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brougheldp@gmail.com

President's Letter



I think we can finally say that the Healey driving season has finally arrived for this year. What a fantastic outing I had this past Saturday for my first ride of the season. The day started sunny but brisk as I left to attend the Tech Session in Candia, NH. As I had the top up as temps were in the 40's I decided to take mostly highways over to the Historic Motor Sport facility in Candia. After the tech session the temps were in the lower 70's so the top came down to enjoy a trip back home on mostly backroads. While the backroad route added a bit more to the travel time the enjoyment of hearing the exhaust notes from that 3 liter engine was music to my ears and one of the reasons why I took the radio out of my car when it was restored over 20 years ago.

However, when I got home I discovered a bit of water oozing out of my upper rad hose where the heater connection is spliced into the main hose so will be replacing that before I venture any further in my BJ7. Luckily I carry a spare just in case. I also will be installing new brake rotors and pads this spring to insure the car is ready for the long trip to Gettysburg in July.

We have several great events coming up this month. Over 35 club members have RSVP'd already to attend the 40th Anniversary Luncheon on May 9th. Reservations are being taken up to May 5th if you would like to attend. The weekend after Memorial Day is the Rallye for the Cure fund raising event to benefit our chosen charity, JDRF. The club is again this year a Bronze Level sponsor. If you ever wanted to drive your Healey on the track at Limerock this would be your opportunity as the rallye ends with a luncheon at Limerock with a parade lap for all participants.

And finally congratulations are in order to Peter Borrone who was the first member who signed on to take the open spot for the F1 Drivers Parade. I know Peter will have a great time up in Montreal.

See you on the road, Bob

Austin Healey Club of New England

2015 Calendar of Events

5/3/2015

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

<u>DATE</u>	<u>EVENT/TIME</u>	<u>LOCATION</u>	<u>CONTACT</u>
Sat May 9	40th Anniversary AHC of New England Celebration	Old Mill Restaurant 53 Main Street S. Egremont, MA	Rick Neville healeyrick@yahoo.com 978-810-0963
Fri, Sat, Sun May 15, 16,17	Carlisle Import & Kit Show	Carlisle Fairgrounds Carlisle, PA	Steve Bell scbell1@comcast.net 508-947-6499
Sat May 30	Rally for a Cure	Jaguar Hartford Hartford, CT	Jud Perkins judperk@comcast.net
Sun Jun 7	British by the Sea Car Show	Harkness State Park Waterford, CT	Ted Stanton healey@snet.com
Thur- Sun Jun 11-14	British Motor Festival	Colt State Park Bristol, RI	www.britishmotorcarfestival.com
Sun Jun 28	British Car Day	Lars Andersen Museum 15 Newton St Brookline, MA	www.larsanderson.org
July 19- 24	ENCLAVE 2015 Healeys on Hallowed Ground	Wyndham or Marriott Courtyard 100 Presidential Circle Gettysburg, PA 17325	Peter Sturtevant healeyn4@comcast.net 774-284-1212
Sat July 25	British Cars of N.H. Show of Dreams	Alvirne Hills House Field 211 Derry Rd Hudson, N.H.	www.bcnh.org Dave LeBlance leblancs2k@comcast.net
Sat Aug 8	Western MA Meet	Bender's & Plue's	Bob Bender rbender1@nycap.rr.com
Sat Aug 15	Healey's on the Green	Mystic Seaport Museum Mystic, CT	Ted Stanton healey@snet.net George Grieder ggreider@gmail.com
Sat Aug 15	Clam & Lobster Bake	Carl and Amy Carvell 10 Spray Rock Rd Westerly, RI	Amy Carvell abcarvell@gmail.com 401-322-7741

Sat Aug 29	Sergio Franchi Concert	Stonnington, CT	Ted Stanton healey@snet.net
Sat Sept 12 Rain Date Sun Sept 13	John Deere Gymkhana	Roy & Betty Balthazard Belchertown, MA	Roy Blathazard roybaby34@yahoo.com 413-687-8178
Fri, Sat, Sun Sept 18- 20	British Invasion Austin Healey Featured Mar- que	Stowe Event Field Stowe, VT	Bob Britton healeybj7@hotmail.com 603-381-3158
Sat Oct 17	Fall Foliage Tour	Essex, CT	Jud Perkins judperk@comcast.net

It's On! — Healeys on the Green Mark V

Saturday, August 15, 2015: save this revised date on your calendars! Mystic Seaport's town green will be the site once again for Healeys on the Green during their Antique Engine Weekend. This year, we will form up across the street at 9:30 and then parade onto the museum grounds by model groups just before 10:30 AM. The show will run from 10:30 AM to 2:00 PM

At that point those who are going to Amy and Carl's Clambake can leave for a scenic drive to the Carvell's house. Other may chose to stay and tour the museum until it closes at 5:00 PM.

Entry to the show and grounds is \$20 (in advance—\$25 day of the show) 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 Ted Stanton; 677 Pequot Trail; Stonington, CT 06378. And please indicate your name and address as well as the your car's year and model. You will get a show display card with your entry number, map and directions by return mail.

More info to follow.

Any questions, contact Ted Stanton healey@snet.net or phone 860-605-4172.

Spring Tune-up and New Members

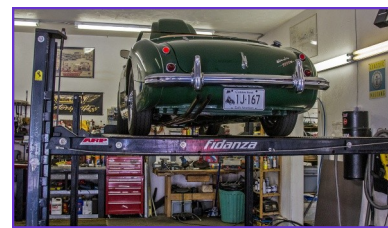
Story by Don Margeson

Photos by Joseph Chretien

If you weren't at Cindy and Pete Sturtevant's on Saturday, April 25th in Mansfield, MA from 9am till 4pm you missed a great kickoff to the 2015 driving season. With approximately 33 people attending with several driving LBC's it was a well conceived program for the day. Pete certainly has a great "3-bay man cave" for working on cars and it proved so with those seeking help that day. The "Sturtevant Healey Spring Soiree" included some tune-ups, most ably performed by Bob Abbott, and some other minor self-performed PM chores. Along with some 'road warrior' refreshments in the morning by Cindy, and then a yummy lunch for all, appetites were well satisfied.

There was no shortage of car talk, personal stories, Enclave 2015 plans, and chatting about planned events for the NE club for 2015. It's always good to renew friendships, meet new members and look over the 'British iron' that came which makes for easy conversation. Some folks drove well over 150 miles to come with many others having a shorter trip. Any distance was worth it! The following LBC's were driven (many for their inaugural 2015 road test) - five BJ8's, two 100's, one 'M', one BT7, and one MGB-GT. Thanks to all who attended and most certainly everyone there would attest to the wonderful hospitality by the Sturtevant's for a great time.

See you at the next show or club event and for sure at Enclave 2015.



Save the Date Saturday May 30 – Rallye for a Cure

Rallye for a Cure: <https://sites.google.com/site/rallyeforacure/home> will be Saturday, May 30. 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 ending with a fun filled lunch and awards ceremony at **Lime Rock Park**. Proceeds raised from the \$100 tax deductible per car registration will go directly to JDRF in support of its Type 1 Diabetes Research. In addition, Club Members Jud Perkins and Pat Duncan are matching each participating Club Member with an additional \$50 contribution.

The registration fee includes:

- ★ **Refreshments & Coffee at Jaguar Hartford at the Start of the Rallye**
- ★ **Participation in the 2015 Connecticut Vintage and Classics Sports "Car Rallye for a Cure"**
- ★ **A Delicious Lunch At Lime Rock Park**
- ★ **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!

Type 1 diabetes (T1D) is an autoimmune disease in which a person's pancreas stops producing insulin, a hormone that enables people to get energy from food. It occurs when the body's immune system attacks and destroys the insulin-producing cells in the pancreas, called beta cells. While its causes are not yet entirely understood, scientists believe that both genetic factors and environmental triggers are involved. Type 1 diabetes is most prevalent in children. Their pancreas produces no insulin and often from very early ages they must go on a life time regimen of testing their blood 3-4 or more times a day and then injecting themselves with insulin. Many think insulin is a cure for the disease but unfortunately it is not. Insulin allows the disease to be managed but even with a good insulin regime the long term effects of the disease, blindness, kidney failure, loss of limbs and death still occur. Today there are nearly 26 million people in the US with Type 1 & Type 2 diabetes and more than 371 million worldwide. Annually more than \$245 billion is spent in the US on healthcare costs related to diabetes.

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.

More to follow in upcoming Exhaust Notes.





dedicated to finding a cure

North Central CT/W. MA Chapter
20 Batterson Park Road, 3rd Floor
Farmington, CT 06032
t: 860-470-0020 f: 860-674-0880
toll free: 888-533-9255
www.jdrfctma.org

March 31, 2015

Bob Britton
Austin Healey Club of New England
12 Spray Rock Road
Westerly, RI 02891

Dear Bob:

JDRF is a champion for the millions of children and adults affected by type 1 diabetes (T1D), and your support makes this possible. Every detail of our organization, both large and small, is guided by a simple goal: to lessen the tremendous daily burden of this disease, until it is none. With donations like yours, JDRF is able to impact the lives of the millions of children, adults, and families challenged by T1D every single day. Thank you for your recent gift of \$1,748.25.

It is because of people like you that JDRF has the ability to not just deliver hope, but a series of life-changing therapies that will make the burden of T1D less and less, until it no longer exists. We are putting your dollars to work funding research that will remove the daily burden of managing this complex disease through better treatments like smart insulin, an artificial pancreas, or encapsulation therapy while relentlessly pursuing our vision of a world without T1D through prevention and ultimately a cure. You can read more about our research online at jdrf.org/theplan.

Motivated and supported by people like you, we will stop at nothing, absolutely nothing, until **Type One** becomes **Type None**, and your continued support moves us closer to achieving our vision. On behalf of JDRF and the millions of people living with T1D, thank you today and every day.

Sincerely,

Jon Muskrat
Executive Director

As JDRF has provided no services or goods in connection with this gift, it is fully tax-deductible as provided by law. #23-1907729



Member profile “**Madman in a Death Machine**” by Rick Neville

My first car was a Healey ... a 1959 cherry red Bugeye bought from my cousin for \$350 earned from delivering papers and mowing lawns. It was 1967 and I was a junior in high school. It was everything one would expect an eight year-old Sprite driven through New England winters would be; faded paint, rusty rockers and holes in the floors. But it was all mine and earned me access to the secret world of British sports cars where we flashed our headlights and waved our hands in salute of each other's obviously superior taste in motor vehicles.

My cousin took me out to a back road in my home town of Middleborough, MA, gave me a half-hour lesson on driving a stick and I was on my own, honing my driving craft through the cranberry bogs of southeastern Massachusetts. And it was always top-down, because I was young, cool and because it didn't have a top ... except for the hardtop that went on in November and stayed on until April, aside from the New Year's Day ride.

Winter driving was ridiculous. I had to use a plug-in heated dipstick and drop light under the bonnet to keep it warm enough to have a chance of starting and even then, it needed a half can of ether to get going. Oftentimes, I'd just give up and grab the school bus reeking of Prestone Starting Fluid while the smart guys were wearing *Canoe*, *Hai Karate* or what I perceived was a cruel joke on me ... *British Sterling*. I'd have to carry a spray can of deicer into school so I could unfreeze the sliding Plexiglas side curtains at the end of the day.

I painted it 1967 Corvette yellow, but it was always unreliable and I briefly contemplated putting a Corvette motor in it. Fortunately my mechanical abilities were honed in Latin class and not in auto shop, so instead I sold it to a couple of guys that had just returned from a round trip tour of Alaska on the ALCAN highway on ... wait for it ... Royal Enfield and Norton Commando motorcycles. To them the Sprite was a luxury car.

By 1977, I was finished law school, had a job and was living in Pomfret, CT. My new bride, Elaine, saw an ad in a local shopper for a Bugeye which turned into a long term restoration. I built the Bugeye I wished I had in high school, scouring for NOS Special Tuning parts to replicate the 1959 factory Sebring specs. And we attended a meeting of the Northeast Region of the AHCA. We decided to join after being warmly welcomed by the Woods, Payes and Smiths. Friends we've treasured to this day. I was one of the “Sprite Guys,” who were noted for turning fast times at the autocrosses and staying up all night engaging in “hospitality.”

I started an international newsletter exchange with other Healey clubs around the world and used the information in a column called *Knockoffs* for the AHCA magazine, *Chatter*. I also attended a fair share of Cape meets, Spritefests and other club events with our two sons, Brian and Mike and served as a Sprite concours judge at the Sturbridge Conclave. I always looked forward to the Fall Festival at Lime Rock when Mike and I were houseguests of the Woods, highlighted by views of Bill's latest addition to his collection.

My second Healey came in 1985, when I purchased an ex-SCCA raced BJ7 from its original owner. Frankly, even though it had a modified motor with a Healey triple HD-8 set-up, it didn't have the performance I thought should match its looks. Since college, I had lusted after a V8 powered Healey, saving every *Hot Rod* article on how to build one. Finally, I decided to do (*continued on next page*)

what I had always dreamed of ... building a Nasty Boy... and swapped a Ford motor and transmission into the BJ7. It's been great fun and I've truly enjoyed the process.

With retirement, I've had the opportunity to write some feature articles for the *Marque*, including one on celebrity-owned Healeys and Healeys in films, attend more club events and just enjoy the Healeys.

Editor's note

This is an historic issue of Exhaust Notes. 26 pages in length with stories featuring recent events, technical articles (this article is one you will want to archive), member profiles, the President's letter, accounts of our efforts to raise money for Juvenile Diabetes Research, an up date on Enclave from Pete, an article by Don and Carole Page on the early years of our club, items and cars for sale, lots of photos. YOU can help. We are looking for an individual to chronicle their trip to Enclave. I need lots of text and pictures. Step up, help out, and have your story printed in the August issue. Thanks! Rich Ray (editor)

Austin Healey Clam Bake
Saturday, August 15th – 2:30 pm
at
the home of Amy & Carl Carvell
12 Spray Rock Rd.
Weekapaug (Westerly), Rhode Island

When you leave the Mystic Seaport and Healey's On the Green travel along the coast to Weekapaug for a traditional New England Clambake.

Take a walk on the beach, swim or chat with friends. We will start the traditional Rhode Island bake about 4:00 pm which will give you time to get home before it is too late! The cost is \$45.00 per person and includes lobster, clams, corn on the cob, sweet potato, white potato, fish and sausage. Please let the Carvells know if you will be coming and just bring your check with you then.

This is a BYOB party!!!!

abcarvell@gmail.com, cgcavrell@gmail.com or 401-322-7741 Directions will be available at the Mystic SeaportJ.





Sat 10 AM - 3 PM

Featured Marque – MG Pre-War through 1962

REGISTRATION FORM

THE 19th ANNUAL BRITISH CARS OF NEW HAMPSHIRE SHOW OF DREAMS 2015 ALL BRITISH CAR SHOW

to benefit THE HIGH HOPES FOUNDATION and NH Food Bank

Sat July 25th at Alvirne Hills House, 211 Derry Rd (Rt 102) Hudson, NH 03051

All car show proceeds donated to The High Hopes Foundation of NH and NH Food Bank

PLEASE PRINT CLEARLY

Name: _____

Mailing Address: _____

City: _____ State: _____ ZIP Code: _____

Home Phone: _____ E-Mail Address: _____

1st Vehicle: Year: _____ Make: _____ Model: _____

2nd Vehicle: Year: _____ Make: _____ Model: _____

Class trophies, Best of Show, Best of Featured Marque

Car classes may be added – if more than 5 cars of a specific marque pre-register by June 1

- | | | |
|-----------------------------------|---|--------------------------------|
| 1) Austin Healey | 10) TR6(69-73) | 17) British Classics Pre 1960 |
| 2) MG 1924-1934 | 11) TR6 (74-76) | 18) British Classics 1960-1969 |
| 3) MG 1935 – 1944 | 12) TR7 & TR8 | 19) British Classics 1970-1979 |
| 4) MG 1945 - 1954 | 13) Jaguar XK and E-Types | 20) British Classics 1980-1989 |
| 5) MGA (1955-1962) | 12) Jaguar XJ6 | 21) British Classics 1990-2015 |
| 6) MGB (Chrome Bumpers 63-74) | 13) TVR | 22) Unrestored |
| 7) MGB (Rubber Bumpers 74 ½ - 80) | 14) Lotus | 23) Display Only |
| 8) TR2, TR3 | 15) Sprite, Midget & Spitfires | |
| 9) TR4, TR4A, TR250 | 16) British Fastback Coupe
(MGBGT, MGCGT, GT6) | |

ENTRY FEE: Before 7/12/2015 - \$25, After 7/12/2015 \$35, additional cars by same owner \$10

RELEASE STATEMENT: I agree to enter the above car in the 2015 BCNH All British Car Show on Sat July 25th, 2015. I am aware of the hazards inherent with motor vehicle events. I agree to release and hold harmless, BCNH, its officers, and members, the Hudson Historical Society, and the Hudson NH School Board, owners of "Alvirne Hill House", for any liabilities for injuries, damages, or loss arising from my participation in this show or travel to or from same. While not a requirement, we recommend that all cars have a fire extinguisher. All cars must be driven onto the field.

SIGNATURE: _____ Club Affiliation _____

Make checks payable to BCNH & send to:
BCNH c/o Norma Karle
51 Durgin Rd, Chichester, NH 03258
603-490-6115 or karle01@comcast.net

DASH PLAQUES AND GOODY BAGS WILL BE GIVEN TO THE FIRST 100 REGISTRANTS

1 st car before July 12 th - \$25,	
after July 12 th \$35	= \$ _____
Additional Cars @ \$10 each	= \$ _____
	Total: \$ _____



ENCLAVE ADDRESS

A Newsletter for Enclave Attendees

GETTYSBURG, PA - JULY 19TH -24TH

*It is not too late
Enclave 2015 –
Hallowed*

*seven (37) fellow
New England
registered for
arranging
driving to and
If you do not
your Healey to
there are two (2)*



*to register for
“Healeys on
Ground”. Thirty
members from
have already
Enclave. We are
groups of cars
from Gettysburg.
want to drive
Gettysburg,
available spaces*

*in the enclosed trailer with Motor Age Transport www.motoragetransport.com.
Please contact me if you want your car transported to Enclave.*

We have over 257 registrations thus far, with a nice blend of members from both Healey clubs; AHCA, and from AHS&TC. This is planned to be the largest International Healey meet in North America, since Conclave 2007 in Burlington, VT and we are anticipating over 300 Healeys. We will be taking advantage of the historical significance of Gettysburg, and showcasing the Austin Healey marque during five fun and action packed days. Gerry Coker and Mike Dale are confirmed as special guests of honor.

*The Enclave 2015 opening act will be **Sunday evening's** Welcome Reception sponsored by Victoria British, with our exclusive use of the Gettysburg National Military Park Museum and Visitor Center. **Monday morning** will feature a Rally through the Gettysburg Battlefields sponsored by Frederique Constant, ending at the Adams County Winery, sponsored by Steve's British Connection, with our own **Enclave 2015** labeled bottle of wines, “Sprite White” and “Healey Red”! **Tuesday** you will experience The Fields of Freedom Film and the Jeb Stuart Guided*

Battlefield Coach Tour sponsored by Fourintune. **Tuesday afternoon** Cargo Trailer Sales will sponsor the extremely competitive multi-generational Valve Cover Races. **Tuesday evening's** BBQ dinner sponsored by British Wiring at the Wyndham, will feature music of the American Civil War from the Susquehanna Travellers band. In addition on Tuesday evening, Mike Dale will share his experiences from his distinguished automotive career [which began](#) in 1955 working at the Donald Healey Motor Company in Warwick, and [culminated at retirement](#) as President of Jaguar Cars North America in 2000. Our special guests [Mike along with Gerry Coker](#) are sponsored by K&T Vintage Sports Cars. Following the dinner, we will have a spirited and entertaining, Charity Auction featuring famed auctioneer Alex Tricarb sponsored by Frederique Constant which [will benefit the Fisher House](#) Foundation www.fisherhouse.org. This auction will offer one of a kind Healey treasures that are not to be missed. The middle of the week on **Wednesday** will be the Popular Car Show sponsored by BRC in the morning, including the very first production Austin Healey 100. After the car show on Wednesday afternoon come and enjoy the ice cream social, sponsored by Healey Surgeons, at the Allstars Event Complex that will feature a go-cart competition, and miniature golf tournament. **Thursday morning**, will include the Gymkhana and Funkhana at Battlefield Harley Davidson, with a pavilion for spectator viewing. **Mid-day Thursday** will be the Concours judging which will take place at the Wyndham hotel portico. **Thursday afternoon** will include one of our final Tech Session for the men, and a special Ladies Event featuring Mrs. Ulysses Grant displaying the clothing of the civil war period, as well as a special performance by renowned harpist, [Marti Kob](#). The **Enclave 2015** finale will be **Thursday evening**, when we'll hold the Blue and Gray Awards Banquet, sponsored by Ragtops & Roadsters, -featuring Gerry Coker as our guest speaker. We will have a special Hospitality area open every day where old friends can reunite and new friends can be made. The Hospitality area is sponsored by AutoFarm/Ahead4Healeys.

Registration is filling up fast for **Enclave 2015**, and we are estimating sellouts of the Sunday Opening Night Reception and on Tuesday, the Fields of Freedom film and Battlefield coach tour. The registration form is attached and all ticketed events require pre-registration.

Once you register, please make your reservations at the **Marriott Courtyard (717-334-5600)**. The Wyndham hotel is sold-out. The two hotels are co-located on the Gateway Gettysburg Campus www.gatewaygettysburg.com/

Rally thru Battlefield Park	Monday morning (10:00 to 12:30)	Frederique Constant	Jud Perkins
Adams County Winery tour	Monday afternoon (12:30 to 3:30)	Steve's British Connection	Jud Perkins
FILM & GUIDED BATTLEFIELD TOUR	Tuesday morning (9:00 to 12:00)	Fourintune	Bill Berg
Valve Cover Races	Tuesday afternoon (4:00 to 5:30)	Cargo Trailer Sales	Jim Begin
BBQ Dinner with Susquehanna Travellers Civil War band	Tuesday evening (6:30 to 8:00)	British Wiring	Mike Garvey
Fisher House Charity and Chinese Auctions	Tuesday evening (8:00 to 10:00)	Frederique Constant	Steve Bell
Arts & Crafts	Sunday setup (1:00 to 5:00)		Co-Lead TBD
Popular Car Show	Wednesday morning (10:00 to 2:00)	British Motor Corporation	Deb Katz and Bev Sealand
Allstars Event Go Karts & Golf - Ice Cream social	Wednesday afternoon (2:30 to 5:30)	Healey Surgeons	Jud Perkins
Gymkhana	Thursday morning (9:00 to 12:00)	TBD	Vars Smith
Funkhana	Thursday early afternoon (12:00 to 2:00)	TBD	Co-Lead TBD
Ladies events	Thursday afternoon (2:00 to 4:00)	TBD	Dutcha Sliker-Hersant
Awards Banquet	Thursday evening (6:30 to 9:30)	Ragtops & Roadsters	Lynn Grant
Hospitality	Every afternoon	AutoFarm/ Ahead4Healeys	Len Bach
Car Wash Photograph	Every day Every day		Don Margeson Rafe Loosigian

*The Committee's in **Green** we have AHCA NE Co-Leads, and the two in Yellow, we still need Co-leads. If you want to enhance your Enclave experience, and are willing to help out, please let me know at healeybn4@comcast.net or 774-284-1212.*

*Registration is filling up fast for **Enclave 2015**, and we are estimating sellouts of the Sunday Opening Night Reception and on Tuesday, the Fields of Freedom film and Battlefield coach tour. The registration form is attached and all ticketed events require pre-registration.*

Thanks, Pete Sturtevant, Enclave 2015 Co-chair



Healeys on Hallowed Ground **ENCLAVE 2015**

www.enclave2015.com

July 19 – 24, 2015 Gettysburg, PA

Last Name _____ First Name _____ Spouse/Guest _____

Street _____ Apt.# _____

City _____ State _____ Zip _____

Phone – Primary(____)(____) Alternate(____)(____) Is this your 1st Event? (Y/N) _____

Attending Children's Names & Ages _____

Region/Club Affiliation _____ E-Mail Address _____

Little British Car(s) (LBCs) You Are Bringing to the Event:

Trailer Space Needed? Yes ☐ No ☐

1. Model _____ Yr _____ VIN(optional) _____ 2. Model _____ Yr _____ VIN(optional) _____

Arrival date	Sat	Sun	Mon	Tue	Wed	Thu
	7/18	7/19	7/20	7/21	7/22	7/23
✓ check one						

✓ Will you need flea market space?	Yes	No
✓ Will you need Regalia Room space?	Yes	No
✓ Participation in rally? # cars _____?	Yes	No
✓ Participation in Gymkhana? # cars _____?	Yes	No
✓ Participation in Funkhaha? # cars _____?	Yes	No
✓ Valve cover races? # cars _____?	Yes	No
✓ Popular car show? # cars _____?	Yes	No
✓ Arts/crafts/photo submission?	Yes	No

Registration Instructions

1. Complete the registration form
2. Make check payable to: **"ENCLAVE 2015"**
3. Enclose both in an envelope and mail to:

Enclave 2015 Registration
Trish Woglom
212 Lower Valley Road
North Wales, PA. 19454
610-310-2037
pwoglom@comcast.net

Registration Fee Includes:

- One show car, 2 adults, and children (under 21)
(Additional cars/adults on a single registration are extra)
- Free access to our Hospitality Room
- Free admission to the Charity Auction Reception
- Free outside flea market space
- Free admission to all tech sessions and driving events
- Free ENCLAVE 2015 door magnet with your registration number on it.

Hotel Registration

Contact the Wyndham Gettysburg 717-339-0020 or the Marriott Courtyard 717-334-5600 and mention "ENCLAVE 2015" to get the \$129 (excluding taxes) per night room rate. **Deadline for assured room availability is June 7th, 2015.**

Registration Fees

\$130 if postmarked after April 1, 2015	\$ _____
Extra LBC cars: ____ @ \$30 per car	\$ _____
Extra adults (over 21) ____ @ \$30 per person	\$ _____
Sunday Opening Night Reception at Gettysburg Museum & Visitor Center ____ @ \$10 per person	\$ _____
Monday End of Rally Wine Tasting and Tour ____ @ \$15 per person	\$ _____
Tuesday Fields of Freedom Film & Guided Gettysburg Battlefield Bus Tour ____ @ \$29 per person	\$ _____
Tuesday Evening BBQ ____ @ \$36 per person	\$ _____
Children: less than 4 yrs old: free	
: 4-11 yrs ____ @ \$18 per person	\$ _____
Wednesday Ice Cream Social, Go-Kart & Miniature Golf Competition ____ @ \$15 per person	\$ _____
Thursday Ladies Event ____ @ \$20 per person	\$ _____
Thursday Awards Banquet ____ \$46 per person	
Enter number of entrées:	
Fish <input type="checkbox"/> Pork <input type="checkbox"/> Chicken <input type="checkbox"/>	\$ _____
Thursday Night Pizza Party & Movie (for kids) Children (3-12) ____ @ \$12	\$ _____
"Chinese Auction" Tickets ____ @ 7 for \$5	\$ _____
Concours Judging/Awards ____ @ \$60 per car	\$ _____
Regalia Total, from page 2	\$ _____
Total Remittance (\$US)	\$ _____

SUNDAY EVENING: The Generals Lee & Grant Opening Night Welcome Reception

The Opening Night Welcome Reception will be held at the new [Gettysburg National Park Museum and Visitors Center](#) which features the Gettysburg Museum of the American Civil War and the "Battle of Gettysburg" Cyclorama. Attendees will have exclusive access to this unique venue to kick off our week of "Healeys on Hallowed Ground".

The museum showcases an extensive collection of artifacts and archival materials and provides visitors with a perspective of the Civil War through the words of its participants, including Presidents Lincoln and Davis, Generals Meade and Lee, soldiers, correspondents and civilians. Through a variety of exhibits, interactive displays, films, and a host of research resources, you'll be provided a Civil War experience unlike any other. Hors d'oeuvres will be served and a cash bar will be available.

MONDAY: The James Longstreet Battlefield Rally and Winfield Hancock Winery Tour

Join us on Monday morning for a fun and scenic ride through the beautiful, rolling Central Pennsylvania countryside including the historic battlefield. You'll be challenged to answer questions that will be both educational and entertaining for seasoned veterans and novice conscripts alike. Be on the constant lookout for clues while navigating down Jeb Stuart's cavalry route or Joshua Chamberlain's 20th Maine Regiment's lane to the Little Round Top. After fighting through the rally route, join your comrades in arms tasting wines and cheeses at a beautiful local winery while trading stories about missed turns, that frisky ground hog that we all swerved to miss (or hit), and the advantages or disadvantages of Pertronix, Abarth, silicone brake fluid, and NOS windscreen wiper blades. For those of you who are not rallying, come join the rally participants at the Adams County Winery for a tasting and tour.

TUESDAY: The Fields of Freedom Film and Jeb Stuart Guided Battlefield Bus Tour

The film provides a 30-minute introduction to the Battle of Gettysburg's climactic action told from the perspective of the soldiers who fought the battle. [Fields of Freedom](#) provides the perfect preamble to a guided bus tour of the battlefield. The two hour tour will be led by licensed National Military Park Guides who will provide detailed insights into the varying challenges faced by both armies' leaders and their courageous troops. You'll have ample time afterward to further explore specific sites of personal interest in your Healey over the Hallowed Ground.

TUESDAY EVENING: Picket's Charge VCR, John Buford BBQ & George Meade Charity Auction

Fierce fighting recommences at the hotel with the afternoon Valve Cover Races. Friend and Foe will then reunite at the BBQ where the likes of Old Pete and Curly would be envious of the chow and fix'ns. After the hearty meal, celebrate with the victors of the Rally and VCR events at the awards presentation. We'll then start the popular live Charity Auction featuring famed auctioneer Alex Tricarb. Enjoy post dinner repast, refreshments and laughs while bidding to win some incredible Healey memorabilia, car parts and other treasures while contributing to a very worthy cause.

WEDNESDAY: The George Custer Car Show & Jubal Early Go-Kart & Miniature Golf Competition Social

The cars will be on display today, bright and shiny in all their glory. Who will be awarded their hard earned Medals of Honor? With cars coming from near and far, feast your eyes on a field of dreams. After the show, you can show your true colors in a hot rod go-kart competition or miniature golf tournament. Gourmet ice cream will be served.

THURSDAY : The John Gibbon Gymkhana, Elon Farnsworth Funkhana & Mrs. Grant's Ladies Event

A day of heated competition, laughs and entertainment. Give your Healey a chance to prove its mettle as a true war horse amongst the ramparts of orange cones, requiring precise maneuvers in the Gibbon Gymkhana. Join in the fun at the Farnsworth Funkhana where you can show the troops how it's done in your regiment. After the fierce fighting is over and prior to our ending ceremonies in the evening, the ladies are invited to participate in the more genteel activity of exploring period fashion from top to bottom. Come and have fun while we discover the layers necessary to dress like a lady in 1860. Assorted scones w/ fruit spread, coffee cake, assorted fresh fruit & berries, coffee and tea will be served.

THURSDAY NIGHT: The Blue & Gray Awards Banquet

The Awards Banquet will provide an end-of-week opportunity to recognize those who excelled (or were just plain lucky!). In addition, we'll celebrate our week together and be entertained by a presentation from our Special Guest.. The dinner menu includes a selection of chicken, fish, or pork. (Cash Bar).

FRIDAY: Check out

Concours Information: Contact Randy Hicks (c) 508-981-5113; (h) 508-252-9295 Healey100M@gmail.com

Regalia (pre-ordered only) : deadline for ordering: June 7, 2015 ; enter quantities in boxes below

Size:	S	M	L	XL	*2XL*	White	Blue	Navy	Gray	Charcoal	Price	Total
Polo/golf Shirt-Men	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	----	\$32	\$_____
Polo/golf Shirt-Ladies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	----	\$32	\$_____
Camp Shirt-Men	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	----	----	\$38	\$_____
Camp Shirt-Ladies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	----	----	\$38	\$_____
Fleece-Men	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	\$45	\$_____
Fleece-Ladies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	\$45	\$_____
T-shirt-Men	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	----	\$10	\$_____
T-shirt-Ladies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	----	\$10	\$_____
T-shirt-Men 3XL	----	----	3XL	<input type="checkbox"/>	----	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	----	\$14	\$_____
Cap			<input type="checkbox"/>			----	----	----	----	----	\$15	\$_____
Total												\$_____

*\$2 extra for 2XL t-shirts *\$3 extra for 2XL other shirts*

BRITISH BY THE SEA 2015

A reminder that Saturday June 7, marks the 28th annual all British car show. It's a popular judging event on the beautiful Connecticut shore. Last year there was over 380 cars representing most of England's best.

We'll gather at Fort Trumbull State Park at 90 Walbach St, New London, CT 06320 at 9:00 to 9:30 for coffee then take a scenic 15 minute drive to arrive at the event together.

I included a link to a video taken last year to whet your appetite but go to You Tube and put in the subject if it doesn't work.



[British by the Sea 2014: Car Gathering at Harkness Memorial State Park, Connecticut Aerial Video](#)

Tech Session #2 May 2nd. “Gearboxes”

Presented by Terry Haines
Haines Motor Sports, Inc
New Boston, NH

The first thing you think about when Terry starts talking is “How did this Brit end up in New Boston, New Hampshire?”. The second thought that enters your mind is how did he learn so much about Healey transmissions. He knows the subject inside and out: How it works, what metals are used in its construction, what oil should be used and why. Not only Healey gearboxes but all things British. Terry explained why Donald Healey and his staff built the gearboxes the way they did; many times to save on manufacturing costs. Terry and his wife Penny run their business from their home. They do most repairs need to keep our British classics on the road and running strong. 21 club members were treated



to a first class presentation given with great enthusiasm and professionalism. Terry work for Ford Motor Company for 30+ years and helped design transmissions for many of their cars. Rich Ray





YOU ARE INVITED TO ATTEND THE
CT MG CLUB'S 28th ANNUAL

"BRITISH BY THE SEA"

A GATHERING OF BRITISH CARS TRUCKS AND MOTORCYCLES SUNDAY, JUNE 7TH 2015
10AM -4PM AT HARKNESS MEMORIAL STATE PARK, WATERFORD CT

THIS IS A "POPULAR VOTE"
RAIN OR SHINE EVENT

2015 MARQUE OF THE YEAR, SIR JOHN BLACKS EARLY TRIUMPHS
TR-1800 & 2000, MAYLFLOWER, AND RENOWN

AWARDS WILL BE PRESENTED FOR "BEST OF SHOW MG", "BEST OF SHOW EARLY TRIUMPH"

"BEST OF SHOW OTHER MARQUE" AND 1ST, 2ND, & 3RD PLACE FOR THE FOLLOWING CLASSES:

EARLY TRIUMPHS, MG SPORT PRE-1955, MGA 1500, MGA 1600, MGB CHROME, MGB RUBBER, MGC,
MG-GT, MG MIDGET, MG SALOON, MINI CLASIC, MINI NEW, AUSTIN HEALEY 100,
AUSTIN HEALEY 3000, HEALEY SPRITE, METROPOLITAN, JAGUAR SEDAN, JAGUAR SPORT,
LAND ROVER TO 1967, LAND ROVER 1968+, TRIUMPH TR2 & 3, TRIUMPH TR4, 4A, & 250, TRIUMPH TR6,
TRIUMPH TR7 & 8, TRIUMPH SPITFIRE & GT6, MORGAN, SUNBEAM, LOTUS, TVR,
RILEY, BRITISH MOTORCYCLE, OPEN SPORT, OPEN SEDAN,

PLEASE NOTE: AWARDS CAN NOT BE MAILED, THEY MUST BE PICKED UP AT THE GATHERING
FOR SALE SIGNS AND TRAILERS ARE NOT ALLOWED ON THE FIELD (SEE VENDOR REGISTRATION AND CAR FOR SALE SPACE BELOW)

DIRECTIONS:

FROM I 95 NORTHBOUND>>>TAKE EXIT 75, RIGHT ON RT 1, GO 4 MILES "EAST PAST CEMETERY & POST OFFICE" ON RIGHT
TO LIGHT AT SILVAS PACKAGE STORE. TURN RIGHT ONTO AVERY LN. RT 213, THIS BECOMES GREAT NECK RD. HARKNESS
MEMORIAL STATE PARK IS 3 MILES ON RIGHT CONTINUE STRAIGHT PAST PARK ENTRANCE FOLLOWING THE SIGNS TO
THE EVENT FIELD ENTRANCE

FROM I 95 SOUTHBOUND>>>TAKE EXIT 81, LEFT AT STOP SIGN TO LIGHT, LEFT ON CROSS RD. 1 MILE TO RT 1, LEFT ON RT 1
FOLLOW DIRECTIONS ABOVE FROM "EAST PAST CEMETERY & POST OFFICE"

FOOD WILL BE FOR SALE AT THE EVENT, TOUR THE RESTORED MANSION "EOLIA", WALK THE BEACH,
ENJOY THE MAGNIFICENT GARDENS WITH FLOWERS DONATED AND PLANTED BY THE CT MG CLUB,
FOR MORE INFO AND PICTURES OF PAST GATHERINGS GO TO WWW.CTMGCLUB.COM

PLEASE PRINT

PRE-REGISTRATION DEADLINE IS MAY 25TH

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

E-MAIL _____

I WILL BE DRIVING MY (MAKE) _____ (MODEL) _____ YEAR _____

IT SHOULD BE IN CLASS (CHOOSE FROM CLASSES ABOVE) _____

CLUB AFFILIATION _____

CAR REGISTRATION, BEFORE MAY 25TH @ \$15, AFTER MAY 25TH @ \$20 EACH = \$ _____

EVENT "T" SHIRTS BEFORE MAY 25TH @ \$12, AFTER MAY 25TH @ \$15 EACH = \$ _____

S _____ M _____ L _____ XL _____ XXL _____

VENDOR REGISTRATION AND CAR FOR SALE SPACE @ \$25 EACH = \$ _____

FOR SALE SIGNS ARE NOT ALLOWED ON THE FIELD

CLASS SPONSOR CLASS _____ @ \$40 EACH = \$ _____

TOTAL PAYABLE TO "THE CT MG CLUB" = \$ _____

PLEASE NOTE: ALL SPECTATOR VEHICLES WILL BE CHARGED THE CURRENT CT STATE PARK ENTRANCE FEE
RELEASE: Neither I nor my heirs will hold the Connecticut MG Club or its officers or the North American MGB Register liable for any
personal injuries or damage done to me or by me, my party, or my car, while engaged in this event or traveling to or from this event

Print Name _____ Signature _____ Date _____

Mail Form and check to:

Annie Wincze
456 Cherry Brook Rd
Canton, Ct 06019

For Information:

Steve & Annie Wincze
1-860-693-4249
MGTD52@COMCAST.NET

BRITISH BY THE SEA JUNE 7, 2015

The Connecticut MG Club announces plans for BRITISH BY THE SEA 2015, its annual gathering which brings together all Marques of British cars, trucks and motorcycles. The 2015 event will take place on SUNDAY, June 7th at 10 AM at Harkness Memorial State Park in Waterford, Connecticut. British By The Sea is not a Concourse 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 2015 Gathering will be EARLY TRIUMPHS. 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 2014 event, they had over 380 vehicles displayed in 35 classes, with etched glass mugs being awarded for first, second and third place in each popular judged 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 20 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.

As last year,we'll gather at Fort Trumbull State Park at 90 Walbach St, New London, CT 06320 at 9:00 AM for coffee then take a scenic 15 minute drive to arrive at the event in an impressive Healey parade. Last year we made our grand entrance as a group. 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 Research 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](tel:2036054172).

To view a wonderful aerial video of last years event, go to Youtube and put "British by the Sea 2014" in the search box

Ted Stanton - healey@snet.net Registration form on page 14.



HISTORY of the NEW ENGLAND REGION of AHCA

What is known today as the New England Region of the Austin Healey Club of America began in 1975. On a gloomy, rainy May 5 th., Bill and Lynn Wood opened their Somers, CT home to a gathering of forty five hardy Austin Healey enthusiasts who had traveled from all corners of New England. Bill had owned several Austin Healey 100's and later several race prepared 100S models. Using several mailing lists from other Austin Healey based associations, Bill gathered names of Austin Healey owners located in the northeast US. Using this list he invited everyone to meet and discuss the formation of a New England based Austin Healey Club. Before the day was over, a schedule of events was planned and Bill was asked to serve as the new club's first President.

The Club grew in size and word spread that exciting events were being held for Austin Healey enthusiasts in the Northeast. Within a short time Bill was contacted by Walt Blanck, representing the Austin Healey Club of America (AHCA) with a proposal for the Northeast Region to consider becoming a chapter of the AHCA. Bill Wood, Don Paye and one other club member completed a very lengthy night time round trip to meet with Walt Blanck just outside NYC. On December 4, 1977 at an open organizational meeting for the new club, by a unanimous vote the Northeast Region became a chapter of AHCA. Publicity in AHCA's "Chatter" magazine about the newly formed Northeast Region helped the membership to approach nearly 500 members from the New England states and eastern New York. This area was broken up into seven sectors each having an area coordinator while Wood was appointed Membership Chairman and Paye became the Regional Director. Coordinators representing various sectors across the region were to meet at least twice a year under the leadership of the Regional Director. The Club would also have a Membership/Treasurer, Secretary and Regalia chairperson. Later the "Healey Exhaust Notes", became a monthly Club news letter created and published by the Newsletter Editor. This provided everyone with a calendar of events for the year, details on future meets as well as articles about previous meets and member profiles. A classified section offered free advertising for members along with paid vendor advertising.

More recently the Northeast Region voted to change its official name to the New England Region of the AHCA thus saving confusion with other national chapters having "northeast" in their names. The New England Region has always prided itself on being a family oriented Club rather than just a bunch of "Gear Heads" getting together to talk cars!!! Tech sessions for those interested in learning how to rebuild or maintain their cars are mixed with meets designed for fellowship, driving experiences and entertainment. These events may be one day affairs or weekend gatherings including car shows, rallies, gymkhanas, tours and of course time to relax with fellow members over a glass of wine and fine food. Our neighboring National Chapters from Southern Ontario and Quebec often join in these events and they in turn have hosted meets with the New England Members as their guests. Consequently many of the diehard Austin Healey enthusiasts have traveled from Cape Cod to Kingston, Ontario and from Niagara Falls to Gouldsboro, Maine. For twenty five years, members traveled to Cape Cod for an annual three day meet in September. Later this event was replaced by "Summit", the brainchild of Dominic Falconeiri and a group of members from eastern Massachusetts. Each year this event has been held in various locations of New England as well as Canada. The first Summit was held in Jackson, NH highlighted by a sunset tour of forty Austin Healeys driving to the top of Mount Washington.

On two occasions the New England Club has hosted the Austin Healey Club of America Conclave, a yearly international meet held in the US or Canada. After two years of planning, nearly eight hundred Austin Healey enthusiasts and approximately 400 cars gathered in Sturbridge, MA in the summer of 1991. Conclave 2007 was also hosted by the New England Region in Burlington, VT. Conclaves are five day meets complete with all types of driving events, vendors, car shows and concourse judging plus banquets. Attendees gather from as far away as California and Canada with others visiting from Europe, Japan and Australia.

The New England Region continues to be a very active member of AHCA. As new members have joined the Club, many have picked up the reins of leadership which has kept the club in good standing and allowed others who had served in leadership positions a chance to step back and enjoy Club events without the responsibilities of running the show.

As we all celebrate the fortieth anniversary of the founding of the New England Region- AHCA may we continue to enjoy the many friends we have made through the Club and offer our support to those who join us in years to come.

Don & Carole Paye

Tech Tips

THE TUNE-UP

A Transcontinental Co-operative Effort by
 Norman Nock (California),
 Dudley Haines (Alaska) and Reid Trummel (Florida)

The tune-up. This magical term is used very haphazardly and is frequently described as the corrective action for many problems, ranging from the noise of a broken gear or a worn brake, to a dead battery, or to the lack of power caused by a slipping clutch. A more accurate definition of a tune-up might be "the measurement and adjustment of the various components in the car that work together to make a smooth and reliable mechanical unit". If you're sure that a tune-up is what your car needs to keep it running up to factory standards, and you don't want to take it to the local tune-up shop for their "\$39.95 special", we'll pass on some of Norman's forty years of experience in tuning up British cars, along with some ideas gleaned from various other sources over the years.

We've put a title on each separate job to be done in a tune-up. You can take each of these sections individually until you're sure the car is running to your standards before you go on to the next section. The job of tuning up your car can actually be lots of fun for the novice, provided you do three important things:

1. Do NOT wait until the last minute. Schedule some time — on several separate days — to do the job. This is very important because if you don't, you'll get frustrated when things don't go as smoothly as you'd like. And remember, you won't know all of the little things that make a job go smoothly. You'll be learning as you go.
2. Get as many of the published tune-up and service manuals as you can find, and take the time BEFORE YOU START to read the section in them about the work you plan to do that day. For Healeys there are several good manuals available. See the ads in the car magazines for Classic Autobooks, under Austin-Healey. Also, look at your back issues of Healey Highlights for good technical articles, and get the factory service manual.
3. Jot down your approach to the day's project, based on what you've just read. Then, before starting, have a CLEAN workplace. This is very, very important if you expect to get accurate results. Then gather all of the tools you'll need.

You may find that you need to go buy something, like a compression gauge, or a feeler gauge. While you can probably borrow some of these from friends, they're so cheap at the discount auto stores that it's better to get them for yourself, especially since you'll be able to use them for years to come. OK, now that you've brought your brain and your work area up to speed, it's time to start.

You need to ask yourself how complete you want to be in your tune-up. If you're trying to fix a specific problem, you'll want to do some diagnosis. If you plan to do a complete tune-up, you may not need to do any diagnosis, since you'll be adjusting everything anyway. We prefer doing a complete tune-up, so we reduce or eliminate the chance of any problems when we're far away from our tools.

You know, it's kind of interesting how far people go and how frustrated they get just because they don't know how to diagnose a problem, or because they take it to an incompetent mechanic (or they take it to a good mechanic, but can't describe the symptoms well enough for the mechanic to be able to go right to the problem). They end up paying lots of money and spending lots of time and still have the problem. In fact, they often give up, sell the car, and forever after tell everyone what a lousy car it was. Sound familiar? The more tenacious of these people (or those who haven't yet given up) have even been known to see a similar car going the other direction on the freeway, and frantically turn around at the next exit and race after the other car to flag it down. Then they inevitably ask each other "How do you like your car?" and "Who do you have fix it?" Well, with a little pre-season planning and effort, you can bypass all of this. Let's proceed!

Do A Compression Check

The first job you need to do is a compression check. Run the engine until it's up to normal operating temperature. (Run it about ten minutes after the water reaches its normal temperature, so the oil is thoroughly warm.) Then turn it off and clean the area around all of the spark plugs. Now, remove all of the plugs. Here's the first place where it's important to be

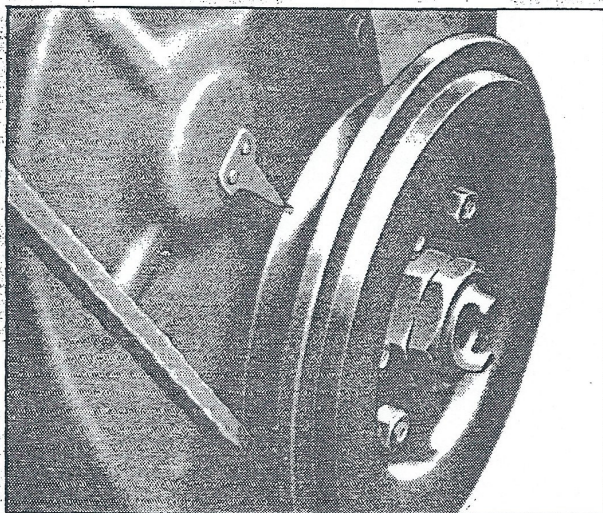
THE TUNE-UP

continued from page 5

get your car to run as strongly as it should. Again, this applies only to cars that have been converted from positive to negative ground. While checking the coil, it should be removed, thoroughly cleaned, and checked for loose terminal connections or cracks. If it is OK, put it back on the car. If it's not in the original location, it's wise to move it to its original location for optimum operation.

The Distributor and Points

Now it's time to take a look at the distributor and points. Don't stand on your head under the hood trying to do distributor work. It's not only uncomfortable, but you can't be as precise as you need to be. The only proper way is to take it out. First, put the car into third gear and push it forward or backward until you have the engine at "top dead center". To determine top dead center (known as "TDC"), you have to find the arrow or mark on the front of the engine that is used to line up with the mark on the crankshaft pulley. See your service books for an illustration under the section entitled "timing your car". Be sure to clean the pulley and the engine block by the mark so you can be precise. The engine is at top dead center when the two marks line up. Now take the car



The engine is at "TDC" when the notch in the crankshaft pulley is set opposite the timing pointer.

out of gear. Now, carefully make a mark on the distributor body and on the engine block that line up, so you will know just how to position it when it's put back together. Next, remove the distributor cap and write down where the rotor arm is pointing (like "1 o'clock", or "6 o'clock", etc.) You'll want it in the same position when you put it back. Now see your service manual for instructions and illustrations on how to remove the distributor.

Clamp the distributor in a vise. Be careful not to clamp it too tightly. See the plates that the points are

mounted on? Try to rock them back and forth. If there is movement, both the upper and lower plates will have to be replaced, or the point gap can't be accurately adjusted. Now take off the points and the plates they're mounted on. Under them, you'll see two centrifugal weights with little springs mounted to them. Both weights should be able to freely swing out. If they don't the sleeve they're mounted on is frozen to the shaft. Remove the bolt in the center of the shaft, and note the position of the cut-away on the side of the shaft with respect to the drive dog that has a gear or offset driving tongues. The cut-away and the drive dog have to be replaced in the same position. If the cam sleeve is frozen, remove both springs by using two screwdrivers to pry off the cam sleeve from the distributor shaft. Now clean, oil, and replace the cam sleeve. You will notice that there is a looped end on the heavy spring which allows free action by the light spring at the beginning of the advance movement. See that it all works freely.

Now test the vacuum unit by sucking on the input side of the unit. If your tongue or lip sticks to the hole, the unit is holding a vacuum. If it does not stick, the diaphragm is leaking, and needs to be replaced. There are numbers on the vacuum unit, but they aren't the part number. They're operational specifications. The numbers 4-11-7, for example, indicate that the unit commences to function at 4 "Hg" of vacuum, and that maximum advance occurs at 11 "Hg", and that the maximum advance is 7 degrees. You may need these specifications if you have to order a new vacuum advance.

Another distributor problem that can be hard to find is the distributor shaft itself. Try to wiggle the shaft from side to side to see if there is any looseness there. If so, rotate the shaft until the points are just barely closed. Then wiggle the shaft back and forth while measuring the point gap. If the gap opens more than .003" (three thousandths of an inch), the shaft must be rebushed. (BJ8's don't have a bush, but they can be fitted with one.) Take it to a local shop to have it done.

Now for the rotor arm and cap. The rotor arm should be replaced regularly, because it is a known potential problem. When it fails, it fails inside the arm and the engine stops. It's impossible to see the cause by visual inspection. Inside the distributor cap, the fixed electrodes (the brass contact areas around the inside) need to be cleaned down to shiny brass. Norman has seen foreign material build up on these electrodes to the point where the spark won't jump from the rotor arm to the electrode. Also, be sure the carbon brush in the inside center of the cap isn't too worn, and check to be sure the cap isn't cracked. Finally, be sure you have the correct rotor. If a four-cylinder rotor is used on a six-cylinder car, it can cause problems that are very hard to find. Now that you've gone through all of the tests for the rotor and cap,

continued on page 8

them up now. Next, put the car into third gear again, and push it backwards by hand, by turning a road wheel until the test light goes out. Now push it forward until the light comes on and just barely goes out again. If you look at the timing mark on the pulley, you will see what position the timing mark is in. The average British car is timed from between Top Dead Center (which is where the two marks line up exactly) to $\frac{3}{4}$ inch Before Top Dead Center (which is where the mark on the block is opposite a point that is $\frac{3}{4}$ inch before the mark on the pulley). The specifications on your book will give these measurements in degrees of rotation—not in fractions of inches of measurement on the pulley. So, to convert degrees to inches, measure the circumference of the front crank pulley and divide by 360. Multiply that figure by the number of degrees in the book to get the measurement in inches. Provided your car still has the stock diameter crankshaft pulley, here are the measurements:

Model	Timing should be at:	The mark should be made at:
AH 100-4	6 degrees before TDC	5/16 inch on the pulley
AH 100-6	6 degrees before TDC	3/8 inch on the pulley
3000 Mk I	5 degrees before TDC	5/16 inch on the pulley
3000 Mk II & III	12 degrees before TDC	3/4 inch on the pulley
Sprite Mk I	5 degrees before TDC	At the first pointer
Sprite Mk II 948cc	4 degrees before TDC	1/32 inch after 1st pointer
Sprite Mk II 1098cc	5 degrees before TDC	At the first pointer
Sprite Mk III	5 degrees before TDC	At the first pointer
Sprite Mk IV	7 degrees before TDC	1/16 inch BEFORE 1st pointer

Measure this distance on the pulley and clearly mark it. Now for the actual timing operation: In order to alter the timing, you have to loosen the distributor collar bracket under the distributor on the shaft, and rotate the entire assembly slightly one way or the other. Look at the illustrations in your manuals, under ignition timing. Push the car back or forward, still in third gear, until the mark on the block is precisely opposite your new mark on the pulley. Put the car in neutral again. (The ignition is still on.) Now rotate the loosened distributor until the light just barely goes out. Hold it very still, and tighten the collar bolt. And presto—you've got it! Don't forget to turn off the ignition before you take a break.

Carburetors—those famous SUs!

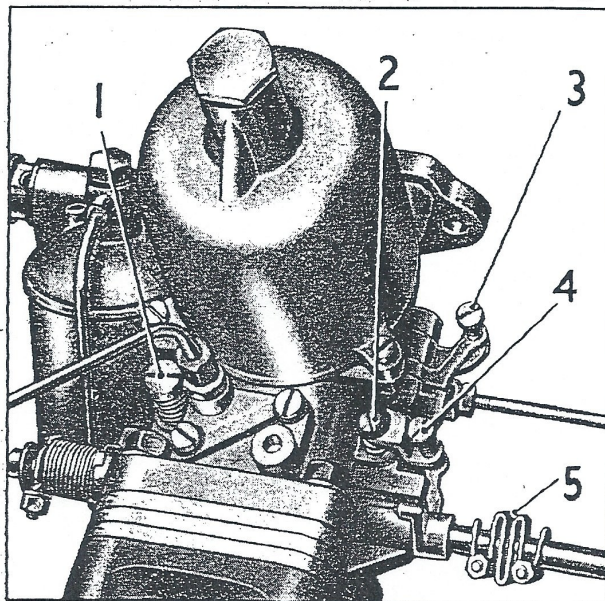
(And great carburetors they are too, we might add!)

While SU carburetors aren't all that complex, it is quite a chore to actually rebuild them, and since we're talking about doing a tune-up in this article, we won't get into the actual rebuilding process. If the car is running reasonably well, it's probably best to merely adjust them. Be aware however, if you have a 100-6 or 3000 model. You have the Type HD carburetor and

you may split the diaphragm as you try to adjust it. If you do this, a dangerous leak will occur. So watch carefully for leaks during the adjusting process. If you do get a leak, your carburetors will need to be rebuilt. For this process, either refer to the service manual, or take them to a professional.

On to the adjusting process! First, remove the air filters. (Isn't this a fun chore on big Healeys?) Now reach into the chamber and raise the piston slightly and allow it to drop back down. A sharp clunk should be heard. If a clunk isn't heard you won't be able to get a smooth idle. By the way, if you don't know what we're talking about when we talk about the piston, you're not doing the reading we asked you to do before starting the project. To fix the non-clunking piston, take off the "bottle" (which is the "pot" part of the carburetor) and withdraw it, holding the piston within it. Note which carburetor you took the bottle and piston off of, since you need to be SURE to replace it on the same carburetor. Be careful not to damage the brass needle attached to the piston. Take the piston and bottle to the workbench and pull out the piston. Now watch the oil from the top of the piston drain all over your hand. Pretty neat, huh? OK, now thoroughly clean all of these parts. Finally, put them back on the carburetor.

Don't forget the big spring that goes between the piston and the bottle. Be careful when installing it not to bend or mark up the needle. Put oil back under the plug in the top of the bottle and try the clunk test again. If it still doesn't clunk, the needle or the "seat" into which the needle goes may be bad. In either case, it's rebuild time.



Pointer 1 shows the "slow running valve" and pointer 3 shows the "jet adjusting screw" on type HD carburetors.

Now for the actual adjusting procedure. If you have the aforementioned HD carburetors, screw in the "slow running valve" screw until it bottoms. Then

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careful: be sure that *nothing* gets into the spark plug holes. Put the plugs on the workbench in the same order as you took them out, because you'll want to analyze them in a few minutes. Now put the compression gauge into the front plug hole. Have a friend crank the engine, with the throttle pedal all the way down. Write down the reading. Go to the next cylinder and do the same, and so forth until you have done all of them. The readings should jump to their maximum within three or four revolutions of the engine. Now let's look at the readings we've written down. 120 to 150 psi is the normal reading for Big Healeys, and each cylinder's reading should be within 10% of each other cylinder.

If they are not, the problem could be:

- Worn or broken rings
- A blown head gasket
- Damaged or burned valves or valve seats

If each reading is within 10% of each other, but they're under 100 psi (pounds per square inch), you could also have the problems listed above — just on more cylinders!

Any of these problems is going to require "surgery", but you can do some more testing to narrow it down to the specific cause:

Put about one ounce of engine oil into the cylinder that had the low compression reading. Take another compression reading immediately. If the reading doesn't come up, the valves are probably to blame.

If the reading does come up, you probably have worn or broken rings.

If you have low compression readings in two or more cylinders (especially if they are next to each other) you probably have a blown head gasket.

Spark Plugs

Now let's look at those plugs. Note these things about each plug:

- Which cylinder it came out of.
- Is the inside brown or black in color?
- Is it oily or did it have gas on it?
- Is the center electrode rounded, or still nice and square?
- What is the measurement of the gap between the center electrode and the "finger" that comes from the side of the plug?

Now to analyze what you've noted.

- If all of the plugs are brown, your carburetors were probably tuned properly. If two or three plugs positioned together were black and the others were brown, the carburetor that feeds those cylinders may be adjusted too rich.
- If a plug is oily or has gas on it, it probably wasn't firing at all. You may have a bad plug wire, or weak voltage going to that plug. Or the plug gap may be too wide or way too small. If the back plug (number 6 cylinder) is

oily, you may have pending problems with your brake servo unit.

- If the center electrode is rounded, it takes more voltage for the spark to cross the gap than it does with sharp, square edges. You can carefully file the electrode to allow the spark to be as strong as possible.
- Adjust the gap to the measurement given in the service books. It's .025" on most Healeys.

The best thing to do, of course, is to replace the plugs, especially if they've gone over 10,000 miles. Don't forget to adjust the gap on the new plugs.

If the plugs don't screw back into the cylinder head by hand, the threads in the head should be retapped with a 14mm plug tap. If you have never tapped a treaded hole, get some advice and a little demonstration from your auto parts store or mechanic or friend. It isn't hard at all, but you must be careful not to start the tap crooked and cross-thread the head. In fact, do this: Get one of the \$8.95 tap and die sets at the discount tool store, and tap some bolts you have lying around the garage. It won't take more than five minutes to get the hang of it.

By the way, the threads of 14mm spark plugs are standardized worldwide. There's a misconception that some countries make a special 14mm thread that can't be interchanged. This isn't true!

At this point, you need to make a little test, if your car has been converted from positive ground to negative ground. First, look at the battery. If the larger of the two posts (which should be marked "+") has the cable that leads to the car body or the engine block (both of which are "grounds"), then your car has positive ground and has not been altered. Most recent cars have negative ground, although Austin-Healeys had positive ground.

Over the years, a lot of Healeys were converted to negative ground, primarily to accommodate newer radios and other electrical accessories that required a negative ground. If it is the smaller battery terminal that leads to the body or engine on your car, then you have a converted negative ground car, and you need to check out your coil. Find the two small wires leading from the coil—not the large spark plug sized wire. The wire on the negative side of the coil will have to go to the distributor to avoid a loss of high tension voltage to the plugs. The negative side of the coil will be marked with either a "-" or "SW". Early British cars had coils marked "CB" and "SW", for "contact breaker" and "switch". These coils are not effective with a negative ground battery. Get a newer Lucas coil, which supercedes the old coil in the Lucas parts book, being sure that it is designed specifically to work effectively with negative ground batteries. These newer coils will have "+" and "-" markings and spade terminals. This little trick is usually overlooked, and it could be why you haven't been able to

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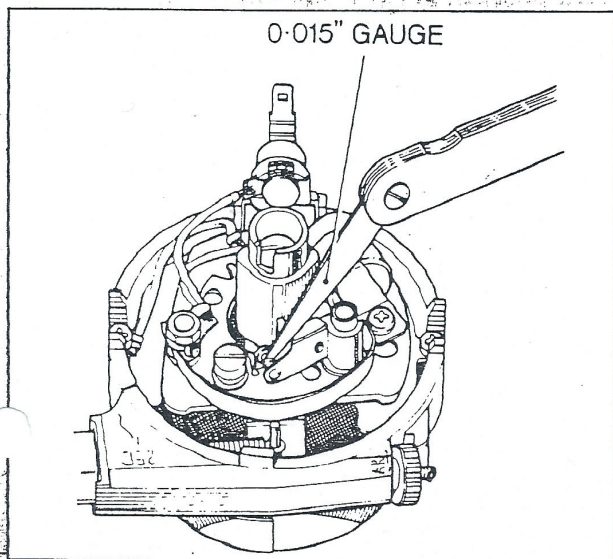
THE TUNE-UP

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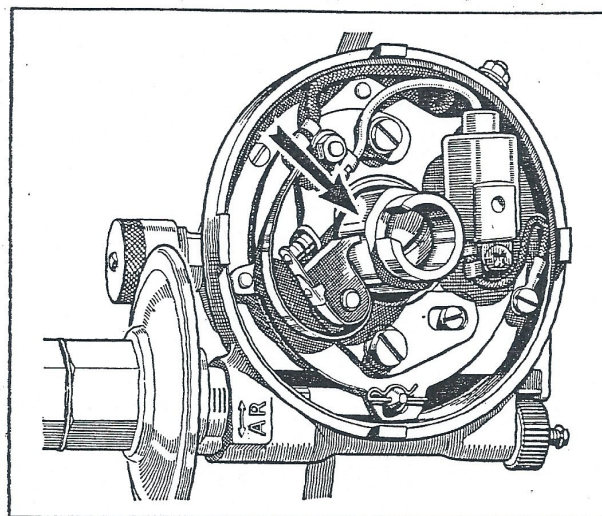
we'll tell you that it's far better to merely replace them with new *proper* parts, since they're not very expensive. The dependability factor makes it well worth it.

Now to the plug wires. Plug wires installed on most cars today are of the high resistance type with carbon impregnated linen fiber or glass fiber center conductors. These wires are very fragile. This wire has a resistance of 4,000 ohms per foot. Any wire that exceeds a resistance of 17,000 ohms per foot should be replaced. Also, look carefully at the plug sockets at the end of the wires. If they are worn, corroded or bent, replace them. You can still get plug wire that has actual wire centers, and they're much better as they aren't so fragile, and they'll carry the current more effectively. Their disadvantage is that they cause considerable radio resistance noise. However, you can buy resistors that will dampen out this noise. You might want to try this method. First, talk to your radio store for alternatives. Like with the rotor and cap, we'd replace the plug wires if any wear is evident, as the problems they cause are hard for the amateur to find, and the cost to replace them is minimal.

The last distributor job is to install new points and new condensor. Don't ever put in new points without a new condensor. Again, when this little one dollar device fails, you're stranded, and it's hard to trace the cause. And always replace the rotor when putting in new points. Now, set the points to the correct factory gap, which is .014" to .016", and put a small dab of cam grease on the cam on the distributor shaft. Be careful not to put too much grease or the wrong kind of grease on the cam, or it will be thrown onto the points. By the way, a matchbook cover is about .015" thick and can be used as a feeler gauge in an emergency.



Checking the contact breaker gap.



The arrow indicates the distributor cam.

Replace the distributor in the exact same position it was in when you took it out. After the distributor is back in the car, you need to test the points to be sure they aren't grounding out. To do this, rotate the engine until the points are closed (a third gear "push job" again). Turn on the ignition. Open the points with a screwdriver. If a spark occurs, you've installed the points correctly! If there's no spark, see that the little wires connecting to the points are not touching the pivot stud of the points. See that it only touches the curved spring. Also, be sure that any insulator washers or bushes on the point stud are in place, or it will ground out. See the service manual for the exact placement of all these parts. Finally, be sure the braided ground strap from the breaker plate to the distributor housing isn't shorting out. Put the rotor and cap back on and spray the wires and distributor cap with a silicone spray to waterproof them.

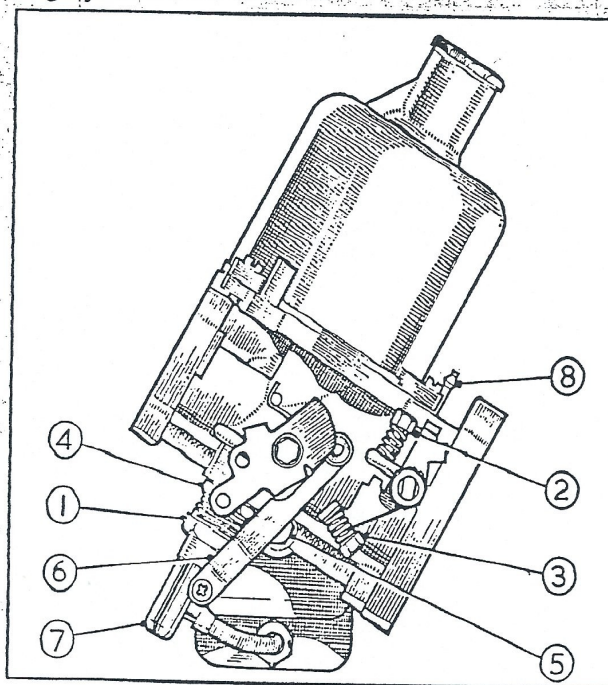
With everything installed and plugged in, we can set the ignition timing. While there are several ways to set the timing, we'll describe the best way for the amateur. It's called static timing, and you don't even need a timing light. First, take out the number one plug (front plug) again and stick a wood dowel that is at least eight inches long into the hole. We're going to determine the top of the travel of this cylinder. Put the car into third gear and push it back or forward until the dowel is pushed out as far as it will go. Now we're about ready to find top dead center (TDC), but first we need to make up a little tool, so take a break for a minute.

We're going to make up a test light. Get about two feet of wire (about 14 or 16 gauge) and cut it in half. Solder one end of each half to a small 12 volt light of about the size used for dash lights. Of course you want to solder one wire to the base of the lamp and the other one to the side of the lamp. Now connect one wire to the small wire on the distributor that goes to the coil, and connect the other one to the frame or other good ground. Turn on the ignition. The timing marks on the crankshaft pulley and the engine block should be nearly lined up. If they aren't lined up, line

THE TUNE-UP

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unscrew it $3\frac{1}{2}$ turns. Start the engine and bring it up to operating temperature. Next raise the "piston lifting pin" very slowly. (See the manual for an illustration of where the piston lifting pin is for your carburetor.) If the engine speeds up, the mixture is too rich. If the engine slows down, the mixture is too lean. Adjust the mixture by turning the jet adjusting screw on HD type carburetors, or the jet adjusting nut on HS and H types of carburetors. Adjust the mixture until you have obtained a setting between rich and lean, but slightly toward the rich side.



Pointer 1 shows the "jet adjusting nut" on type H and type HS carburetors.

Now turn off the engine and have a friend sit in the car and hold the throttle pedal wide open. (We're sure your spouse or friend will be tickled to do this, since by now you've been in the garage for so long that they're aching for your company... Right?) Reach your fingers in through the carburetor throat to where the "butterfly" is located. (We know—another new term. Back to the ol' book again!) This butterfly should be wide open to give maximum power upon full acceleration. If it isn't, adjust the linkage until it is. Your friend can go now. Start the engine and warm it up again and pull the choke all the way out. The engine should speed up and then become rich and stall out. If this happens, your choke is adjusted properly. If it doesn't happen, look at the trusty book and adjust the choke linkage.

If the carburetors still don't run right, its rebuild time!

The Fuel Supply

We need to check the efficiency of the fuel pump. Since fuel can be defined as gasoline, and gasoline

can be defined as very flammable, explosive, and dangerous, we really have to use some good sense here. First, roll the Healey out of the garage and at least twenty feet from the house. Then get the garden hose hooked up to the water faucet and run a little water. Have it close at hand. Then get a fire extinguisher at hand. By the way, if you don't carry a fire extinguisher in your car at all times, you need a bit of a lecture. Ask your fire department for that lecture! Get your spouse or friend with the extinguisher in hand and the hose close by.

Now, let's start. Remove the gas line from the first carburetor it goes to. Place a can of at least two quarts capacity under the hose. If the hose won't reach outside the engine compartment, go to the store and get enough hose to reach outside of the engine. You'll have to get a little bit of tubing too, to connect the two hoses. Don't shortcut this step, because it's too dangerous to do so.

OK, now mark the can where one quart of fluid is. Next, turn on the ignition and listen to the familiar click, click, click of the fuel pump. Time it for one minute. If it hasn't pumped one quart in the minute, you either have a faulty pump or there is a restriction in the line. In either case, take it to a professional for repair. A bit of free advice: It's worth it to carry a spare fuel pump with you, because they do fail and it's not too hard to change one on the road if necessary.

Conclusion, or . . . Hurray! We're done!

Once you've done all of this work with one hand under the bonnet and the other thumbing through the factory service manual, you should get satisfactory results. But don't get too frustrated. Bear in mind that it takes years of experience to know everything about keeping your beloved Healey in top operating condition. It's impossible to reduce all of it to writing. If you run across a problem you can't solve by following this article, take your car to a professional. But whatever you do, don't just throw up your hands and give up and sell the car. Healeys are too neat for that!

Appendix

(If you still haven't had enough fun
let's adjust the valves
and check the rocker arm assembly.)

It's a good idea to adjust the valves for optimum performance and to minimize wear on the valve components. And, it's a great idea to look at the rocker arm assembly if you're burning a lot of oil and if your oil pressure is too low. A worn rocker arm assembly will leak too much oil into the top of the head, and it will leak down the valve stems and into the cylinders, where it will burn, thereby causing you expense, power loss, and a bad reputation with the neighbors.

Lempert 3:54 rear end gears are all gone now. The gears now come from England. A little more money but still well worth the conversion for peace of mind when your Healey is on the interstate. I can replace the gears in your rear end (takes about a week) or have a rebuilt rear end ready to swap into your car in about 4 hours. The complete job is now \$1600.00 either way. Also able to handle most any mechanical work your car may need to make it through the summer driving season safely. Labor rate is \$35/hour. Please ask for references. Paul Dunnell 413 339 0102.

austin3000@verizon.net

1956 Austin Healey 100 - BN2 For Sale.

\$20,000. This rare vehicle has been owned since 1958 and garaged in Detroit, MI since the 1960s. It was parked with 49,052 miles showing on the odometer. It has the original engine and drive train components (car rolls & steers) but is partially disassembled, as it was the owner's original intent to restore the vehicle. The production color was Coronet Cream with red interior. Only 300 vehicles were ever made of this color scheme. Many original components not shown in the pictures are available. For questions and more details please contact Tom at: Cell Phone: 248-388-2364, Email: tscharfenb@aol.com. This vehicle is located in Warren, Michigan. Please call to schedule an inspection. Serious inquiries only.

1962 Austin Healey BN7 MKII 2 Seater Tri-Carb

One of 355 produced, Late center shift MKII. Unmolested, Very Original example purchased from original owner 6 years ago. Runs & Drives but needs full restoration. Factory 2 seater hardtop available. (not being sold separately). All documentation. Car is complete.

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