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## President's Letter



Now that the Healey season is winding down it is a good time to reflect on some of the highlights from this past year. Of course the grandest and most attended event in 2015 was **Enclave 2015**. New England members accounted for 39 registrations and 75 members who attended this historic event. Speaking for Linda and myself we had a great time and enjoyed the historic aspects of Gettysburg as much as all the Healey events that took place during the week. Great job by Peter Sturtevant and the many other NE volunteers who contributed their time and energy to making this a first class event.

The year started off at the end of April with a **Spring Tune-Up Session** at Pete Sturtevant's well equipped home garage followed the first weekend in May with a **Tech Session** on the Healey tranny organized by Dave LeBlanc at Historic Motor Sports in Candia, NH. The next weekend the highlight of the spring events for sure was the **40<sup>th</sup> Anniversary Celebration** in Egremont, MA organized by "Healey Rick" Neville. What an honor it was for me to meet the founding father of the club, Bill Woods, and many of the other original club members that day. May finished off with the **Rally for a Cure**, organized by Jud Perkins. This was the second year the club was a sponsor for this event to raise funds for our chosen charity, the JDRF.

In June Ted Stanton once again organized a gathering of club members at the **British by The Sea** car show at Harkness State Park in CT. This show is fast becoming one of the top British Car shows in New England. I hope to make it down one of these years to attend.

July of course was consumed with Enclave so no other club events were scheduled. However, in August we had 3 great events on the schedule. First was the **Berkshire Hills Rally Ramble** sponsored by the Bender's and Plue's. I am sorry to have missed this event as I would have looked forward to trying to unravel the mind twisting clues that the Rallymaster challenged his contestants with. Then there was the double header in mid-August. The **Healey's on the Green** at the Mystic Seaport museum organized by Ted Stanton followed by the **Lobster and Clambake** at the Carvell's oceanside "cottage" in Westerly, RI. This was the only chance I had this year to take a dip in the waters of RI sound which was so refreshing after a long day at Mystic Seaport.

During September the club had several events on the calendar. Betty and Roy Blathazard hosted the ***Second Annual John Deere Gymkhana*** with a challenging course around their home in Belchertown, MA.

And then there was the 25th anniversary of ***British Invasion*** in Stowe, VT in which the Austin Healey was on one of the featured marques. The club had a great turnout and most members enjoyed the tour through Smuggler's Notch for a group dinner on Saturday night.

In October there was the ***Essex Train and Boat Foliage Tour*** hosted by Jud Perkins and to end the month Rudi Markl organized a tour for club members down in the Greenwich area. What the perfect time of year to get your last ride in before putting your Healey away for the winter.

I do want to thank every member of the club who either organized or helped with an event this year. It is with the support of club members like these that allows our club to succeed and enjoy being a member of. If you would like to host an event sometime next year please let me know.

And don't forget the annual Christmas Party that Len Bach has organized this year right in Olde Sturbridge Village on December 5<sup>th</sup>. There will be some items auctioned off at the party to benefit JDRC including the opportunity to participate in the Formula 1 parade in Montreal next June.

To close out on a sad note we have learned recently of the passing of club member Tony Lester of Madison, CT. Our condolences to his wife Katrina and his family. In addition, long time club member Steve Grant suffered a stroke recently and our prayers are with him, his wife Lynn and their family for a speedy recovery.

See you on the road,  
Bob

## Austin Healey Club of New England

### **2015 Calendar of Events**

11/1/2015

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

<u><b>DATE</b></u>	<u><b>EVENT/TIME</b></u>	<u><b>LOCATION</b></u>	<u><b>CONTACT</b></u>
Sat Dec 5	Holiday Party	Sturbridge, MA	Len Bach <a href="mailto:summitm9@aol.com">summitm9@aol.com</a>
Sat Jan 16, 2016	Annual Business Meeting	Sturbridge, MA	Bob Britton <a href="mailto:Healeybj7@hotmail.com">Healeybj7@hotmail.com</a>



## **EXHAUST NOTES GOING ALL DIGITAL IN 2016**

Starting in 2016 AHC-NE monthly newsletter “EXHAUST NOTES” will be going to an all digital format and emailed to all members who have provided their email addresses. If you are currently receiving the abbreviated version of Exhaust Notes via USPS mail please contact Membership Chair Carl Carvell [cgcarvell@gmail.com](mailto:cgcarvell@gmail.com) to provide him with your email address or when you renew your membership for 2016 include your email address. The benefit of receiving the digital newsletter is you will receive the entire newsletter which generally runs 16-20 pages instead of an abbreviated version with 7 pages.



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## 2016 FORMULA 1 AUCTION



The Quebec Chapter of the AHCA has once again generously donated a spot to a member of the AHC-NE to participate in the 2016 *Parade de' Pilots* at the 2016 Montreal Formula one race. Next year this event will be held the weekend of June 10-12, 2016.

This spot will be auctioned off to the highest bidder (there is a reserve) at the club's annual Christmas Party on Dec 5<sup>th</sup>, 2016. So, if you would like to bid please plan on attending the party to be sure of your chance to be the highest bidder. Proxy bidding is allowed if you know someone attending the party you would like to bid on your behalf.

The AHC-NE share of the proceeds will be donated to our chosen 2016 charity, the Juvenile Diabetes Research Foundation (JDRF). This will be our last fund raising event this season for this very worthy charity.

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# Fellow Car Lovers:

The end of "the Driving Season" is clearly upon us.

I, for one, do not relish the idea of having a period of 6 months or so with the monthly car club meetings as the only "regular" opportunity I have to get together with the friends I have spent so much time (good times!) with over the summer.

So, I have asked the staff at Historic Motor Sports if they would be willing to open the doors to all comers once a month for an informal "Coffee and Cars" session – call it a "Liars' Club" if you like. There would be no real agenda, we'd just get together and "talk cars."

For this first trial session I wouldn't be surprised if there was some focus on how to properly "put your car away for the winter" – but no actual formal program.

We will try to have at least one lift "open" so if you have "something going on under there" that you'd like to take a look at before you "put it away," maybe we can do that too.

Please feel free to join us at:

Where: Historic Motor Sports  
174 Raymond Road (Route 27)  
Candia, NH

When: Saturday, Nov 7

Time: 8:00am – 10:00am (We'll end early enough so you can get other things done on Saturday morning)

We'll bring in a couple of Boxes of Joe and some donuts.

Bob Mitchell  
Historic Motor Sports LLC  
[rmitchell@historicmotorsports.net](mailto:rmitchell@historicmotorsports.net)  
603-772-1116





## Freezin' Fun For Kids Run 2015

Sunday November 22, 2014 rain or shine. Meet at the British Beer Company restaurant in Cedarville, MA. (2294 State Road – Route 3A) at 9:30 A.M. First car off at 10 A.M.

This is the eleventh year for this event conceived originally on the model of the “Santa” runs typically undertaken by Motorcycle Clubs and Marines Toys For Tots... but we tried to focus on a worthy local charity. This year we are raising funds for the “Independence House Program” on Cape Cod, which serves at risk women and their families.

Ed Packard and Mike Dallaire will lead us over great driving roads ending at the Sagamore Inn in Sandwich for lunch & libations. There we will have a private room where participants can purchase lunch, libations and enjoy a social hour. There will also be a silent auction for which we welcome any additional donated items.

Your entry fee for the cruise is a gift card that might be helpful to a family with children at the Holidays.... Stop and Shop and Target are just a few suggestions. The gift cards will be delivered to the charity in time for the Holiday Season.

RSVP is appreciated.

To register or for more information visit our website at

[www.capecodbritishcarclub.org](http://www.capecodbritishcarclub.org) ; email us at

[events@capecodbritishcarclub.org](mailto:events@capecodbritishcarclub.org) ; or contact our president Ed Packard at [e02061@verizon.net](mailto:e02061@verizon.net) .

## **Fall Foliage Tour and Essex Steam Train**

Boats, Trains, Healey's and beautiful fall foliage were a great mix for 14 club members who attended our 2nd Essex Fall Foliage Tour. On the tour were the Carvell's, Bach's, Bev Sealand and Wayne, new members David and Pam Snetro, Jud Perkins and Pat Duncan, and Dutcha Sliker-Hersant. We had the added pleasure of Don McMahon and 14 members of the Shrewsbury Old Car Club who joined us.

The event began with a tour to the Essex Steam Train Roundhouse (actually rectangular house) led by Sprite owner Fred Jordan. Did you know that every 1,472 days each locomotive must be completely disassembled and rebuilt in accordance with government regulations? We all looked at the maintenance pit and jacks that lift an entire locomotive with envy. Fred also mentioned a program that the Essex Steam Train has that after a few hours of instruction people are allowed to actually operate a locomotive. Pat Duncan did this after last year's event and had a blast.

The train ride along the Connecticut River was delightful as the foliage was near its peak. After our ride North we transferred to the Becky Thatcher riverboat for a narrated tour of the Connecticut River. Did you know the River is 407 miles long? Our guide pointed out interesting sights along the way including islands that provide nesting places for Eagles, Gillette Castle, the Goodspeed Opera House and the Gelston House. We "passed the hat" for our official charity JDRF and between the two clubs raised \$140.

After returning to Essex everyone went to the Gelston House for lunch where we were joined by the Sturtevant's, the Kelly's and new members Victoria and Will Cook.



"Any member wishing to help solicit new members to join the AHC-NE can download and print copies this form from the web site, <http://ahca-newengland.com/newsletters/join-form.pdf>. These can be handed out at local and regional car shows, cars and coffee events, etc."



The Austin Healey Club of New England (AHC-NE) is the largest regional area club of the national Austin Healey Club of America (AHCA). Our 300+ members are located throughout New England and eastern New York.

**Great Events • Great Resources  
Great Magazine • Great Websites  
Great People • Great Club • Great Cars  
Now's hows that for great!**

Let's talk \_\_\_\_\_

Or visit the Club's Website at: [www.ahca-newengland.com](http://www.ahca-newengland.com) or national [www.healeyclub.org](http://www.healeyclub.org)



**Austin Healey Club of New England  
and Austin Healey Club of America  
Membership Application**

NAME: \_\_\_\_\_

SPOUSE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

STATE: \_\_\_\_\_

ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_

CELL PHONE: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

FAX: \_\_\_\_\_

OCCUPATION: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

**CAR(S) INFORMATION:**

MODEL: \_\_\_\_\_

MODEL: \_\_\_\_\_

YEAR: \_\_\_\_\_

YEAR: \_\_\_\_\_

SERIAL NUMBER:  
(FOR CLUB USE ONLY)

SERIAL NUMBER:  
(FOR CLUB USE ONLY)

If you join between Nov. 1 and July 31, a full years annual dues of \$60.00 are payable (includes \$50.00 for National). If you join between Aug. 1 and Oct. 31, a prorated amount of \$40.00 is due (includes \$35.00 for National).

To submit your application:  
Make out a check for the appropriate amount payable to AHC-New England.  
Mail the completed form and check to:-

Austin Healey Club of New England  
c/o Carl Carvett, Treasurer / Membership  
12 Spray Rock Rd  
Westerly, RI 02891





***40TH ANNIVERSARY CAR BADGE  
TO BENEFIT JUVENILE DIABETES RESEARCH  
FOUNDATION***

The club is planning to produce a car badge to commemorate the 40th anniversary of the club. The proceeds from the sale will be donated to Juvenile Diabetes Research Foundations. The badge is of high quality and will be produced by a UK company [www.premierbadge.co.uk/](http://www.premierbadge.co.uk/)

The cost of the badge is \$45.00 plus shipping, to place order e-mail your request to Nick Zarkades at [nzdesigns@comcast.net](mailto:nzdesigns@comcast.net) with number wanted and shipping information.

We must have a minimum of 50 to place order. You will be notified by e-mail when ready and you be requested to send a check to Carl Carvel.

**The Austin Healey Holiday Party**  
**Saturday, December 5, 2015**  
**6:00 PM till 10:00 PM**  
**Old Sturbridge Village, MA**

This year's Holiday Party will be held at the Old Sturbridge Village. The party has been held here many years ago.

Social time and cocktails at 6:00 PM, with the buffet at 7:00PM  
There will be a cash bar in the room

This year's selection will be a buffet with beef, chicken and a pasta selection.

The cost including tax and gratuity will be \$ 40.00

Santa will arrive, so keep your eyes open for the right \$10.00  
"Yankee Swap" gift

As stated many times before, there should be an admission charge just for this alone!

A block of rooms have been reserved at the "Old Sturbridge Inn & Reeder Family Lodge" 369 Main Street, Sturbridge, MA 01566  
Just outside of Old Sturbridge Village  
Call 508-347-5056 and mention Austin Healey group for \$89.00 rate with continental breakfast. It is requested to reserve before November 20, 2015. To those attending I hope to send a detailed sketch for parking and dinner location at Old Sturbridge Village.

Make your reservation on or before Wed. November 25, 2015  
To: Leonard Bach 192 Bald Hill Road, Tolland, CT 06084  
Any questions? [SummitM9@aol.com](mailto:SummitM9@aol.com) or 860 875-8855  
Please make checks to AHCA of NE  
This is a fun time! Reserve early.

We've all had, or will have, problems with our overdrives. They are a mechanical, electrical and hydraulic marvels with many components. This article by the amazing Norman Nock takes some of the mystery out and should help you trouble shoot your electrical problem.

Ted Stanton [healey@snet.net](mailto:healey@snet.net)

## Tech Tips

*British Car Specialists*

2050 N. WILSON WAY STOCKTON, CA 95209-3126  
(209) 948-8787 • FAX (209) 948-1030

# Electrical controls in overdrive units

by Norman Nock  
British Car Specialists  
Stockton CA

There are two types of electrical systems used on the Laycock de Normanville overdrives found in Healeys. The first is fitted to the three speed BN1 and uses two relays and a centrifugal switch. The second, used on all other Big Healeys and introduced with 4-speed transmissions, eliminated the centrifugal switch and uses only one relay. This article describes the electrical operation of both types of the overdrives up to and including the actuating solenoid.

### What's in the circuit:

**Actuating solenoid:** In all Big Healeys a solenoid that controls the opening and closing of the hydraulic valve that operates the overdrive is mounted on the outside of the overdrive and is shown in Figure 1. The hydraulic valve inside the overdrive opens when current is fed to the strong winding (#1), and the plunger (#4) is pulled up opening the contacts (#2). These contacts remain open while in overdrive. The smaller winding (#3) holds the overdrive in. If the overdrive is adjusted incorrectly, it could cause the contacts #2 not to open. This will burn out the relay due to the heavy draw of electricity ("The smoke leaks out the solenoid").

**SB40 Relay:** Two relays are incorporated into the overdrive of the BN1; one relay in all other Big Healeys. They are located down in the clutch-brake pedal area, and transfer high currents to the actuating relay through windings W1-W2 and contacts C1-C2. (See wiring diagrams, Figures 3 and 4.) Relays take the place of switches in Big Healey overdrive circuits, because of the high currents involved.

**Rotary Throttle Switch:** This switch is mounted on the firewall and keeps the car in overdrive at less than 1/5 throttle. As shown in Figure 2, total movement of the cam #2 is 90 degrees. Contacts (#1) should remain closed for the first 15 to 35 degrees of rotation. To set this cam correctly, refer to the screw driver slot in the end of the shaft. It should be vertical with the switch in the rest position (idle).

**Centrifugal Switch (BN1 only):** This switch automatically puts the car into overdrive when the vehicle reaches a speed of about 40 MPH if the switch on the dash is set to overdrive. It drops the car out of overdrive when the speed drops to 30-35 MPH. The switch consists of a governor, a micro switch, contacts and an actuating plunger. If you don't want this automatic feature (ie you want to put the car into overdrive whenever you throw the dash switch) join the two switch wires together.

**Gear Switch:** Also referred to as the selector switch, it is located on the side of the gear box or top shift in the gear-lever housing. Its function is to prohibit operation of the overdrive in first or reverse (BN1) or in first, second or reverse (4-speed transmissions). If the overdrive is in and you back up you will cause damage to the overdrive.

### How It Works (BN1):

Figure 3 shows the overdrive control circuit for a BN1. The electric feed is taken directly to the overdrive selector switch on the transmission. When the car is traveling fast enough to close the centrifugal switch (40 MPH) the winding in the SB40 relay (relay #1) becomes energized, closing contacts C1 and C2. The actuating solenoid is now supplied with electricity operating the overdrive. See Figure 1. The small winding in the solenoid holds the overdrive in place.

When coasting below 30 MPH at a small throttle

opening, the centrifugal switch opens. Electricity is supplied to relay #2, via contacts in the throttle switch then down to ground. If the throttle is pressed down past 1/5 the circuit will be broken and you will come out of overdrive and drop into passing gear until you reach 40 MPH when the centrifugal switch again will bring you back into overdrive. If you manually take the car out of overdrive using the control switch on the panel, overdrive operation will be the same as if the centrifugal switch had opened.

The BN1 wiring diagram in Figure 3 shows an fused input line coming from fuseblock terminal A4. The manual shows a fused input line coming from terminal A4. This circuit should be fused to protect against electrical fire. To see if your circuit is fused or unfused, remove the A3-A4 fuse. If the overdrive continues to operate, it is unfused. If this is the case, install a 10-amp in-line fuse between fuseblock terminal A3 and the gear switch (selector switch).

### How It Works (BN2-BJ8):

On all other Big Healeys, an unfused electrical feed from fuse terminal A3 is fed to the dash switch and the relay on the firewall (see Figure 4). When the dash switch (A) is closed, the winding W1-W2 is energized, closing contacts C1 and C2. This sends electricity through the gear switch (E) if the car is in either 3rd or 4th gear, to the solenoid, operating the overdrive.

If you turn off the overdrive switch while coasting at less 1/5 throttle opening the overdrive will not change because the circuit is still completed to the gear box switch via the contacts inside the throttle switch (B). When you start opening the throttle you will come out of overdrive when you pass 1/5 throttle opening.

Remember that in all BN2-BJ8 Healeys the feed

Continued on the following page



to the overdrive is unfused.

TO PROTECT THE OVERDRIVE  
CIRCUIT ADD A 10 AMP INLINE  
FUSE. (SEE FIG. 3-4)

To test the circuits in any Big Healey overdrive, all you need is a test light. Voltmeters and ohmmeters have their place but are not needed unless you are trying to find bad connections or are checking your regulator. Circuits within an overdrive are usually there (light glows) or not (light does not glow).

(See the January 1987 Austin Healey Magazine for Norman's article on checking the adjustment of the solenoid rod and the hydraulic pressure within the overdrive unit—ed.)

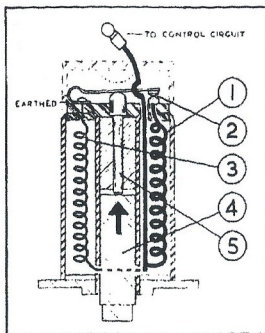


Figure 1: The actuating relay. Located on the outside of the overdrive, this relay controls the opening and closing of the hydraulic valve that operates the overdrive.

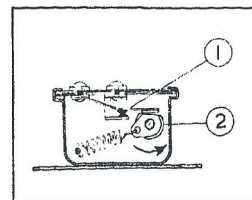


Figure 2: The rotary throttle switch keeps the car in overdrive if it is operating at less than 1/5 throttle. It is mounted on the firewall.

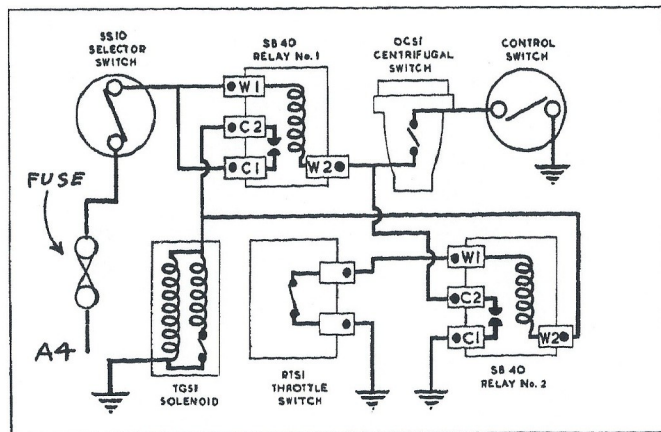


Figure 3: Wiring diagram for a BNI overdrive circuit. Control switch (upper right) is the switch mounted on the dash.

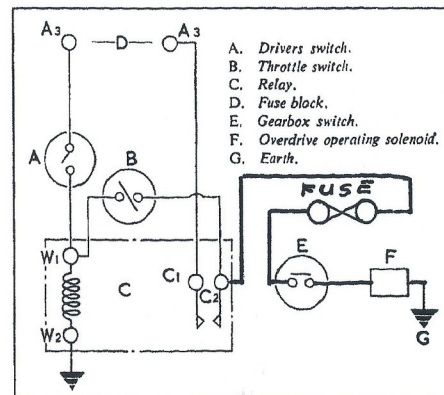


Figure 4: Overdrive circuit in all other Big Healeys is shown above. Circuit is unfused. All Big Healey overdrive circuits should incorporate 10-amp fuses to prevent electrical fires.



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](mailto:austin3000@verizon.net)



A beautiful, low mileage (Colorado red/black interior) 1965 Austin-Healey 3000 S.N.28770 imported from Massachusetts into Quebec in 2007, then professionally restored throughout, meticulously maintained, never raced nor used in winter (always garaged). No issue. Ready to show and enjoy. Outstanding sports car in all aspects, including handling. Remarkably original. All numbers matching. Bodywork professionally restored in 2015 (all panels perfectly adjusted). Price : \$85,000. Raymond Trudeau, Magog, PQ (819) 868-1156; will e-mail photographs.

[raymond.trudeau@cgcable.ca](mailto:raymond.trudeau@cgcable.ca)



## PARTS WANTED!!!

Hi

Found a listing for you in the AH Club membership directory. I am restoring a BJ8 Austin Healey and looking for parts, particularly a front and rear shroud, left hand door, bumpers and a stainless steel exhaust. If anything is available please let me know.

**Neal Macarchuk** / Manager, Proposal Development / **SimplexGrinnell**

Tel: +1 978 731 7229  
50 Technology Dr. / Westminster, MA  
01441 / USA

[nmacarchuk@simplexgrinnell.com](mailto:nmacarchuk@simplexgrinnell.com) / [www.simplexgrinnell.com](http://www.simplexgrinnell.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*






1966 Austin Healey 3000 Mark III  
Matching Numbers  
Metallic Ice Blue /Ivory Coves  
Blue Interior and Top  
Mark Evans 203-232-3741  
\$85,000



800 miles since complete disassembly and restoration  
Rebuilt transmission, overdrive and rear end, new 3:54 gear-  
ing  
Hardened Valve Seats  
All components rebuilt or refurbished  
New 72 spoke chrome wire wheels and tires  
Full toneau, tool kit, jack, driving lights and badge bar  
Complete extra parts travel kit, dist. fuel pump, etc.  
Finned cast alum valve cover and race oil pan  
1960's am-fm radio, orig. included  
New top, Interior and Dash, Floors insulated fully silicone  
Louvered and stock hood

### Wanted BJ8/BJ7

I am looking for an Austin Healey BJ8 or BJ7. I am a younger new member of the Club and would like to find a car that will fit my wife and two young boys, and will become a part of our family. I prefer a recently fully restored vehicle (within the last 10 years) but will look at older restorations to the extent they have been well-preserved and are rust-free. I would like to find an excellent car that can be driven with pride on nice days. I live in the Boston area. Please email David at [dshushan@gmail.com](mailto:dshushan@gmail.com) if you are considering selling your Healey and it fits this bill.

Back (paper) Issues of Marque and Chatter in good condition.  
1989 thru 2003 with 7 missing issues (1/89, 4/89, 4/93, 12/93, 1/95, 2/95, 4/02)  
**Free** to anyone who will come get them (Swampscott, MA):  
If there is more than one person interested, I'll decide by drawing straws.  
Reply by Nov 22, 2015 to [r3m1g4@verizon.net](mailto:r3m1g4@verizon.net)