President's Letter

BY RICK NEVILLE

Dear Austin Healey Club of New England members,

This month's letter is going to talk about ***tontines.*** It's not a Healey part, and it's not an Alfa part, either, even though it sounds more like one of those. I first learned of them from some war movie I saw as a teenager … a bunch of soldiers get together, buy an expensive bottle of cognac and the last one standing gets the bottle and drinks a toast to all his buddies.
They were named after their creator, a Neapolitan banker named Lorenzo Tonti, who in 1653 came up with a joint financial arrangement whereby the participants usually contribute equally to a prize that is awarded entirely to the participant who survives all the others.

I thought about the tontine as a group of North Shore Wing guys work to get Nick Zarkades's BJ8 ready for sale and his Bugeye ready for his daughter, Liz. Before his passing from a long struggle with cancer, Nick was one of a bunch of us that got together every Wednesday for breakfast at "Zeke's Place" in Gloucester, one of the best breakfast joints on the North Shore. And when it became obvious that Nick was going to lose this round, his friends reassured him we'd help his wife, Alexis, with whatever she wanted to do with the cars when she was ready. In a way, it was like Nick was a part of a tontine. He paid into the group with not money, but his friendship. And he benefits of this tontine, instead of going to the last one of us left, go to his family. The other tontine members reap the reward of remembering their friend, giving his family some help and enjoying each other's company along the way.

The BJ8 is going on the market, the Bugeye is staying home and we've been doing our best to ensure the maximum sale price for the Big Healey and making the little one safe for Liz. As you know, Nick was our resident club artist and we're finding his artistic talents might have been a bit better than his mechanical and organizational ones. We sometimes stumble about trying to figure out why Nick did something he did on the cars or looking for a record of something he already bought.

Sadly, it's not the first time I've had to travel down this road. As AHCNE President, *Healey Marque* Auction Reporter, and frequent contributor to the Bring A Trailer website (find me there as "HealeyRick"), I've had a few contacts from those who have been left with a Healey after a loved one has passed and want to know what to do with it. As often as not, that loved one hasn't taken the time while living to make those things clear before they go off to that big Healey tour in the sky.

I drew up the following list for the November 2020 issue of the *Marque* and our experiences with Nick's cars have emphasized its importance. It's worth repeating here. Now if I can only practice what I've preached:

1. Have a will – Should go without saying, but it will make things a lot easier for those you leave behind.

2. Talk to your family about their wishes – As the saying goes, "We're only caretakers" and maybe your spouse or kids don't want that responsibility. Or maybe more than one of them wants your Healey, or each has a favorite in your collection. These are all thorny issues and some real ugly messes can develop in situations like this. Try to work them out beforehand and have a plan that's fair to all.

3. Organize the paperwork – Make sure the titles or ownership documents of your cars are in a safe place that your heirs can access. Some Healeys may have lost titles, or even some legal issues in their provenance. Straighten them out and don't dump them on your family. Any joy they may get from receiving your car might soon be extinguished .if they have to battle the bureaucracy.

4. Get the paint codes – Almost every Healey now has modern paint on it. Catalogue the brand, type and color code of your car and put it in with your car's file (you do have one of those, don't you?). Really important if you have a color that's non-factory. Maybe even put a label under some clear tape on the inside of the trunk lid.

5. Mechanicals – What's been done to the mechanics of the car? Rebuilt engine and transmission? How many miles ago? Overbores, etc. should be listed.

6. Modifications – Anything that's been changed from original needs to be detailed. Different cam, headers, clutch, carbs, Toyota 5-speed, list it all.

7. Tuning specs – If your car deviates from the standard workshop manual for a tune-up, likes a particular spark plug, grade of gasoline, oil and filter, someone is going to need to know.

8. Thin out the parts pile – You know all those parts you were saving for "someday"? Recognize someday ain't coming. Start selling off the ones you're never going to use. And those broken ones you couldn't bear to get rid of … dump 'em. If the parts are useable, label them so someone knows what they got.

9. Organize your library – What may be a valuable collection of Healey literature and art to you is just old books and pictures to someone else. Take a look at what some of those autographed Healey books bring on eBay. Some are pretty valuable. Let your heirs know to check their value before shipping them off to the local library book sale.

10. Form a Healey Tontine - Get some of your Healey friends together and agree to look out for each other's heirs when you pass. Spouses and kids will need someone to protect their interests and help them dispose of the cars if they don't want them. You don't want them calling some "classic car buyer" they see online and sell the car for pennies on the dollar. If one of your friends wants one of the cars, make that clear to your family.

I've set up a new email address for club matters. Please feel free to contact me at any time.

Happy and Healthy Healeying
Rick Neville,
President, AHC of NE
healeypresident@gmail.com

EDITOR'S CLIPPINGS

- **Please join us Monday June 14th for the monthly Zoom Tech Call**
- Calendar of Events **page 4**
- Technical Notes **page 9**
- Member Profile: Nick Zarkades **page 15**
- Summit Update **page 17**
- Buying or Selling something? Classifieds on **page 24**

Dutcha Slieker-Hersant, Editor

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If you have anything you would like to share with other members, please submit your articles in Word document and attach your pictures in Jpeg format for inclusion in the next month's edition.

NUTS & BOLTS CORNER

If you have a particular problem you need help with, please contact Peter Sturtevant at healeybn4@comcast.net

Technical Director Peter Sturtevant is hosting monthly technical conference calls. He and members of the Technical Committee, Bob Abbott, Rick Neville and Ted Stanton will address a great variety of subjects, all geared to help you maintain your Healey.

Our June conference call will be held on Monday, June 14th at 7:00PM. Check your email inbox for your invitation with the link to join the Zoom Meeting. Or join the conference call by dialing **929 205 6099 & meeting ID followed by the password#,** also provided in your invitation message.

Please email Pete Sturtevant with ***any questions in advance***, which you would like covered during the call.

It is helpful, if you can join the conference call to answer any questions the advisors may have in order to help you with your technical problem.

Please RSVP to Pete at healeybn4@comcast.net if you wish to join the call.

NOTE: For those who participate on these technical calls, if you are using a speaker phone, please mute your phone when not speaking, to eliminate

Austin Healey Club of New England
2021 Calendar of Events
Events in **RED** are AHC of NE sponsored events

DATE	WING HOST	EVENT	LOCATION	CONTACT
May				
Monday May 10th 7:00 PM	All	Monthly Technical Zoom Meeting	https://us02web.zoom.us/j/86238333434?pwd=S2VnRiha SHhZSS8zdEJkejIjZGdNQT09	Pete Sturtevant healeybn4@comcast.net
Saturday May 15th	CT	9th Rallye for a Cure	New Country BMW 1 Weston Park Rd, Hartford, CT 06120	Jud Perkins juds3000@comcast.net 860-204-9168
Friday May 21st	5	Parker River Reserve Tour and Mill River Winery	498 Newburyport Turnpike, Rowley, MA 01969	Rick Neville healeyrick@yahoo.com 978 948 5500
June				
Monday June 14th 7:00 PM	All	Monthly Technical Zoom Meeting	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net
Saturday June 19th 10:00 AM	All	American Heritage Museum, Tanks, Wings and Wheels	https://www.americanheritagemuseum.org/event/tanks-wines-wheels-2/	Rick Neville healeyrick@yahoo.com 978 948 5500
July				
Sunday July 11th 10:00 AM	All	British Car Day Larz Anderson Museum	https://larzanderson.org/lawnevents/	
Monday July 12th 7:00 PM	All	Monthly Technical Zoom Meeting	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net
August				
Monday August 9th 7:00 PM	All	Monthly Technical Zoom Meeting	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net
August 20th - 21st	All	British Motor Cars in Bristol	Colt State Park, Bristol RI	Donna Cunard donna.cunard@gmail.com 860-830-4787
Sunday August 29th	All	British Cars by the Sea	Harkness Memorial State Park 275 Great Neck Rd, Waterford, CT	Ted Stanton healey@snet.net 203 605 4172
September				
Thursday September 2nd	5	Vietnam Moving Wall - Newburyport, MA	The Wall That Heals - vvmf.org	Rick Neville healeyrick@yahoo.com 978 948 5500
September 2nd - 6th	All	Historic Festival 39	Lime Rock Park 60 White Hollow Road Lakeville, CT 06039	
September 9th - 11th	All	Encounter 2021 Chester County, PA	ENCOUNTER 2021 | AHSTC (austin-healey-stc.org)	
September 10th - 12th	All	British Invasion Stowe, VT	https://www.britishinvasion.com/register	Bob Britton healeybj7@hotmail.com 603 525 4226
Monday September 13th 7:00 PM	All	Monthly Technical Zoom Meeting	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net

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September 19th - 23rd	**All**	**Healeys@Newport Summit 2021**	https://www.ahca-newengland.org/summit-2021-healeys--newport.html	Linda Hakala linda.m.hakala@gmail.com 603-398-4421
September 26th		**Simsbury Fly In**		**Len Bach**
October				
Saturday October 2th 10:00 AM	**All**	**Castle in the Clouds**	Moultonborough, NH	Bob Britton healeybj7@hotmail.com 603 525 4226
Monday October 11th 7:00 PM	**All**	**Monthly Technical Zoom Meeting**	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net
Saturday October 16th - Tentative	**Wing 3**	**Fall Foliage, Lighthouse Tour and Brew Pub**	Velvet Mill Brewery, Stonington	Ted Stanton healey@snet.net 203 605 4172
Saturday October 16th - Tentative	**Wing 1**	**A Gathering of Old Cars**	Mills Mansion Straatsburg, NY	Jud Perkins juds3000@comcast.net 860-204-9168
November				
Monday November 9th 7:00 PM	**All**	**Monthly Technical Zoom Meeting**	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net
December				
Saturday December 4th	**Club**	**Annual Holiday Party**	Longfellow's Wayside Inn 72 Wayside Inn Road Sudbury, MA	Rick Neville healeyrick@yahoo.com 978 948 5500
Monday December 13th 7:00 PM	**All**	**Monthly Technical Zoom Meeting**	https://us02web.zoom.us/j/85606466257?pwd=TVdOSm1HaUpSTkdwMkE1czZTMlh6Zz09	Pete Sturtevant healeybn4@comcast.net

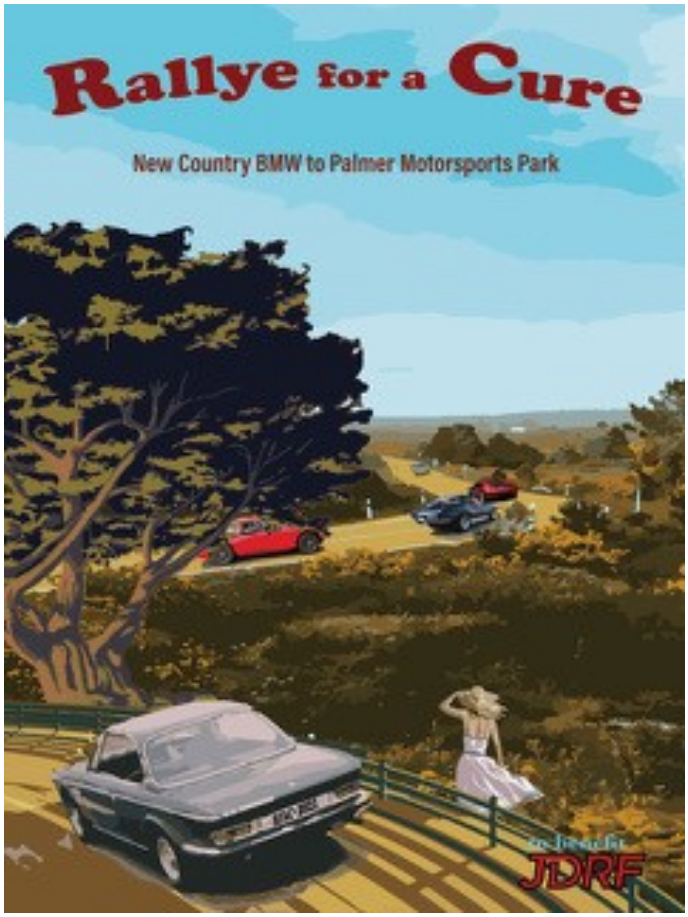
St. Jude Children's Research Hospital was selected as our charity to support for the year 2021 during our March 20, 2021 Zoom Meeting.

St. Jude Children's Research Hospital, founded in 1962, is a pediatric treatment and research facility focused on children's catastrophic diseases, particularly leukemia and other cancers. The hospital costs about US$2.8 million a day to run, but patients are not charged for their care. It is located in Memphis, Tennessee, and is a nonprof-it medical corporation designated as a 501(c)(3) tax-exempt organization by the Internal Revenue Service. St. Jude treats infants, children, teens, and young adults up to age 21 and for some conditions, age 25.

St. Jude was founded by entertainer Danny Thomas in 1962, with help from Lemuel Diggs and Thomas' close friend from Miami, automobile dealer Anthony Abraham. The hospital was founded on the premise that "no child should die in the dawn of life".

PLEASE, make a contribution when we pass "The Hat" at our events!
We would like to be able to present the St. Jude's with a sizable donation at the end of this year.
Or, mail your check, made out to Austin-Healey Club of New England, to our Treasurer Linda Hakala, 17 Bittersweet Ln, Hancock, NH 03449.
Make sure you note on the check it is for the St. Jude Children's Research Hospital.
THANK YOU !

Rallye for a Cure
Saturday, May 15, 2021



Hello, Rallye Family!

Please join us Saturday, May 15, 2021, for our 9th Annual "Rallye for a Cure!" This year's Rallye will start with breakfast courtesy of our host, New Country BMW in Hartford, and will culminate with parade laps and lunch at Palmer Motorsports Park.

The best parts about the Rallye — the route and creative clues, parade laps on the track, and the good feeling that comes from supporting a great cause — can be enjoyed while physically distanced, and we are committed to making all parts of the Rallye safe from start to finish!

Please spread the word by forwarding this email! and REGISTER today!

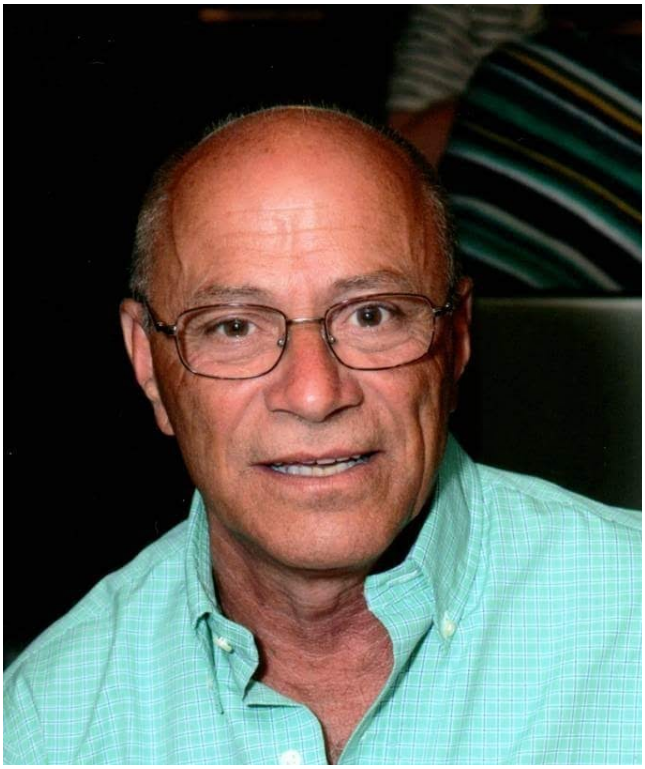
See you there!
Linda and Bill Wright, Rallyemasters
Linda's cell: (860) 573-8022
Rallye for a Cure

WELCOME ...
TO OUR NEW MEMBERS

WE WOULD LIKE TO WELCOME OUR NEW MEMBERS :

- DAVID MAILLY & PENELOPE HOWE-MAILLY ....NORTHBOROUGH, MA (WING 5)
- KATE SINIBALDI ..... SO. GLASTONBURY, CT (WING 2)
- PETER ARABOLOS ..... MILFORD, CT (WING 3)
- JACOB HOZSCHEITER ..... WESTFORD, VT (WING 7)
-

WE LOOK FORWARD TO SEEING YOU
AT FUTURE EVENTS AND/OR VIDEO CHATS!



↑New Members ↑
Jeanine & Michael Marretti

← New Member
Kate Sinibaldi with her
granddaughter Alexa
and her current Bugeye

New Member →
Kate Sinibaldi
in the cream Bugeye
she owned many years ago

←New Members
Steve & Lynn Jekogian
and
their BJ8

NUTS & BOLTS CORNER

SUBJECTS COVERED DURING RECENT TECHNICAL CONFERENCE CALLS

QUESTION 1: Brakes on a 1959 Bugeye barely work

This caller reported a problem with the brakes on his Bugeye. When he put the car away for the winter the brakes functioned adequately. He checked the brake fluid and the level is ok. The brake pedal only has 1-2 inch play and does not go all the way to the floor.

ADVICE:

Advice for this problem included the following:
1. bleed the brakes 2. the drum brakes may need to be adjusted 3. then check for the level of the brake shoes; you may need new pads 4. check the rotors, they may be worn 5. you have have gotten some condensation in the brakes, causing one or more of the brake shoes to be stuck.
If you do not have any confidence in your own mechanical skills, these things can easily be checked by any automotive mechanic.

QUESTION 2: Sputtering gasp on a BJ8 after driving for a while

This caller's BJ8 starts up fine, warms up and then he takes off for a drive. After some random amount of time has elapsed, the car begins to sputter. Gasps, but it does not stall. Then clears up and a while litter it happens again. This is happening only after the car has been on the road for a while.
Several years ago, the caller had a more serious issue, where the car would completely stall. He had the gas tank blown out and the crud cleaned out of the tank. The BJ8 ran lovely after that.

ADVICE:

First thing to do is to check to see if the fuel filter, if you have one, is clean.
The caller has a small inline filter. If the car stutters when going uphill, it may be a fuel supply problem. However, if it happens when the car is on level roads, then it could be an ignition issue. You may want to check the coil, if it is really hot, then you've found the problem. If you have a spare coil, install it and see if the performance improves. Other causes include a condenser problem, bad plug wires or the rotor.

The Tech Team advises to start with a new coil; you will need to get a 12V non-ballast coil.
One advisor mentioned he usually carries a bottle of cold water. If it happens again, dribble a bit of cold water over the coil. If it cools and the car then runs fine, the coil is your problem.

If you find yourself stuck on the road with a similar problem, another little trick is to loosen the fuel cap. Some fuel caps do not have a vent, and if you loosen it ever so lightly, it can improve the fuel flow.

UPDATE: The member reported that he installed a new coil and he has not encountered any more sputtering gasps.

Note:
If you have a points car, you will need an 8 Ohm coil.
If you have installed a Pertronix ignition, you will need an 4 Ohm coil

NUTS & BOLTS CORNER

SUBJECT COVERED DURING RECENT TECHNICAL CONFERENCE CALLS

QUESTION 3: Replacing the windshield glass on a 1958 Bugeye

This member reported that he needed to replace the windshield glass on his 1958 Bugeye.
An interesting fact he learned while doing this, was that the first 5,000 Bugeyes built came with a 9-stud windshield. Later Bugeyes had fewer studs and slightly different glass
He had a most positive experience with the Anawam Glass & Mirror company in Attleboro, MA
www.anawanglass.com

QUESTION 4: Removing the oil seal on the overdrive on a 1967 BJ8

This member has a leaking seal and wants to replace it, if the process is not too involved.

ADVICE:

If a new seal was installed when your engine was rebuilt, and the leak is minor, then leave it be.
In order to replace the seal, you will need to remove the transmission.

QUESTION 5: Replacing the Vacuum Advance Unit on a 1967 BJ8

This member ordered a new Vacuum Advance Unit and noticed that the old one had a threaded fitting while the new unit does not.

ADVICE:

The Tech Advisor recommended that the member contact Rob Medynsky at British Vacuum Unit in Canterbury, NH. He will likely have the correct VAU in stock, is very knowledgable and most helpful. He also has a very good turn-around time.

https://www.britishvacuumunit.com/

QUESTION 6: Oil gauge nut loosened / back off

This member was driving along and discovered that there was a leak originating from his oil gauge. He tightened the nut approx. 1/4 turn and it stopped.

ADVICE:

One advisor reported the same thing happened to him.
Another advisor mentioned, that the Moss catalog shows a small leather washer (price $ 0.29) between the nut and the gauge. It may be that your washer deteriorated and caused the nut to loosen slightly, resulting in the oil drip.

QUESTION 7: Proper brake and clutch fluids

This member ask for advice on the proper fluids to use.

ADVICE:

Originally, Dot 4 was used as brake fluid in the Healeys. These days, many people use silicone Dot 5. It is easy to check :
if your brake fluid is red, then it is probably silicone and you need to stay with what is in there.
Pour out a small amount of brake fluid, mix with water. If it does not mix with water, then it is NOT silicone.

NUTS & BOLTS CORNER

SUBJECT COVERED DURING RECENT TECHNICAL CONFERENCE CALLS

QUESTION 8: Replacement tires
What is a good replacement tire for my Healey. It currently has 165 tires.

ADVICE:
Vredestein 165 and 185 tires seem to be popular. Please note if your car has 165 tires, and you switch to 185's, you may not be able to fit a 185 as a spare in your boot. Large national chains do sell Vredesteins, but are not always the best place to bring your Healey to. In order to have them properly mounted and balanced, it is recommended you to go to a tire specialist familiar with fitting tires on fine classic automobiles. Check the Services & Parts page in the Members Only section of our website.

QUESTION 9: Front wheel bearrings on a BN1
What advice does the Tech Team have for me to give some attention to the front wheel bearings on my BN1. I checked them and discovered they use ball bearings vs tapered bearings. Long ago, in the 1970's, I did the ball bearings on my BN6 and I would appreciate any advice from your panel of experts.

ADVICE:
They work okay, but the ball bearings inner/outer upfront will get a drift-in to move them.
It is a lot of work to take them apart and put them back together. Your best bet would be to add a bit of grease and see if this improves the car's performance.

QUESTION 10: Dashboard temperature gauge BJ8
This member noticed that the dashboard temperature gauge on his BJ8 shows very low temperature readings. In checking the thermostat housing with his infrared thermometer, it showed about 170 degrees. Is there a cure or must he replace the entire combination unit, which includes the oil pressure gauge? If I replace the oil gauge is there air that must be bled from the line?

ADVICE:
The member could replace the combo-gauge or send it out to Nisonger for a rebuilt.
New units are available from Moss Motors, with the Smith gauge priced at $ 219 and the Moss gauge priced at $ 299. The alternative option would be to send it to Nisonger in NY for a rebuilt. The rebuilt includes recalibrating both oil and temperature gauge. Rebuilt cost is estimated at $ 185 with a 3-week turn around. If you need it sooner, they offer an expedited processing for a surcharge of $ 65.

Sending unit goes into the block underneath and is hard to get to.
One Technical Advisor has taken an old open end wrench 5/8", ground down the head to minimize the size of it and then he can reach underneath. It won't be necessary to bleed the copper tube. Just tighten the fitting on the back and it will blow itself clear.

NUTS & BOLTS CORNER

SUBJECT COVERED DURING RECENT TECHNICAL CONFERENCE CALLS

QUESTION 11: BJ8 slipping out of 4th gear and tachometer issues

A new member from Vermont recently purchased a BJ8, which seems to have been expertly rebuilt by the owner of a renowned classic car facility. However, the car was stored for a long time and since he started to drive it, a few minor issues have come to light.

A. His car sometimes slips out of 4th gear, usually when decelerating.
B. What oil should be used in transmission and engine?
C. The tachometer seems to be out of synch with the speedometer.

ADVICE:

A. If the car only occasionally slips out of fourth gear, then the easiest remedy is to keep your hand on the gear lever to prevent it from slipping. Likely, the synchronizers are starting to wear out. Drive it until it gets worse, when it starts to grind in 4th gear, then you could opt to have it looked at. Changing to the appropriate transmission oil may improve your gear action.

B. The oil in the transmission should be a non-detergent 30W oil. The reason for this is that there is no filter in the transmission to remove the impurities that would be loosened up by the use of a detergent oil. By using a non-detergent oil these impurities will settle in the bottom and can be drained off. Engine oil should be 20/50 ZDDP with a zinc additive

C. While a lively discussion followed on the possible causes of this problem, one participant on the call mentioned he likes to use an app on his smart phone commonly referred to as "vibrometers". It can be set to a certain number, then you rev up your engine, hold your phone near the crank shaft and the app displays a light when the speed number has been reached. The issue with the tachometer initially puzzled the Tech Call participants, until furthers questions brought out the fact that the owner had recently installed a Pertronix ignition switch. This throws the tachometer off. Again, this is easily corrected by removing the instrument and sending it to Nisonger to be recalibrated.

QUESTION 12: Small oil leak on a 1963 BJ7 / starter / brake check

There is a small oil leak at the engine rear seal of my BJ7. Do you think adding a PCV to the valve cover vent would help? When the engine is cold, The bendix gear on my rebuilt starter kicks out of gear as soon as the engine fires. When it's warm it's not a problem.

ADVICE:

Oil leak: A PCV valve is available on Amazon for approx. $ 6.00, but some are spring while others are gravity. It is worth a try.

Starter issue: It is a standard Lucas starter, which was rebuilt. It is possible they made a change. One advisored offered to loan a spare starter to the member to check it out.

Brake check: Could a place like Midas check his brakes? The Tech Team does not recommend going to regular national chains for a brake check. These shops are geared toward modern cars and do not know how to disassemble/assemble the old Healey brakes. Better go to a classic car specialty shop. Any shop with a brake lathe can check & correct the brakes to 0.325 disc brakes, press down hard

NISONGER INSTRUMENTS

Trouble Shooting an FG Series Fuel Tank Sender

Important Information: Detailed below are the Trouble Shooting Instructions for Smiths & British Jaeger FG series Fuel Senders & Gauges. **Please pay particular attention to the GROUNDING REQUIREMENTS FOR THE SENDER AS WELL AS THE GAUGE** Most problems with these gauges are attributable to inadequate Gauge and/or Sender grounds. If your Fuel sender is not an original Smiths Sender (Smiths senders have the Smiths logo embossed in the mounting flange and a part number stamped into the removable top cover), it is a Moss Motors reproduction (the only replacement currently available regardless of who the sender was purchased from). Unfortunately all Moss Fuel Senders manufactured prior to mid 2010 were defective! Most Moss Fuel senders produced after mid 2010 are useable.
The Moss senders should all be resistance tested (with the sender removed from the tank and properly grounded) between the mounting flange on the body of the sender and the T terminal on the sender to be certain that it reads 1 – 3 ohms @ empty and 75 – 80 ohms @ full using a Multimeter **set to the R X 1 scale**.

Trouble Shooting an Original Smiths FG Series Sender:

- Perform a resistance test **(with the fuel sender removed from the tank and properly grounded)** by using a Multimeter **set to the R X 1 scale** and :
    - Attach the positive Multimeter lead to the T terminal of the Sender
    - Attach the black Multimeter lead to the mounting flange of the Sender.

  then with the sender float arm in the:
    - Fully dropped position, be certain that the Multimeter reads 1 – 3 ohms
    - Fully raised position, be certain that the Multimeter reads 75 – 80 ohms.
- If fuel is contaminated with water (a common problem with today's ethanol based gasoline) calcium deposits will form on the wiper arm(s) and on the rheostat/potentiometer wires/winding which can cause intermittent operation and/or will cause a short in the rheostat or the Fuel Gauge. Keeping your fuel tank topped off and adding a product like StarTron Gasoline and Fuel Treatment will help eliminate water and the resulting formation of calcium deposits.
- In removing the top cover of the sender you will find there is/are either 1 or 2 wires (1 at either end of the rheostat/potentiometer chamber) that wrap around the center piece/pivot assy. of the float arm (float pivot hinge).
    - If there is only 1 wire, it will come up through a slot behind the T terminal.,
    - If there are 2 wires, the 2nd wire will come up the opposite end of the chamber and will be attached to the sender body with a brass rivet.
- The wires described above ground the float arm. If either:
    - The pivot hinge is excessively worn/loose.
    - The wire(s) become calcified or break away from either the Float Pivot Assy. or the rheostat/potentiometer chamber housing.

  the sender will function intermittently or not at all.

Trouble shooting an FG Series Fuel Sender, Pg. 2

- **When installed in the Fuel Tank, the sender must be properly grounded in order to function correctly/accurately; we recommend attaching a dedicated ground wire to one of the sender mounting screws and attach the other end of the wire to the vehicles chassis.**
- Inoperable Smiths Fuel senders can be sent to Nisonger for a "Bench Test" and rebuild (if necessary) by following the instructions provided below.
- Next, verify that the wire from the gauge to the sender is good and has not been damaged (Please note that there are 2 mounting posts at the back of the gauge, the case under 1 post is stamped T (for Tank), under the 2nd is stamped B (for Battery), to verify the wire from the gauge to the sender **(with the fuel sender removed from the tank and properly grounded)** remove the wire from the T Terminal on the back of the fuel gauge and check to be certain that it reads 1 – 3 ohms when the sender is at the empty position and 75 – 80 ohms when the sender is in the full position by following the procedure outlined above but attaching the:
    - Red lead of the Multimeter to the wire from the T Terminal of the sender.
    - Black lead of the Multimeter to a verified ground position.

  Again, **be certain that your Multimeter is set to the R X 1 scale**
- If the wire from T terminal does not check out to the specs listed above, and the Tank Sender has checked out ok (having performed the sender check(s) detailed above), replace the wire from the T terminal of the sender to the gauge and re-check the ohm readings with your Multimeter; if the readings at the T terminal are now correct, check to be certain (with the ignition switch in the on position) that there is 12 volts of power at the B terminal at the back of the gauge; **lastly, check to be certain that there is a dedicated ground wire attached to the mounting stud holding the gauge into the dash**. If all of the above check out as OK; the gauge needs to be rebuilt. Please pack it up carefully, include a note with the following information:

- Your name & return shipping address.
- A daytime phone number where you can be reached during business hours.
- Visa or MasterCard number and expiration date.
- The billing address for the card if it differs from the specified shipping address.
- The cardholders name as it appears on the card.
- The 3 digit security code found on the back of the card.

and send it to:

Nisonger Instruments
225 Hoyt Avenue
Mamaroneck, NY 10543

If you are re-installing a Smiths FG series fuel gauge rebuilt by us and it is not functioning properly, assume that there is a problem with the sender or wiring to the gauge or the gauge is not properly grounded and you should follow all of the Trouble Shooting Steps detailed above. **Under no circumstances should you loosen either of the 2 hex nuts on the back of the Fuel Gauge; if you do so, you will probably break the windings inside the gauge and the 1 year warranty on the rebuilt Fuel Gauge will be voided.**

225 Hoyt Avenue • Mamaroneck, NY 10543 • (914) 381-3600 • Fax: (914) 381-1435 • Email: info@nisonger.com

Member Profile:

Remembering Nick Zarkades....

Pictures by Ralph Loosigian

YouTube Channel

The Austin-Healey Club of New England now has its own channel on YouTube:

https://www.youtube.com/channel/UCHnijqOvqwEtJulKKqkliwQ

Our club has been an innovator in using the Zoom platform for our Technical Question and AH-BS conferences. We've recorded our meetings and now have a place on YouTube to share that knowledge with other Healey friends.

Sprites racing at the Roskilde Ring in Denmark. I'm looking for information about the pic and the shown participants. Anybody?

Healey Prices - If you're interested in tracking what Healeys are selling for, this is a good place to go:

Austin-Healey Market - CLASSIC.COM

The Austin Healey Project Season 2 - Episode 40 - YouTube

British Motor Cars in Bristol
August 20th & 21st 2021

British Motorcars in Bristol (britsinbristol.com)

Register Now!

Healeys @ NEWPORT

SEPTEMBER 19 – 23, 2021

Registration is Now Open! Join us in historic Newport Rhode Island. Come walk among the beautiful summer mansions of the past and the original home of the America's Cup. Also located in Newport, is the site of the Tennis Hall Of Fame. We will be headquarters at the Wayfinder Hotel, which has been totally renovated and is minutes from the heart of Newport waterfront known for it's great restaurants and shopping.

Save the Date

Healeys @ NEWPORT
SEPTEMBER 19 – 23, 2021

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Specializing in Austin-Healeys since 1976
www.fourintune.com (262) 375-0876

Keep in touch with
British Marque Car Club News!

Even during a pandemic you can keep aware of what's happening with British car clubs locally and coast to coast by reading *British Marque Car Club News.*

British Marque is available in print or on-line, 11 issues per year. AHCA-New England Region members can subscribe at a 37% discount off the regular rate, and place a free classified ad each issue as long as the subscription is kept current.

Download a complimentary sample copy from our website, **www.britishmarque.com**, and see what we're all about.

British Marque Car Club News
5 Old Nasonville Rd., Harrisville, RI 02830 USA • (401) 766-6920

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Austin-Healey 70th Anniversary Celebration

POCONOS Enclave 70 1952-2022

Save the Dates
September 18th - 22nd 2022
International Healey Meet
Pocono Mountains, PA

http://www.enclave2022.org/

THE CLASSIFIEDS SECTION

WANTED : 1960 BUG EYE SPRITE

- 1275 engine
- Prefer Ford 5 speed transmission
- Disc Brakes
- Wire Wheels
- Decent interior
- Preferable colors: white or red
- Looking for a car to tour with

Please contact David R Mailly
at 508-393-5666
or drmailly@msn.com 1.3

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www.CardoneAndDaughter.com

The event of the year! Austin Healey Conclave 2021.

Big Bear Gazette

WEATHER FORECAST
Cruising with your top down sunny.

Vol. 1., No. 8. www.conclave2021.com NEWS FOR TODAY Big Bear Lake, CA 25¢

CONCLAVE 2021: LAST MINUTE DETAILS

Things to consider if you are headed for Big Bear

North Shore View

As you gear up to head out to Conclave in Big Bear, here are some things you might want to keep in mind.

Weather and Altitude

Big Bear generally has good weather in May, but it is an Alpine area, so it can really cool off at night. Average highs for mid-May are about 70 degrees, with lows around 40. Great driving weather for our hot little Healeys during the day, but you will want warm clothing for the evenings. Average rainfall for the month is only one day, but it is not unknown to even get a little snow. So be prepared for a bit of anything.

Also, keep in mind that Big Bear is at an altitude of 6,752 feet (with some drives over higher passes) so the UV levels can be elevated even if the temperature is on the cool side. Bring that sunscreen and a hat.

Some events, like the Santa Maria BBQ will be held poolside, so be prepared. Currently, we hope to hold most of the major events (cocktail parties, banquet, etc.) inside, but our COVID "Plan B" is to move those outdoors if restrictions preclude large indoor gatherings.

Spares and Repairs

The year-round population in Big Bear and surrounding areas is about 20,000, but many Southern Californians maintain vacation homes in the area and visitors' number in the hundreds of thousands. Therefore, the area is well served, not only with restaurants and shops, but also with the essentials of daily life.

Gas stations are plentiful. There are two auto parts stores and several repair shops. Towing is available from two companies (but you won't need it)! There are a handful of full-sized grocery and drug stores. Big Bear is served by a regional hospital with a 24-hour emergency room.

Of more specific interest, Moss Motors will be providing a "chase van" for the driving events that will be stocked with common Healey repair parts, and overnight service is available for items not on hand. And as Conclave veterans know, there is no shortage of parts (and advice) from Healey owners. At least four full-time Healey technicians will be in attendance.

Getting the Healey Ready

Needless to say, you will be planning to have your Healey in top condition before setting off for Big Bear. Pay particular attention to cooling and brakes. Your arrival and our drives will take you up some long and steep grades (and down the other side), so you will want to avoid cooling and braking issues.

Fortunately, our SU carburetors are designed so that

...continued on page 3

LOOK INSIDE!

Registration info - page 4
Regalia Store Now Open - page 2
Day by Day Schedule - page 4

CONCLAVE CONTACTS
SPONSORSHIPS: MIKE SCROGGIE
mscroggie@aol.com

Big Bear Gazette

Vol. 1., No. 8. www.conclave2021.com NEWS FOR TODAY Big Bear Lake, CA May 16-21, 2021

Things to consider if you are headed to Big Bear continued...

adjustment for altitude is usually not necessary. The air is thin, so you might run a little rich, but probably not enough to require turning any screws.

On Your Way In

There are four main routes into Big Bear. If you are coming from the Northwest, the South or the Southwest (I-10) you will have three choices. From west to east, they are Highway 18, Highway 330, and Highway 38. A suggestion would be to try 330, as our driving tours will take you on 18 and 38 later in the week. All routes are roughly the same distance and drive time.

If you are coming from the Northeast (I-15), you can take Highway 138 from the Cajon Junction and then Highway 18 to Big Bear. Alternatively, you could cut off in Victorville and take Highway 18 all the way.

There is really no reason to "stock up" before heading up the mountain as supplies and gas in Big Bear are plentiful and not expensive (by California standards).

Other Considerations

- If you have a National Park pass, bring it along. You will get into Joshua Tree National Park for free.
- Please bring your club banners. About half the rooms have balconies facing the parking lot. We would love to have the whole face of the hotel covered with Healey banners.
- Don't forget your Theme Night attire: *California Cowboy, 50's/60's, Wearable Art, and Beach Party*.
- And remember your Arts and Crafts and Photo Competition entries.
- If you are in the Gymkhana, try to bring a helmet as we will have limited loaners and all helmets need to be 2005 or newer.
- Finally, take lots of photos on your way to Big Bear. We will have an Online Photo Contest.

A BIG THANK YOU TO OUR SPONSORS!

moss · The Donor Man · British Marques 1970 · Healey Museum healeymuseum.nl · AHZ Spares Limited · Griot's Garage · Easton Robertson Insurance Brokers Inc · Hagerty · Putzke's "FAHRSPASS" · Winners Circle · British Car Specialists · Transmission Conversion Healey 5-Speed · Beverly Hills Car Club · Element Advanced Tire Technology – California · British Wire Wheels · Fourintune · The Toy Shop · Knockoff spinner Tools · Ol Phartz Fartz · VARA · Sport Specialty · PennGrade

For a free copy of the excellent Big Bear Lake Visitor's Magazine, go to
WWW.BIGBEAR.COM/TRAVEL-TOOLS/VISITOR-GUIDE/ (available by mail or for download).

THE CLASSIFIEDS SECTION

AS MENTIONED IN THE NUTS & BOLTS SECTION OF MARCH NEWSLETTER :

For a limited time, a 10% discount is offered to all Austin Healey Club of America members who purchase two or more *Elements*—use Promo Code CONCLAVE10 at checkout!

Fellow Healey Members,

We are excited to announce a new partnership with Lands End Business Outfitters. This trusted name in apparel is offering our very own Austin-Healey Club of America logo on their vast array of items.

Members only need to go through a few easy steps:
You may set up an account or sign into your account on the site https://business.landsend.com.
Hover over "Hi, (your name) in the upper right corner, and then click on "My Logos".
Click on "Associate a Logo to My Account" and enter the logo number (without any letters) and customer number. Add to Library
Logo # 1508564
Customer # 4626404

Once this is complete you will be able to select any apparel, hats, etc. from the Lands End Business Outfitters page and have the logo embroidered on it.

Happy Healeying!

Austin-Healey Club of America vp_promotions@healeyclub.org
3416 Barbour Lane

THE CLASSIFIEDS SECTION

FOR SALE : ORIGINAL HARD TOP FOR BUY EYE SPRITE

- Original hard top for bug eye sprite has original window, needs paint.
- Rib case transmission rebuilt in 90's - never used.
- Misc parts for big Healey's steering columns etc. / too many to list
- Misc parts for Bug Eye.
- Collection of older Healey models and Barbie cars.

Would like to sell all in one lot - come and look..

Please contact Dick Miner at 860-558-6773 8.9

FOR SALE : ORIGINAL AIR FILTERS $ 40 PLUS SHIPPING

I have 4 x 1 ½ inch original air filters.
In decent condition, or easily cleaned for show.
$40 plus shipping, or pickup available.

Please contact Rupert Richardson at RupertRich@yahoo.com 2.3

FOR SALE : ENGINE FOR BJ7 $ 2,500

- Engine for 1962-63 Austin Healey BJ7
- Engine # 29F/RU/H4436
- Ran great when it came out of the car, but it used some oil
- Valve guide is suspect, but compression is good (121 to 126 psi)
- Also, the common wet rear main seal
- Should only need a minor rebuild, depending on what the plans are for it...
- BUT, no guarantees

Please contact Dave Berube at dberube@comcast.net 1.3

THE CLASSIFIEDS SECTION

WANTED : FOR AUSTIN HEALEY 100

I am looking for seat bottoms for an AH 100.

Please contact Ralph Scarfogliero
at 201-206-1389 or ralph@natroute.com 1.3

WANTED : PARTS FOR AUSTIN HEALEY 100

Austin Healey 100 Parts Wanted

Needed for my restoration project that I found in a scrap yard ready to be crushed. Mechanical, body, interior, electrical. No part too small, even nuts and bolts needed.

Please contact Paul Serdiuk at 609-462-3593 or pis9@yahoo.com 1.3

WANTED : PARTS FOR BUGEYE SPRITE

Bugeye Sprite Parts Wanted

Need seats, either Mk1 or Mk2, in repairable condition.
Front bumper and hardtop in any condition.

Please contact Paul Serdiuk at 609-462-3593 or pis9@yahoo.com 1.3

HEALEY PUBLICATIONS

PRICED TO SELL !

Are you looking for more information about your Healey?

Duane Walzer has lots of publications that are looking for a good home!
The following is just a sampling of the wealth of knowledge you can acquire:

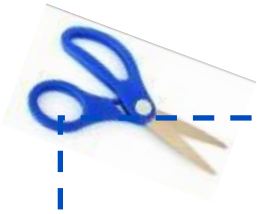
- 40-50 Healey publications, mostly books, some magazines
- Factory sales brochures (nearly all of them) for 100 / 100-6 / 3000 / sprite
- 30 years of club newsletters and calendars
- approx. 20 non-Healey books & magazines

Please do not let this great collection of Healey information end up in the local landfill! Contact Duane now before you miss out!

Please contact Duane Walzer at healey100@verizon.net 10.12

CONTACT INFORMATION

	Officers / Directors			per January 16, 2021
•	President	Rick Neville	978-948-5500	healeyrick@yahoo.com
•	Vice-President	Bruce Ketchen	781-337-8520	bruce.ketchen@gmail.com
•	Treasurer	Linda Hakala	603-398-4421	linda.m.hakala@gmail.com
•	Secretary	Bev Sealand	860-667-2776	treasurer@healeyclub.org
•	Membership Director	Linda Hakala	603-398-4421	linda.m.hakala@gmail.com
•	Club Delegate	Steve Bell	508-947-6499	scbell1@comcast.net
•	Newsletter Editor/Publisher	Dutcha Slieker-Hersant	860-859-7476	healeydutcha@gmail.com
•	Webmaster	Peter Sturtevant	774-284-1212	healeybn4@comcast.net
•	Technical Director	Peter Sturtevant	774-284-1212	healeybn4@comcast.net
•	Womens Coordinator	Donna Cunard	860-830-4787	donna.cunard@gmail.com
•	At-Large Board Member	Jud Perkins	860-204-9168	juds3000@comcast.net
•	At-Large Board Member	Bob Britton	603-381-3158	healeybj7@hotmail.com
•	At-Large Board Member	Art Harvey	508-878-0165	aharvey@rdi.qozzy.com
	Wing Coordinators			
1	Wing 1 : NYC, SE NY, SW CT	Jud Perkins *(Acting)*	860-204-9168	juds3000@comcast.net
2	Wing 2 : Central CT, Mid MA	Len Bach	860-875-8855	summitm9@aol.com
3	Wing 3 : Eastern CT, SW RI	Dutcha Slieker-Hersant	860-859-7476	healeydutcha@gmail.com
4	Wing 4 : Southeast MA, East RI	Steve Bell	508-947-6499	scbell1@comcast.net
5	Wing 5 : Northeast MA	Rick Neville	978-948-5500	healeyrick@yahoo.com
6	Wing 6 : NH, ME	Bob Britton	603-381-3158	healeybj7@hotmail.com
7	Wing 7 : VT, West MA, Upstate NY	Denny Broughel	518-858-8877	brougheldp@gmail.com



www.ahca-newengland.org

2021 Austin Healey Club Dues

Austin Healey Club of America (AHCA)	50.00
Austin Healey Club of New England (AHCNE)	10.00
	$60.00

Additional Calendars $10.00 each

Total Paid ☐

Changes: _____

Name _____

Address _____

_____

Home Phone _____

Cell Phone _____

Email _____

Healey Model/Vin # _____

Make Check Payable to: AHCNE

Mail To:

Linda Hakala, Treasurer/Membership
17 Bittersweet Lane
Hancock, NH 03449

THE CLASSIFIEDS SECTION

POINTERS FOR CONTRIBUTORS TO THE NEWSLETTER:

- Please submit your articles in a Word Document—font Arial 12, single line spacing
- Submit your pictures as JPG attachments
- Please provide ID for members ***and*** their cars

- With 7 Wings, we need to be efficient with our space :

⇒ **Monthly Wing announcements** …….. 150—200 words ~ ½ page
⇒ **Upcoming Events** …… 250—400 words ~ ½ to 1 page
⇒ **Event Reports** …… Include a large group picture with ID
250 words + 3 small pictures ~ 1 page / 500 words + 5 pictures ~ 2 pages

⇒ **Tech Articles** …… 500—700 words ~ 1 to 2 pages

THANK YOU FOR SUBMITTING YOUR ARTICLES BY THE 25TH !

THE CLASSIFIEDS RATES

The following advertising structure was adopted at the April 2nd, 2016 Planning Meeting and took effect with the publication of the June 2016 Healey Exhaust Notes.

Classified Ads:

Austin Healey Club of New England Members Only
Members may advertise Healey cars, parts and related services free of charge
Up to 75 words max and one photo.
Ads will run for 3 consecutive issues of HEN
and must be re-submitted or renewed for additional 3 issues.

Commercial Display Ads:

Full page	**$ 50 monthly -**	**$ 400 yearly / includes web link**
Half page	**$ 30 monthly -**	**$ 240 yearly / includes web link**
Quarter page	**$ 20 monthly -**	**$ 160 yearly**
One-Eight page	**$ 10 monthly -**	**$ 80 yearly**

Yearly rate is based on publication of 10 issues per year and requires payment in full at time of ad placement.

THE ACCEPTANCE OF ADVERTISING FOR ANY PRODUCT OR SERVICE IN HEALEY EXHAUST NOTES DOES NOT IMPLY ENDORSEMENT FOR THAT PRODUCT OR THE SERVICE BY EITHER THE AHC-OF-NE OR THE AHCA.

Are you a club member looking to buy or sell Healey parts?
Want to buy or sell a Healey?
Or do you run a classic car related business?

Please contact us at HealeyDutcha@gmail.com to place your classified ad in this newsletter!