. No Austin Healeys or other cars for that matter, just a bunch of delivery trucks. And then I spotted a bunch of wire spoke rims in the corner near the ramp, the only clue that suggested a Healey shop was nearby. As I climbed up the ramp, I started to see and amazing workshop with several classics waiting to be worked on. Bob was nice enough to show me around and give me a history on each vehicle. Immediately, I felt the right person was going to work on my car. I reviewed my "known issues" list with Bob and I was on my way. We agreed that I would pick up the car during the technical session he was hosting mid May.

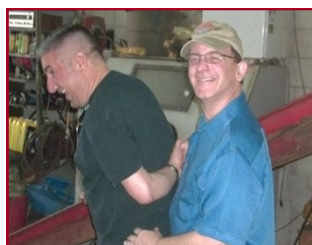
Then the call came from Bob a couple of days later. My exhaust was a mess and would never pass inspection with all the holes in it. On the day I arrived at the tech session, I was informed "I have never welded so much in my life." The car was definitely standing taller as a result of the new bushings and suspension work. Bob then let me know that we would be using my car for today's technical session.

During the session, Bob hit several discussion points. We reviewed the carburetors, oil for the carbs and associated mixture, and the distributor. Bob told us a story about losing a cylinder while on a trip in Europe. And there were quite a lot of laughs. Jokes were made about sticking your hand or screw driver into the ignition to test current. Also, I asked Bob. "What's difference between Dash Pot Oil that I buy at Moss and what you have in your hand?" He said "Price."

But like every other Healey event that I have attended, the best part was the company. It was so nice to reconnect with those I hadn't seen since last year and meet new members for the first time. And I can't wait for next year's session to learn more from Bob Abbott. [Mike Pistone](#) [Fitchburg, Massachusetts](#)



Bob Abbott demos spark tester



Mike "volunteers" to write an Exhaust Notes article encouraged by Pete Sturtevant.



Coffee, doughnuts, and Healeys!

Lake Sunapee Tour And Cruise ***Saturday July 12, 2014***

Come join your fellow club members for a driving and boat tour of Lake Sunapee, one of the most pristine lakes in New England. At an elevation of 1100' above sea level it is the highest large body lake in N. America. It is over 10 miles long and 3 miles wide and is overlooked by Mt Sunapee State Park and Ski area.

The tour will start in Milford, NH traveling northwards on scenic back roads to Bradford, NH where the group will stop for lunch at the Appleseed Restaurant. After dining overlooking Lake Todd, the tour will continue a short distance to Lake Sunapee for road trip around the lake ending at Sunapee Harbor. You will pass many of the great summer homes that have been built on the lake during the past century and half, including The Fells.

At 2PM we will board the MV Mt Sunapee for a 1 ½ hour tour of the lake. The cost of the boat tour is \$20 pp. The boat has both indoor AC seating as well as a large observation deck to enjoy the majestic views and vistas of Lake Sunapee.



Time:

Meet between 10:00 - 10:45AM at Shaws Supermarket Plaza, 556 Nashua St (Rte 101A), just past 101 by-pass in Milford, NH. (Next to Dunkin Donuts)

Depart:

10:45 AM Sharp!

If you do not want to meet for the tour departing from Milford you can meet up with the group at the Appleseed Restaurant, 63 High St (just off of Rte 103), Bradford, NH at 11:45 for lunch or meet at Sunapee Harbor before 1:30PM.

Cruise:

Sails from Sunapee Harbor departing 2PM

RSVP: Tickets for the lake cruise must be reserved in advance to insure space on the boat. Please email Bob Britton healevybj7@hotmail.com or call 603-381-3158 no later than Wed, July 9th to confirm that you will be attending. Rain date 7/13



MEMBER PROFILE

Len & Carolyn Bach –Tolland, CT

When we got married, our first car was a borrowed family 1937 Oldsmobile coupe. With both of us now working we needed a second car. After much persuasion by Carolyn, we bought a used 1962 Austin Healey BT7, Colorado Red Tri-Carb. It was the beginning of fun and my early learning of the mechanics in fixing an English car. Those early 3000's were notoriously low to the road surface. I replaced two exhaust systems and also a clutch slave cylinder. In the Winter, because of the side-curtains, we would open the door and sweep the snow off the seats. In the summer, it was a typical "Healey"- HOT. I have a memory of driving down the NY thru-way, with Carolyn's feet up over the door frame in the cooling breeze. We went all around New England, New Jersey and New York. We had great fun for four (4) years b.c.(before children)!! Then we had to trade the Healey in for a van-our first child actually children was twin girls.

Many years later, around 1980, I found a 1965 Austin Healey 3000 BJ8 for sale. This time I convinced Carolyn and we bought it. The car languished in our garage for years. Finally with early retirement and a great severance package, I set out to "fix-up" the Healey. Let the fun begin!! We had the car sent to Canada for a Jules frame and sheet metal replacements. The engine was boiled, washed and rebored 0.020 over, valves were set up for lead-free gasoline and the engine was balanced to one (1) gram. I assembled the engine, after "glass beading" all the extraneous parts, primed and painted. After making a wooden engine stand, adding the radiator and make shift gas system, home alone, I connected the battery-pulled the choke and hit the starter. WHAM, it started right up- no muffler- it was deafening. I shut it down. It was like hitting a par-three"hole in one" and nobody around to see or verify it!

Everything just got better from that point on. New fenders, gas tank, etc....

I helped putting the car together in a custom one man paint shop. We slide the engine and transmission in all at once. From that, step by step, from one different shop to another, I finished the Colorado Red BJ8, however even today it still needs a certain amount of service and care.



A funny story in our first Healey meeting in Connecticut. As we walked into the meeting area, a voice said "Mrs. Bach". It was Charlie Krut, who had Carolyn as a teacher in Rockville High School. As he stood up he swung his hand behind his back. Carolyn said "Charlie, it's OK, you can drink your beer". Everybody laughed. We have had a great time at the gatherings of the Healey folks over the years and it still continues today. We are again having tremendous fun with our Healey. We have gone to Summits and the recent Conclave in Quebec along with many local events. We have even featured our Grandchildren in our car for a recent Christmas card. We do enjoy our Austin Healey.

The picture of us in front of our 1962 Healey
"Our first Easter 1954"

The picture is front of our house of the Grandchildren 2012

Automobile rotisserie for sale by private owner.

Bought new and used for one vehicle only. It is in excellent shape and used indoors for the whole time. All set up for a big Healey but easily changed over to most smaller sports cars. It is American made by Accessible Systems and the model number is 1500 Lift Pro. It is infinitely height adjustable with hydraulics and jacking screw. It has 6 locking wheels and fully adjustable for length as well. It can be rotated 360 degrees by moving a locking pin and hand rotating the car. The system is considerably over-built compared to any Chinese product and outperforms them all. I used it for sandblasting the frame and attached parts as well as completely painting the frame. A must for a ground up restoration. Asking \$1400. Bring a pickup or Trailer with a floor. 603 783 4616 Steve Malinsky sma-linsky@gmail.com

For Sale: Front shroud for Healey Hundred. Good condition. \$500 OBO. Call Ted Stanton at 860 535 9184 for more info or email me healey@snet.net. Ted Stanton

A tech tip from Bob Abbott: Have you experienced a problem where your Healey stops abruptly and will not restart? Bob found that defective rotors in the distributor were the cause. You can identify the defective rotors by looking for a rivet holding the brass arm of the rotor. Bob thinks most of the defective rotors (made in China) have been flushed from suppliers inventories. One reliable source if you want to be sure of getting a good Rotor is Jeff Schleemmer 17495 Marystown Road Shakopee, MN. 612-804-5543. (Bob Abbott is the owner of British Car R&R in Ipswich, MA)

<https://www.facebook.com/#!/groups/AHCAMembers/?fref=ts>
www.ahca-newengland.com



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!