

# HEALEY HIGH ROADS



*Official Publication of the Capital Area Austin-Healey Club, Inc.*



## Editorial



### It's That Healey Time Of The Year!

We have been teased with some nice "top-down" weather already, and we have another great driving season of events coming up in the next several months. Check out the event calendar in this issue.

It is now time to act on the New Year's Resolution of getting the Healey on the road more often this year. As pretty as they are, Donald wanted them driven. So get your 100, 3000, Jensen, or Sprite out on the asphalt for some of our group events. I plan to see you down the road!

Cheers,

- Lin Rose

### Healey High Roads February Cover

Paul and Leslie Gnatt are the owners of our cover car this month. It is a 1965 BJ8.



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# Healey High Roads



## CAAHC Holds February and March Meetings

The CAAHC held its February meeting at Guapos Restaurant. Ron Szanyi presented the following Treasurer's report:

"Checking Account Balance of \$4304.98 as of 2/13/11. Certificate of Deposit of \$5529.67 matures on 03/25/11 earning 0.25% interest, 91 day term.

Revenue for 2011 to date is for membership and regalia sales. Club expenses were for the Holiday party and the website and postage.

Tax returns completed today for 2005 (owed IRS \$87,

Maryland \$40) and 2007 (IRS \$71 and Maryland \$33). This completes return for 2005 thru 2009.. Thanks to Ralf Berthiez for seeing these thru to completion.

We have received \$10 from National for the 87 member renewals (plus 2 new members). Last year's CAAHC membership was 126. If you haven't renewed yet please do so as soon as possible. The membership directory will go to the publisher soon so we want to make sure that you are in it. All dues for 2011 are submitted to AHCA.

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**CLUB MEETINGS**

I receive periodic updates from the AHCA membership director and also rebate checks from AHCA for the CAAHC members. Make sure you indicate that your local club is the Capital Area club on the 2011 AHCA renewal form.



The CAAHC held its March meeting at Anitas Restaurant in Vienna, VA. Ron Szanyi presented the following Treasurer's report: Checking Account Balance of \$4129.21. Certificate of Deposit \$5529.67 matures on 03/25/11 earning 0.25% interest, 91 day term. Revenue for 2011 to date is for membership and regalia sales. Club expenses were for taxes, the Holiday party, the website and postage. Tax returns were completed in February for 2005 thru 2009.

We have received \$10 from National for each of the 105 member renewals including 3 new members.





Sorry guys, you have to blame it on Sue Turner, not me! I only print what I am given. Recognize any of the CAAHC officer's faces from this Club gathering taken in 1999-2000?

The Capital Area Austin-Healey Club, Inc. is a Maryland corporation and an Area Club of the Austin-Healey Club of America and serves the District of Columbia, Maryland and Virginia. For further information visit our website at: [www.capitalhealeys.org](http://www.capitalhealeys.org)







The CAAHC's own, Joe Maestri, has been using the winter months to prepare for this year's Healey Bench Press Competition at the Scottish Games! Look for Joe in a future Olympics.





Hallo Anil Fatterpaker!  
Greetings from the Rhineland  
Germany.  
I like to "Thank You" to follow  
thru with sending the Badges  
to me. Great Team work. They  
are all ready Installed, as you  
can see on the Pictures.

I hope you have a super Healey  
Year and a great Year of Health!  
All the best,  
Henning Krebs.



Anil Fatterpaker worked with Henning  
Krebs in Rhineland Germany, making  
it possible for a fellow healey lover  
across the ocean to display our Club  
badge! Thanks to Anil.



Our Events Coordinator, Kirby Nelson, reports that the CAAHC will hold a Tech Session at the British & Classic Car Doctors on April 9. The Car Doctors is located in Upperville, VA (540) 592-3535.

The group will gather at 11:00am with lunch provided by the Club at noon and a tech session following. So far, the following members have indicated that they will be attending:

Richard Harps  
Jan/Bill Brown  
Lane Riddle  
Joe Maestri  
Fred Hufnagel  
Jack White  
Ron Szanyi  
Dean Turner  
Goldman007



**Doug Reid at work at a previous British & Classic Car Doctors Tech Session**

Thanks to Kirby for setting this up!



**VALVE COVER RACING**

# Austin Healey 100/4 BN1 “Ward Special”



On 27 January 1955, Austin Healey 100 chassis no. BN1/22490 rolled off the Longbridge production line. The car was a black RHD export model destined for Sydney, Australia. The British Motor Industry Heritage Trust certificate shows that the car had a red interior and black hood, wire wheels and a laminated windscreen – and (surprise!) no heater. Its engine no. was the same as the chassis no. - H1B22490-M – and the body no. 7491. Sometime in the next few months the car was shipped to Australia. A Vicroads (Victorian road transport authority) archive search shows that it was registered in Victoria in 1955, registration no. GLE 273. Iain McPherson, Registrar of the Victorian AHOC, says that this number is later than those of other cars with similar chassis nos. – perhaps the car sat in Sydney for awhile before going to Victoria? Unfortunately Australian privacy laws won't allow Vicroads to disclose the first owner, the one important piece of information I don't have!

The following history has been pieced together from information provided by the Healey Factory, and from conversations with most of the previous owners – Clive Millis, Lindsay

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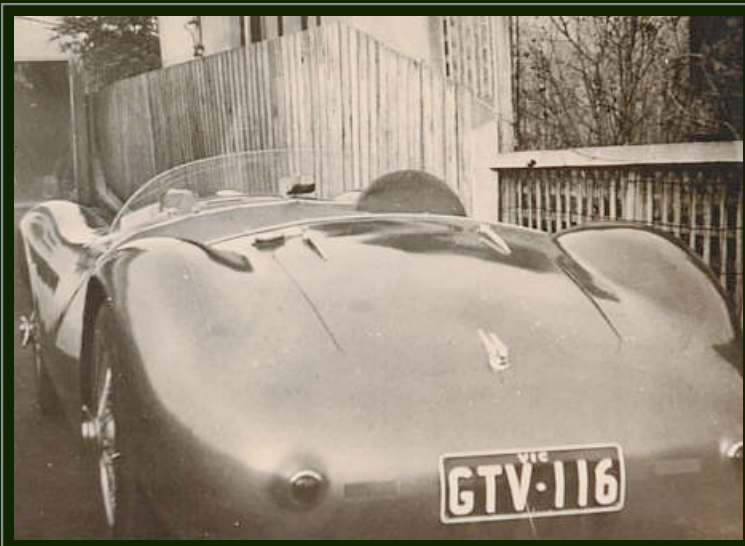
**WARD SPECIAL**

Hughes, Peter Marshall, John Best and Peter Rowland – and with Sid Ward's son Andrew. Iain McPherson knows the car well as in the early '70s the then owner worked close by to Iain's work. Iain has been able to fill in many details. Iain still owns a BN2 with an Ausca body, amongst other classic cars and historic racers. Clive Millis, the next owner, reports that the car was extensively damaged within months of delivery in a street racing accident at a place known as "Death Dip" on the Hume Highway at Craigieburn North of Melbourne. Clive says the damage was such that the car could have gone "end over end". He bought



the wreck as an insurance write-off (although the Vicroads records don't show this event), straightened the chassis and fitted an Ausca fibreglass body, which was a direct copy of a Maserati A6GCS/53. The Ausca bodies were built by Paul England who worked for Repco. Only seven bodies were made, which were mostly fitted to Healeys, MGAs and Triumph TRs that were raced in the early '60s by the likes of Haig Hurst, Bruce McLaren and

Jim Madden. Clive Millis was in a car repair business with Lindsay Hughes, and went on to race in two Australian Grands Prix – 1970 and 1971 – in an Elfin 600B Ford. Paul England still runs Paul England and staff at Essendon, Melbourne.



With the Ausca body (see photo) Clive registered the car GTV 116 in January 1959. He had found that the original bonnet wouldn't clear the Healey rocker cover, so he had Baker and Tait of Richmond build an aluminium bonnet. Coincidentally, the tradesman who hand-crafted the bonnet was Sid Ward, who later built the aluminium coupe body the car wears today. Presumably it was at this time that the steering column was lowered an inch or two at the firewall. The

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car was painted metallic silver grey, and had an aluminium grille surround built by Tishlers grilles. Clive is a Japanese truck dealer in Vermont Melbourne and still races various cars.

Information provided with the car says Clive sold the car in 1959 to Tony Pickett, a Melbourne car dealer, According to Iain McPherson, however, the next owner was a D Corben. Iain's records also show that at this time the car was painted red with a silver GT stripe. The same records show Bob Gray as the next owner, then Panda Motors from September 1963 until December 1964.

Panda Motors was a business co-owned by Lindsay Hughes and his brother. Lindsay was later a partner with Neville Ham in Neville Lindsay Motors of Essendon who were one of Australia's first Toyota car dealers. Lindsay developed the car and raced it extensively with varying degrees of success at Sandown, Winton, Albury, Philip Island and Calder until 1965, after which it sat in storage for a number of years. Lindsay says the chassis wasn't modified much, although he did add drilled Alfin-style brake drums at the front (of "Meehanite" cast steel according to Lindsay – they are not aluminium like true Alfins) and a transverse telescopic steering damper a la Land Rover. The engine was bored out to nearly 3 litres and fitted with Dodge pistons (I'm yet to discover if it is still in this configuration). 13/4" SU's were fitted on a fabricated manifold. These are horizontal (to fit under the bonnet?) Lindsay is retired and lives in Bayview, Sidney. He currently owns a Ferrari 550 Maranello in

yellow, in which he still does some track work.

In 1967, Lindsay commissioned renowned coachbuilder Sid Ward (who lived a couple of streets away from Iain McPherson) to remove the Ausca body and build a coupe body he had loosely sketched. Payment for this was by way of a used Hillman Station Wagon! Lindsay doesn't know what became of the Ausca body



(although I'd love to find it!) Some of the modern Toyota components from the dealership were used, including the flush-mounted door handles (which now have no locks, although Lindsay is sure he fitted them!) and concealed dual headlights from the then-current Toyota Crown DeLuxe. These features, along with electric windows were considered extremely advanced in 1967 and would have been very expensive then. The windscreen and surround are from a Mk 3 Humber Vogue. Perspex covers over the headlights were planned, but never made. I learned some time after I bought the car from

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subsequent owner John Best that plaster of Paris moulds for these were made and were still with the car when he sold it to Peter Rowland. I now have them, and will

Vintage Coachbuilder. His main business was coachwork in aluminium and timber, though at one time he assisted the Bolwell brothers with moulds for their original



have to learn how to mould Perspex! Lindsay doesn't recall having the small indentations put in the front wings, but thinks they might have been intended to carry Ferrari 250 GTO style vents. There is some confusion as to the next owner.

Sid Ward came to Australia from England in the early '50s, where he had worked as a coachbuilder since apprenticed. According to Lindsay Hughes, he learned his craft making mudguards for buses. In Melbourne, he worked for Baker and Tait, then Bibby Panels and then on his own account as Tudor Replicars and Sid Ward

Bolwell Healey and the first Mk 5 Bolwells. According to Andrew Ward, the Bolwell Nagari, then at the concept stage, was one source of inspiration for the Healey-based coupe. Sid passed away in the early '70s, however his Andrew has a large collection of photographs of his father's projects, showing his bodies on SS Jaguar, Lagonda, Bugatti, Riley, Alvis, MG, Hispano Suiza, Lancia, Amilcar, Bentley and many more. There is also a large collection of 8mm home movies one of which shows Sid judging a Rolls Royce Concours d'Elegance in 1967, and a brief glimpse of the Ward Special nearing completion in his

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**WARD SPECIAL**

garage (I now have this on video – Andrew Ward and his brother feature as 9 or 10 year olds clowning around the unfinished car). Andrew also recalls his father building Repco Brabham panels for Jack, and a series of MG TC bodies for American customers – and some doughnut vans, some of which may still be around in Sydney! Although he is well known for his coach building on all vintage vehicles, his best remembered project was the well-known duck's tail body he built on the only Australian Rolls Royce Phantom One owned then by Don Sheils of Melbourne.

Lindsay Hughes says that the Healey's coupe body took Sid a couple of years, and wasn't completed or painted when he sold the car to Ozzie Tice, A retired policeman, for his son Warren, who was then a car dealer and is still a motor valuer in Melbourne. Payment was in the shape of a Vauxhall 4/90! Warren then sold the car still unregistered to Peter Marshall in 1968 for \$1050, the going price for a Healey in those days according to Iain. Peter recalls that the car was still unfinished, many of the parts being in cardboard boxes. Peter completed it, had it painted maroon and registered it with the number KNG 338 in 1970. It acquired its Victorian Police identity V702189P at this point, the original chassis plates presumably having been lost, but a 1971 rego document still refers to the car as a "roadster"!

Peter drove the car for several years, by his own admission thrashing it at times and breaking first gear on several occasions. (This may have been the original Austin A90

first gear, which is normally disabled, as Lindsay Hughes recalls the car having four available gears). Austin A90 parts from wreckers were used to make repairs. At one point the gearbox was rebuilt by a specialist for the (then) tidy sum of \$387.00. Peter recalls that the engine had such high compression that he had to manually retard the ignition at the distributor to start the car, even though there were two 12 volt batteries behind the seats. He also recalls the rear tyres fouling the wheel arches on hard cornering. This may have been caused by the specially made wide rim 48 spoke wheels the car used to wear (it is now on 72 spoke chrome Dayton's). Coincidentally, the earlier wheels are now also in Queensland, on Bob Pierce's 100/6.

In 1971, Peter went overseas, and the car sat in storage until his return nine years later. Then the motor was rebuilt with new rings, bearings etc, but was not rebored or sleeved. Peter thinks the "big bore" story may be correct. Peter is now in a Japanese earthmoving equipment business in Coffs Harbour NSW. In 1985, Peter sold the car to Rob Rowland who had built, raced and restored Austin Healeys, Bolwell and other makes and later went on to found the Healey Factory, which he still runs in Ringwood, Melbourne. Rob painted the car in Holden Maranello red, then sold it to John Best in 1986. John was a car dealer and motor racer of many years experience who effected many improvements, but did not get to the stage of registration in the nine years he owned it. John recalls that the car had a lumpy race cam at the time he owned it, but that doesn't seem to be the

**Continued on Page 14, Ward Special**

**WARD SPECIAL**

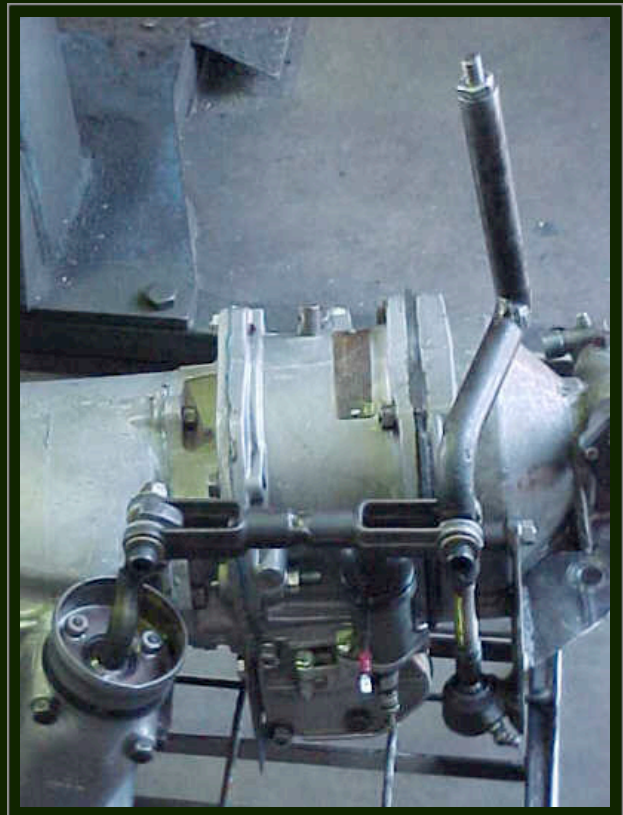
case now. John sold the car in 1995 to Rob Rowland's brother Peter. John currently runs a travel company in Hawthorn, Melbourne.

Peter Rowland effected many improvements including the installation of fold-down occasional rear seats, Koni telescopic shockers, aluminium fuel tank (a work of art shaped for the spare wheel to fit into) and new 100S style upholstery prior to registration in 1996. The number plate GTV 100 was secured (the nearest available to the original GTV 116) and the vehicle was steadily improved until sold to make way for other restoration projects, including Austin Healeys, Customlines and Mack trucks.

Peter is a new Japanese earthmoving equipment retailer whose companies currently hold the Victorian franchises for Toyota skid-steer loaders and Takeuchi excavators. The GTV 100 plates are now on a 100/6, according to Vicroads. The car is now in Brisbane, Queensland, fully registered as GTV 16 (again the nearest

available). I'm gradually learning about the car and making some detail improvements, such as instrument lighting. The car is great to drive, very taught and "modern" on the road. It still has its drilled Alfin-style brake drums and back plates with cooling scoops on the front, which make the prospect of wet weather a bit daunting. I have blanked off the scoops! These drums are a bit of a puzzle, as they are all steel or cast-iron, not alloy with ferrous friction surfaces as are true Alfins.

It is very high geared, with 3.54 diff. as fitted to the non-overdrive 3000's. This means it's doing about 2,300 rpm at 100ks in overdrive top, although it seems more "on the cam"



at over 3000rpm. The 140mph speedo read low (presumably because of the diff.

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**WARD SPECIAL**

change) which was a bit risky – it's now been recalibrated by Clive Hammond of Lionel Otto instruments in Brisbane. Clive' first comment on seeing the instrument was "I made the face for this!" The car has a custom-made central gear change on the standard BN1 3 speed box (see photo), which although a bit agricultural works quite well.

The lever itself is pivoted at the bottom on a suspension ball-joint. Suspected jumping out of second appears to have been the result of an over-tight rubber gearlever gaiter making it easy not to put the car fully into gear! This has now been replaced with a more flexible leather one. A leak from the overdrive valve actuating cross-shaft has been attended to by Greg Tunstall Automotive. They also reduced the play in the linkage, and fitted a replacement adapter plate so that the engine stabilizer can be fitted (the mounting lug had broken off the original one.)



The chassis appears to be quite sound of a bit battle-scarred, especially on the front left side, which presumably took the brunt of the accident. It is quite heavily modified at the rear with deep cutouts in the top under the axle, and corresponding strengthening underneath (presumably to allow more suspension movement). The car handles very precisely and corners flat, presumably helped by

all-round Konis. It now has an anti-roll bar (standard diameter) after I welded in a new captive nut for one of the mounting brackets. The engine is strong (175-180 psi cranking compression). There has been speculation as to the weight of the coupe over the standard body. To set this to rest, I put the car on the local weighbridge. With spare wheel, tools and about a quarter tank of fuel it came out at 1160kg. According to my factory (reproduction) workshop manual, the dry kerb weight of a steel-bodied 100 was 987kg. If you take off the spare wheel and tools, the coupe comes out to 1130kg, or about 140kg heavier than the standard body. This surprised me a bit as the body is all alloy. There must be a lot of steel framing!

Altogether it's a fascinating car and a real piece of Australian motoring history. As the Healey Factory put it in their ad: "Although there were a few Australian-built Austin Healey

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coupe "specials" in the 1950's and '60's, none of the others was as professionally built. This car has many fine fitments like the hand-made front and rear bumperettes that complete the look of the era and are the true mark of quality craftsmanship (look at the recessed rear lights as well) The car has an interesting history that is very well known and documented, but its true appeal is the stunning styling that was way ahead of its time then and is still both interesting and attractive today". It makes an interesting comparison with factory-built 100-based coupes, and others such as the Belgian-built D'leteren conversions, being a completely coach-built vehicle akin to, for example, the WSM 3000, rather than essentially a converted 100.



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**WARD SPECIAL**

**Detail Specifications**

**Chassis** - 1955 Austin Healey 100/4 BN1  
**Chassis no.** - BN1/222490 (no plates, given Victorian Police ID no. V702189P)  
**Engine no.** - H1B/222490-M  
**Body no.** - 7491  
**Gearbox no.** - 2134  
**O/D no.** - 28/1292/6989

Worked 2.6 litre (?) motor, twin side-draft 1 3/4" SU carbs on fabricated manifold, heat-proofed exhaust manifold, Flex fan, alternator conversion.

Custom radiator (20 litre capacity cooling system)

3-speed BN1 gearbox rebuilt by John Needham, 28% overdrive, custom centre-change linkage

Koni adjustable shock absorbers all round

Custom alloy fuel tank

3.54 diff

Front Alfin-style drums, drilled for cooling

72 spoke Dayton chrome wire wheels

100S style front seats, 2+2 conversion, wood-rim steering wheel

Electric windows (!)

Full dash inc. 140mph speedo, tacho, oil pressure and water temperature gauges, ammeter, vacuum gauge, fuel gauge, clock

Finally, if anyone knows anything of the car in its original, GLE 273 form, please contact me!  
 Peter Linn



National rally in 2008, with Peter (right), his wife Veronica and Lindsay Hughes

Continued on Page 18, *Ward Special*



**WARD SPECIAL**



David Corben, who last saw the car in 1959 when it was still in Ausca form.





# Pink Healey at Heathrow

Alan Bromfield reported seeing this pink Healey in a marketing display at Heathrow Airport. The product is Carolina Herrera. He said that on closer inspection, the car was BRG, but had been vinyl wrapped in the brand image. Quite convincing at 5-10 feet!



## 2011 EVENT CALENDAR

**April 3, 2011**

### BRITS AND EURO CAR SHOW

Car Show, Williamsburg, VA  
*Website:* [http://www.wmbgbrit.com/carshow\\_registration\\_form.htm](http://www.wmbgbrit.com/carshow_registration_form.htm)

**April 9, 2011**

### BRITISH CAR DOCTORS



Club  
Meeting

Drive-in Tech Session  
 Upperville, VA  
*Website:* <http://motorheadltd.com/>

**May 1, 2011**

### BRITAIN ON THE GREEN

Car Show, Alexandria, VA  
*Website:* <http://www.capitaltriumphregister.com>

**May 7, 2011**

### THE BRITISH ARE COMING

Car Show, Lewes, MD

**May 13-15, 2011**

### JEFFERSON 500

Vintage Races, Summit Point Raceway, WV  
*Website:* <http://www.jefferson500.org/>

**May 14, 2011**

### CITY IMPORTS/PARTNERS IN CARE BRITISH CAR SHOW

Car Show, 166 Penrod Court, Glen Burnie, MD.  
*Registration: \$15. Call Dennis Pye - 410-768-6661*  
<http://www.cityimports.com/index.htm>

**May 20-22, 2011**

### IMPORT/KIT CAR SHOW - CARLISLE

Car Show and Vendors, Carlisle, PA  
*Website:* <http://www.carlisleevents.com/ce/events/import/index.asp>

**June 5, 2011**

### BRITISH CAR DAY

Car Show, Adamstown, MD.  
*Website:* [www.chesapeakechaptermgtclub.com](http://www.chesapeakechaptermgtclub.com)

**June 19, 2011**

### SULLY PLANTATION CAR SHOW

Car Show, Chantilly, VA

**July 3-8, 2011**

### CONCLAVE

Austin Healey Club of America, Colorado Springs, CO  
*Website:* <http://austinhealeyconclave.com/>

**July 17, 2011**

### BRITISH INVADE GETTYSBURG

Car Show, Gettysburg, PA  
*Website:* [www.lancomgclub.com](http://www.lancomgclub.com)

**July 23-24, 2011**

### PITTSBURGH VINTAGE GRAN PRIX

Car Show & Vintage Racing, Schenley Park, Pittsburgh, PA  
*Website:* <http://www.pvgp.org/67461012312852830/site/default.asp>



## 2011 EVENT CALENDAR

**August 11-14, 2011**

### ENCOUNTER

Austin-Healey Sports & Touring Club,  
*Website:* <http://www.austin-healey-stc.org/Events/Encounter.php>

**August 21, 2011**

### ICE CREAM SOCIAL



Club Meeting

TBA

**September 3-4, 2011**

### VIRGINIA SCOTTISH GAMES

Great Meadow, The Plains, VA  
*Website:* <http://www.vascottishgames.org>

**September 10, 2011**

### Eastern Shore "Crab Fest"

Hosted by Bruce & Inan Phillips, St. Michaels, MD

**September 18, 2011**

### CLASSICS ON THE GREEN

Car Show, Featuring The Cars Of Donald Healey  
 The New Kent Winery, New Kent County, VA  
 Central Virginia British Car Club (CVBCC)  
 Preregistration required  
*Website:* <http://www.classicsonthegreen.com/default.htm>

**September ??? , 2011**

### ANNUAL GENERAL MEETING

TBA

**September ???, 2011**

### CAPITAL CLASSIC 2011

TBA  
*Website:* [www.capitalhealeys.org](http://www.capitalhealeys.org)

**September 30 - October 2, 2011**

### SHENANDOAH VALLEY BRITISH CAR CLUB

Car Show, Waynesboro, VA  
*Website:* <http://www.svbcc.net/home.htm>

**October 9, 2011**

### HUNT COUNTRY CLASSIC



Club Meeting

Car Show, Middleburg, VA  
*Website:* [http://www.mgcarclubdc.com/hcc/hcc\\_main.html](http://www.mgcarclubdc.com/hcc/hcc_main.html)

**October 15, 2011**

### ROCKVILLE ANTIQUE CAR SHOW

Car Show, Glenview Mansion, Rockville, MD  
*Website:* <http://www.rockvillemd.gov/events/carshow.htm>

**November, 2011**

TBA

**December 3, 2011**

### BOARD OF DIRECTORS MEETING

TBA

## Conclave 2011 Update

Those of you who have read the March issue of AHCA's HEALEY MARQUE may have seen the article about transport via enclosed car carrier to Conclave. I am serving as coordinator for this program and am able to supply pricing and other information for groups of drivers who might be interested in having their Healeys transported to or from Conclave in Colorado Springs from various cities around the continental US.

My job is not to assemble groups from interested individuals but rather to help previously-formed groups from various areas explore the option of having their Healeys trucked to or from Colorado Springs. This program is not restricted solely to members of AHCA. Anyone who might want to attend Conclave is welcome just as they are welcome to attend Conclave as well!

Conclave is taking place July 3-8 and in order to coordinate logistics plans should be made as early as possible as the major transportation companies are already getting busy. The price for a six car trailer to/from DC is under \$1000 per vehicle. I would be happy to hear from anyone who would like further information and I can be contacted either by email at: [michael.oritt@gmail.com](mailto:michael.oritt@gmail.com) or by phone at: 305-793-9467 (cell) or 443-295-7888 (home).

Best--Michael Oritt

## CAAHC Gathering at the Jefferson 500?

The Car Club special is finally on the [Jefferson500.org](http://Jefferson500.org) website. It will allow you to directly purchase tickets from that site. Registration will only be available through Friday April 29, because the caterer needs a headcount by then. The 2011 race will be held at Summit Point Raceway on May 13-15, 2011. We have already had positive responses from some local clubs to this effort. It is our hope that you will bring out your fine automobiles for display purposes at this event.

We are offering a special deal for car clubs only for \$40 per person:

Entry to the track throughout the weekend.

Saturday May 14th Lunch with Brian Redman as Guest Speaker. Brian has been very gracious in the past, signing autographs and chatting with people about his racing experiences.

We can also offer a track drive for clubs during lunch time on Sunday, if you are interested.

**Let our Events Coordinator, Kirby Nelson, know if you have an interest in attending and making this a Club Event! [kgnelson@infionline.net](mailto:kgnelson@infionline.net)**



**Planning to attend 2011 Conclave in Colorado Springs ?  
Early registration is highly encouraged !**



**Conclave 2011 Registration Form  
July 3-8**



Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 Address \_\_\_\_\_ City \_\_\_\_\_ State/Prov. \_\_\_\_\_  
 Zip Code \_\_\_\_\_ Country \_\_\_\_\_ AHCA Member # (optional) \_\_\_\_\_  
 Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_ E Mail \_\_\_\_\_  
 Additional Adult guest(s) \_\_\_\_\_  
 Children attending (Names and Ages) \_\_\_\_\_

Vehicle Class	Vehicle #1	Vehicle #2	Registration Fees	Quantity	Cost	Total
100.....	<input type="checkbox"/>	<input type="checkbox"/>	Registration before May 22	_____	\$115.00	_____
100M.....	<input type="checkbox"/>	<input type="checkbox"/>	Registration after May 22	_____	\$135.00	_____
BN6/BN7 (2 seat).....	<input type="checkbox"/>	<input type="checkbox"/>	Additional Adults	_____	\$ 30.00	_____
BN4/BT 7 (4 seat).....	<input type="checkbox"/>	<input type="checkbox"/>	Additional Cars	_____	\$ 30.00	_____
BT7 MKII (tricarb).....	<input type="checkbox"/>	<input type="checkbox"/>	Trailer Parking for the week	_____	\$ 35.00	_____
BJ7.....	<input type="checkbox"/>	<input type="checkbox"/>	Concours Judging fee (per vehicle)	_____	\$ 35.00	_____
BJ8 1 light.....	<input type="checkbox"/>	<input type="checkbox"/>	<b>Meals / Events (per person)</b>			
BJ8 2 light.....	<input type="checkbox"/>	<input type="checkbox"/>	Italian Buffet .....Sunday			
Jensen Healey.....	<input type="checkbox"/>	<input type="checkbox"/>	Adults	_____	\$ 16.00	_____
Bugeye Sprite.....	<input type="checkbox"/>	<input type="checkbox"/>	5-12 yrs	_____	\$ 12.00	_____
Sprite Mk II ,III & IV.....	<input type="checkbox"/>	<input type="checkbox"/>	Historic English Ladies Tea	_____	\$ 20.00	_____
Modified.....	<input type="checkbox"/>	<input type="checkbox"/>	Flying W Dinner/Show (Wed.)			
Diamond in the Rough....	<input type="checkbox"/>	<input type="checkbox"/>	Adults Before May 22	_____	\$ 18.00	_____
Other Healey.....	<input type="checkbox"/>	<input type="checkbox"/>	6-12 Yr	_____	\$ 12.00	_____
			3-5 Yr	_____	\$ 5.00	_____
			Awards Banquet (Thursday)	_____	\$ 30.00	_____
			Kid's Pizza Party (Thursday)	_____	\$ 16.00	_____
			<b>Total Payment (U.S. Funds)</b>			_____

- Number of People Participating in:  
 \_\_\_\_\_ Popular Car Show  
 \_\_\_\_\_ Gymkhana  
 \_\_\_\_\_ Funkhana  
 \_\_\_\_\_ RC Cars Senior  
 \_\_\_\_\_ RC Cars Junior  
 \_\_\_\_\_ Arts and Photo Contest Senior  
 \_\_\_\_\_ Arts and Photo Contest Junior  
 \_\_\_\_\_ TSD Rally  
 \_\_\_\_\_ Fun Rally  
 \_\_\_\_\_ Scenic Tour / Economy Run

Mail your completed registration form to:  
 Mike Schneider 110 N. Rastetter, Louisville KY 40206-2418  
**To pay by check, make checks payable to AHCA Conclave 2011**  
**To pay by credit card:**  
 Card # \_\_\_\_\_  
 Visa MC Expiration Mo \_\_\_ Yr \_\_\_ 3 Digit Code on Back \_\_\_\_\_  
 Name on Card \_\_\_\_\_  
 Signature \_\_\_\_\_

Please send me information on registering for the following additional events available at Pikes Peak International Raceway. \_\_\_\_\_ Richard Petty Driving Experience

- \_\_\_\_\_ Legends Car Driving Experience  
 \_\_\_\_\_ Open Wheel Driving Experience

Note: These experiences will be held at PPIR during the Gymkhana. Registration and fee payment is direct with these organizations.



**Conclave Colorado 2011**  
 July 3-8  
 Colorado Springs

**Gateway to the Western Frontier**  
**Crowne Plaza Hotel**  
[www.conclave2011.com](http://www.conclave2011.com)

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**ANIL FATTERPAKER**



Owner of an AH BJ8.



## TECH TIPS

### *Put A Little Tilt In Your Ride*

*Way back in 2004 Ron Davies sent me some photos of a modification he had made to his driver's side seat to get a little more room for his arms and legs. Taller drivers of the Big Healey know the driving discomfort of the original design. Combine Ron's modifications with a slightly smaller diameter Moto-Lita or Lempert steering wheel and you have a noticeable improvement in driver's comfort. I did it and I like it!*

*-Editor Lin*

Ron's modifications are so easy that anyone can make them. First remove the lower seat cushion from the seat. Remove the nuts and washers from the three threaded posts on both seat rails.

At your local hardware store pick up two 1" extensions and two 1/2" extensions (1/4" x 28), along with two 1/4" x 28 - 3/4" long hex head caps crews and two 1/4" x 28 - 1/2" hex head cap screws. Then simply install the 1" extenders on the front threaded posts of each seat rail; the 1/2" extenders on the center posts of the seat rails; and, the original nuts and washers on the rear posts of the seat rails. That is all there is to it.



1" extender on front post



1/2" extender on center post

Continued on Page 26, *Seat Tilt*

## TECH TIPS

### *Put A Little Tilt In Your Ride*



Just the nut & washers on rear posts

Thanks to Ron Davies for this “Tech Tip” that is sure to improve riding comfort for you taller Big Healey motorists!

As with all *Healey High Roads* Tech Tips, modifications done to your car based are done at your risk with no liability assumed by the newsletter editor, the originator of the article, or the CAAHC.



This image shows the added rake angle on the driver's seat back



## TECH TIPS

### *Restoring Your Bakelite Trafficator Control Head*

*Some time ago Curt Arndt offered suggestions on restoring the bakelite trafficator control head. I followed his instructions and ended up with a trafficator that looked like new. It is really a pretty easy job and is just another one of those little maintenance items that can keep your Healey in tip-top form. Curt's short article follows with some images I have added to depict what is possible.*

*-Editor Lin*

I've restored a dozen plus trafficators over the years and I learned how to bring back Bakelite without removing its unique look and patina from an elderly gentleman who restored old radios (the knobs and assorted pieces were Bakelite). Bakelite is one of the first plastics (Dr. Leo Baekeland, 1908, father of the plastics industry) made from a formaldehyde formula and some sort of filler, which was in many cases wood (read sawdust). It tends to dry out over the years and needs to be re-moisturized to keep it from becoming more brittle than it already is and you will see that there are a number of ways to accomplish this.

Usually I clean the pieces first with warm soapy water and a toothbrush to get the years of dirt, grime, grease and misc. crud off. If the surface is at all rough, which it will be if it has spent any amount of time exposed to the elements, the surface will need to be smoothed out. I usually will start with #0000 steel wool (equal to 600 grit sandpaper) and then work through 1000 then 1500 grit wet sandpaper. I then polish the piece carefully on a on a special soft string wheel with plastic polish on my buffer. **WARNING**, be extremely careful to hold on to the piece tightly because if you loose your grip and the piece hits the floor, it's history!



**This is pretty typical after years of neglect, notice the brown appearance.**

**Continued on Page 28, Bakelite Restoration**

## TECH TIPS

### *Restoring Your Bakelite Trafficator Control Head*

You may now notice that the piece has a speckled brown/golden tinge to it and no I'm not talking about brown Bakelite, that's different, what you see I believe are the filler specks (sawdust pieces) that have bleached out over the years from exposure. Depending on the degree of discoloration the piece can be dyed with black India Ink.



Image courtesy of Peter Linn

**This one really needs a lot of tender loving care!**

The next step is to re-moisturize the piece. I normally use plain black Kiwi Shoe Polish and then hand buff until there is no residue left. Other folks that I know have used Neatsfoot oil, mink oil or clear mineral oil none of which I have tried but from seeing some of their finished work it looked very good. Finally, I will apply a good Carnuba wax to finish.

**Continued on Page 29, *Bakelite Restoration***



## TECH TIPS

### *Restoring Your Bakelite Trafficator Control Head*



Image courtesy of Lin Rose

#### **The reward for your effort!**

The results can be spectacular and far superior to just painting the piece, which may be your other option if the piece is broken and you repair it with filler.

I hope this helps.

Cheers

Curt Arndt  
Carlsbad, CA  
'55 BN1, '60 AN5

# SpringThing 2011

## It's a Bluegrass Birthday Party!

SpringThing 2011 celebrates the 20th anniversary of SpringThing, and in doing so we're throwing the ultimate birthday bash for all our friends. Over the past 20 years we've ventured throughout the Bluegrass. We've traveled hundreds of miles on beautiful Kentucky backroads. We've shared countless laughs and a few tears. Now it's time to celebrate this milestone with more of the once-in-a-lifetime experiences you've come to expect with SpringThing.

Beginning in Bowling Green, we kick off with a house party at the home of Bluegrass members Bill and Sarah Richey as they open up their home and private collection of fine automobiles. You won't be disappointed in the overflowing hospitality and fun games.



Friday will be yours for the taking. Adventure through cave country, visit the assembly line for the Corvette or take in the shopping and historic sites in the area. But don't be late for the Friday night party as the British invade! We're taking over the National Corvette Museum as Healeys (and their owners) enter the building. We have a fantastic experience lined up that includes dancing the night away inside the Museum surrounded by Healeys!



On Saturday pack your bags and head...north! Experience the twists and turns of central Kentucky and our infamous cave country. We'll head for Elizabethtown, the town made famous by the Cameron Crowe movie. This quaint city welcomes up with a vintage Coca-Cola museum and plenty of shopping for the ladies. Don't worry, our signature bourbon distilleries are within a stones throw!

**Please note hotel costs: Night 1&2: \$79. Night 3: \$70.**  
**Separate reservations must be made. For more information visit, [www.BluegrassClub.com](http://www.BluegrassClub.com)**

Name \_\_\_\_\_  
 Guest \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Email \_\_\_\_\_  
 Car 1 \_\_\_\_\_ Car 2 \_\_\_\_\_  
 Club Affiliation \_\_\_\_\_  
 Is this your first SpringThing? YES NO

\_\_\_\_\_ Registration - \$60  
 \_\_\_\_\_ Bluegrass Birthday Party - \$25 (per)

TOTAL AMOUNT DUE \$ \_\_\_\_\_

Please make checks payable to:  
 Bluegrass Austin-Healey Club

Mail registration and payment to:  
 Mike Schneider  
 110 N Rastetter  
 Louisville, KY 40206

***Join us May 19-22!***