



April

Fool



Photo: Steve and Kim Korbay in their BJ8

Golden Gate Austin Healey Club, Inc. Chico, CA Vol 13, No. 3 April 2011

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Event Report

Annual Tech Session

by Len Hartnett

With a break in the rain that had persisted recently, March 5, 2011, was a beautiful day to drive to Stockton for the annual tech session at British Car Specialists. This year, some Club members are going to Conclave in Colorado Springs, CO; some are going to Rendezvous 2011 in Vancouver, WA; and some are going to both. Therefore, the theme for David Nock's technical presentation was preparing your Healey for a long trip. It included what to look for and what to fix in order to reduce the chances of a breakdown on the road. Further insight was given about what to be able to repair on the road including recommendations on what spares to carry.

Using a few cars on the floor of the shop plus one on the lift, David pointed out the items most likely to cause problems. These included the carburetors, specifically the choke and jet adjustments; distributor with special attention to the rotor and cap; generator with attention to the consequences of a worn rear bearing if the fan belt is too tight; and oil with zinc phosphate included especially in engines with less than 2,000 miles since rebuild (Castrol 20-50 still has it). David recommended the



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Season Opener

Saturday, April 2

at AutoVino



See page 9

Annual Tech Session (continued)

use of Redline MTF in the transmission which often solves shifting problems without any major repair.

There was analysis of what the problem could be if the engine shuts down and there is no spark at the plugs. The cause could be points not closing, cracked rotor or distributor cap, or the black/white wire going from the coil to the switch in the trunk having created a short. Disconnect that wire at the fuse block under the hood to resolve that problem.



As for engine cooling, check radiator hoses being careful to choose a replacement bottom hose carefully as some that are being supplied are either too short or have the wrong angle on the bottom bend that could cause problems at the top connection. Be sure to have the correct radiator cap for the original deep neck on top of the radiator. David showed an example of a water pump that had caused consternation in an overheating engine. It was almost completely blocked by rust and crud that had collected in the opening. Additional subjects covered included brake fluid, fusing, certain electrical circuits, and interior insulation to reduce heat in the cockpit.

Moving to the Healey on the lift, David discussed the splines on the wheel hubs, king pins, bearings, shock absorbers and their bolts, springs, and tires. As in past tech sessions, some time was spent on identifying fuel pumps and the relatively simple repairs and adjustments that can be made on the road.

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**Annual Tech Session
(continued)**

There were two tables set for this occasion. The more important one was the "buffet table" that included sweet rolls, bagels and cheese, juices, and coffee. The other had a display of items that were recommended spares to carry along for the trip. On display were items such as points and condenser for the distributor and points for the fuel pump, fan belt, radiator hoses, rotor, distributor cap, flex line to clutch slave cylinder, and flex line from engine to oil pressure gauge. What spares to carry is subjective and up to each individual to determine. One may wonder how to carry all this extra baggage. The solution is to notice that there is some empty space in the trunk. It is under your spare tire. David showed his father Norman's solution--the



bottom of a plastic bucket with a hinged (by Norman) lid. The bucket bottom was cut just high enough to fit under the spare tire. You might be amazed to find how many small parts can fit in that container.



Great interest was shown by all participants with much note- and photo-taking. Interviews afterward revealed the reason for coming and what, if anything, was learned. Ted Shelton said the session was well worth it and he learned some new things although not specified. Dennis Gilroy was interested in insulation under the carpets and although 'mechanically challenged', thought it was very useful. The main thing he learned, he said, was that he needed to marry a mechanic. Gary High's AH is in the shop under restoration in preparation for the trip to Conclave. His rolling chassis was on display at the Danville Concours and can be seen in a photo in the March, 2011, Healey Marque magazine. Among other things, he expressed interest in the spare parts bucket that goes under the spare tire.

Everyone seemed to agree that it was a worthwhile tech session. Much was learned and all are now ready to hit the road with renewed confidence that the trips will be problem-free. Attendees included Gary Anderson (San Carlos), Loren and David Cross (Gilroy), Dennis Gilroy (Redwood City), Len Hartnett (Vacaville), Gary High (Bakersfield), Jorge Quintero (Concord), Ted Shelton (Lincoln), and John Turney (Concord).



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Austin Healey Tire Size

by Ken Rocke

This article is reprinted from Healey Motor News (newsletter of the Austin Healey Club of Southern California), December 2010. Ken Rocke regularly contributes the "It Worked for Me" column.

Among the three most frequently asked questions of me is the one about what are the correct size tires for my car. The nomenclature for tire sizes has changed over the years since our beloved Healeys first met the blacktop. Originally it was easy, car tires had two measurements, rim size and height, i.e., 590/15 the original size (It should be noted that all Healeys were equipped with this size tire, with a radial tire not offered with the car). Then in the 1960s tires had three measurements, except the manufacturer never told you the third one. It was assumed that the true size would be considered to be the aspect size. (height vs width and rim size) i.e., 175/82/15, the actual size replacement for the 590/15. The middle number never being noted, it was assumed to be an 82 if there was no aspect number.

As time went by, sizes became wider with smaller rim sizes. The aspect number was and is now listed on tires as 80-70-60-50, etc., 2010 cars use a tire called P-metric so you can have a tire 8 in wide with a 19 in. rim and the tire is only 4 in from the ground. See Escalade.... OK, now you are confused enough and say, "I only want to know what is the best tire for my car." My opinion is that the original radial substitute size of 175/15 is still the best overall performer. However Michelin stopped production some years ago and they are rare to find. The last 2 cars so equipped new were the Volvo P1800-144 and the Citroen DS. As a teacher, I discovered that most learning is visual and for that reason I am including a reprint of an article from Longstone Tires UK which graphically illustrates tires and their relationship in size and width. I think you will readily observe that the

Michelin 180/HR15 is the size of the original tire in diameter, and that since most Healeys now are equipped with wheels 1 to 1 ½ inches wider than the original 4 inch or 4.5 inch with 48 or 60 spokes, that we need a slightly wider tire. The most commonly used tire on the Healey is the 165/15 or the 165/70/15. These being the least expensive available. This is the standard size for the VW and is much smaller in height and can also handle less weight. The 180/15 as pictured is a tire that will offer better steering for general purpose use. It is also one of the most expensive. You will note that it is the original 82 aspect size



*"Well OF COURSE I rotate the tires!
How do you think I got here?"*

Continued on page 5

Austin Healey Tire Size (continued)

allowing for easier turning. In addition, it allows the Speedo to remain reasonably accurate as it is the same diameter as the original 590/15. Scan the visual of the reprint for plus vs minus of differing tire sizes. Tires are now a major purchase item, anywhere from \$275 a set to well over \$1,000 depending upon your selection. So it is best to be well informed as to what matches your driving style as well as pocketbook. The tires you invest in now will probably be the last set you ever buy for your toy.

(Below: excerpts from www.longstonetyres.co.uk)

Tyre options for Austin Healey have long been a problem area. Original fitment for the early cars was a **590x15 Dunlop RS5**, with the most common known radial alternative being a **165x15**. Another common radial tyre size for the Austin Healey is a **185/70x15**, with this particular tyre size being more suited towards the road rallying and racing scene. The best tyre option available in a 165x15 is the **165HR15 Michelin XAS**, the best option in a 185/70x15 is the **Michelin XWX** or **Avon CR6ZZ**. One of the major problems that the Austin Healey throws up when it comes to fitting a suitable tyre is that the cars are naturally very low and there isn't a great deal of ground clearance under the chassis. To this end the major problem with tyre fitment to Austin Healeys arises with the fitment of modern wide, low profile rubber that is all too often too wide and low for the car, causing the car to have heavy numb steering and also bottom out. Through Longstone Tyres vast experience of dealing with classic cars such as the wonderful Austin Healey we have ascertained another radial option, the **180x15 Michelin XAS** (designed by Michelin to fit the Citroën DS during Michelins ownership of Citroën). The 180x15 Michelin XAS helps to combat these issues. This particular tyre gives a better ride height being nearly the same overall diameter as the original 590x15 Dunlop, also the narrow footprint of the tyre will give the car a lighter more responsive feel through the steering. The differences can be obviously seen in the pictures above.



From left to right:

- Pirelli Cinturato CN36 185/70VR15 (no longer available)
- Avon CR6ZZ 185/70VR15
- Michelin XWX 185/70VR15
- Dunlop RS5 590H15
- Michelin XAS 180HR15
- Vredestein Sprint+ 165SR15
- Michelin XAS 165HR15



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AUSTIN HEALEY REPLICAS

by Loren Parks

Replicars, also known as kit cars, have been around since the earliest days of the automobile. It was not until the 1950's that the idea really took off. Fiberglass bodies were coming into use for the purpose of replacing rusty car bodies and building race cars, plus low-cost kits were viewed as a substitute for production cars. In the 1970's fiberglass bodies were developed to bolt onto the VW beetle chassis, and from there an industry blossomed.

The Cobra is by far the most popular replica today, with at least a dozen companies making a kit. Replicas are made of many other cars; a good list with photos can be viewed at www.kitcarlist.com, but only one of the Healey replica manufacturers is listed. Here's the lineup.



The Sebring MX

Classic Roadsters

www.classicroadsters.ca

Classic Roadsters (Saskatchewan) makes the **Sebring MX** and the **Saxon**. The Sebring is designed for high power and speed with flared fenders for wide tires, custom bumpers and side fender vents. The Saxon adheres more closely to the original Austin Healey look. The kits do not include engine or transmission, and turn-key cars are not sold. But not to worry; **Great Lakes Roadsters** (www.sebring-mx.com) near Detroit will put it all together for you. They offer five engines, four transmissions (including automatic), and many options including air conditioning, keyless entry, competition brakes, stereo system, removable hardtop, and more.



Sebring MX and Saxon interior

CRD

www.healeyfactory.com

CRD (Melbourne, Florida) makes the **Cavalier 3000 SS**, which is advertised as "Cobra performance with Austin Healey style." Five versions are available in turnkey form, plus five



The Saxon

Continued on page 7

Austin Healey Replicas (continued)

do-it-yourself kit versions to accommodate all skill levels. No donor parts are used; all parts are brand new or remanufactured to company specs. Think about 1/4 mile in 12 seconds!

Austin Healey (South Africa)

www.austinhealey.co.za

The **Woodley Healey** was pioneered by John Woodley, who sold all rights to the design to another South African firm several years ago. The new owners have dramatically improved the kit and hope to export to the USA this year. At present it is sold in kit form only, designed for a BMW 318i or 325i drive train and suspension. Turnkey models are anticipated. Unlike the other firms that make AH 3000 replicas, this firm is dedicated only to the Austin Healey.

Pilgrim Cars

www.pilgrimcars.com

Pilgrim produced the **Haldane 3000** kit in the UK, which required a Ford Sierra donor car. The founder sold the company, it went bankrupt, and the founder reacquired it. Production of the Haldane has been suspended indefinitely, but their Cobra replica is still produced.

Archers Garage

www.sebringssprite.com/index.htm

This British-made kit is made on special order; nearly 100 kits have been delivered or are on order to date. It is also known as the **Sprinzel Sebring Sprite**, which is difficult to define since so many variations were generated. Numerous configurations are available in body style and materials. They are popular for racing. It appears that a donor Sprite is needed.

So there you have it—I hope I haven't missed anything. I'm sure that these companies would not think I have done them justice because they have so much more to offer than I have described. For some fascinating reading, visit their web sites.



The Cavalier 3000 SS



Austin Healey (South Africa)



The Haldane 3000



The Sebring Sprite

The Photo Caption Challenge

You are invited to submit captions for this photo. Captions received will appear in the next issue.

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Marty's Minute

Marty Allen
GGAHC President



We are only weeks away from another new Healey season. I hope to see everyone at our season opener at AutoVino. You do need to sign up in advance because lunch is catered and we need an exact number. Also, make sure that you sign up for the Marin-Sonoma Concours and Drive—a new event for the Club that sounds like a lot of fun. Remember that you must apply (See page 12).

I was at British Car Specialists in Stockton recently and was amazed to see all the cars getting a nip-and-tuck before driving to Colorado Springs for the annual Conclave event. I too was only going to have minor treatment on my car but, after seeing some of the other cars, lets just say my car is going under the knife—not its normal outpatient tuneup. Anyone considering getting some work done at BCS might want to start now; David Nock wanted my car for over a month because his backlog is growing.

Plans are well under way for those who plan to drive to Conclave in Colorado Springs. I know of two groups heading out in June. Nick Klein has put together a four-day trip plan and David Nock has put together a two-day plan. So, you have your pick of speed or more heat. David tried to convince me that you use less gas when driving two days versus four days. I think the jury is still out on that logic. Anyway, the more cars that go the more fun we all will have, so if you are thinking about it, now is the time to make the big decision. Colorado Springs is about as close as Conclave is going to get to the west coast for quite some time.



Calendar of Events

Contact Jim Morton to list an event:
Themortons@starstream.net. For a more complete list www.GoldenGateHealeys.com

- April 2.** **GGAHC** Season Opener at AutoVino. See page 10.
- April 1-3.** Classic Sports Racing Group's season opener at Infineon Raceway, featuring the MG West Coast Reunion. www.csrgracing.org/
- April 30.** Niello Concours at the Capitol (Sacramento). www.NielloConcoursAtSerrano.com
- May 14-15.** **GGAHC** Marin Sonoma Concours. See page 11.
- May 15.** Friendship Day in Redwood City featuring a car show sponsored by the Mid Peninsula Old Time Auto Club.
<http://clubs.hemmings.com/clubsites/mpotac/friendship.html>
- May 18-21.** California Healey Week in Ventura. See page 12.
- May 22.** Woodland British Car show. See p. 12.
- May 20-22.** Classic Sports Racing Group's "Rolling Thunder" at Thunderhill Raceway.
www.csrgracing.org/
- June 4.** Inaugural Nevada City Foreign Car Show. <http://www.sierrasportscargroup.com/>
- June 4-5.** Sonoma Historic Car Races at Infineon. www.winecountryclassic.com.
- June 5.** **GGAHC** (participant) Lucas-Marelli tour featuring British and Italian cars. See p.12
- June 26.** Palo Alto Concours.
www.paconcours.com
- June 27-July 1.** Healey Rendezvous, Vancouver, WA. See page 13.
- July 3-8.** Conclave 2011 in Colorado Springs. See page 13.

GGAHC EVENT ANNOUNCEMENTS



GGAHC Season Opener

Saturday, April 2, at AutoVino (www.auto-vino.org)

205 Constitution Dr, Menlo Park, CA 94025

AutoVino is a storage facility for collector cars and wine. This place is not your standard warehouse but, by its DNA, it is indeed a warehouse. It has precision temperature and humidity control, and state-of-the-art security. Concierge service and other car services are offered.

Currently there are about 40 cars on display. Although they are all drivers, they are in mint condition. The cars are displayed like in a museum even though they are all drivers. The floor is waxed weekly and the cars are wiped down every few days. In the center of the warehouse is a wine bar and a lounge, along with a cigar room. They also have a race car simulator. If you are going to store a car, or want a place to hang out and be surrounded by cool cars and wine, then this is a fun place to check out. Our Healey club is going to do just that.

Built right into the warehouse is a small winery. Yes, they crush the grapes and make the wine right on the premises and store it in oak barrels which are stacked and racked to the ceiling. And, for those with wine collections too big or too expensive to store at home, they have custom lockers to store your wine collection.

Following lunch there will be a presentation on car detailing by **Diamond Car Care Systems**. These guys are the *real deal*—they even prep cars for the Pebble Beach Concours.

We will be allowed to drive our collector cars inside, so they too can enjoy the fun and be involved in all the festivities. This will be a great time to catch up with your Healey friends, learn what's planned for the season, and wander among some cool cars, drink wine, and have a great lunch. Please arrive by **11:30am**; we expect to finish up at around 2:00pm.

A buffet lunch will be catered. The price is \$15 for members and \$25 for non-members. Wine tasting is \$10 each, with the tasting fee applied toward the cost of wine purchased. Pay with cash or check at the door. **YOU MUST RSVP TO ASSURE LUNCH AVAILABILITY.**

Contact Marty Allen: martyallen@aol.com

Telephone: (510) 845-7585

GGAHC EVENT ANNOUNCEMENTS

GGAHC to participate in the Marin-Sonoma Concours

May 14–15

The Marin-Sonoma Concours has such a fine program this year that the Board of Directors of GGAHC decided to designate participation as a Club event. This year's program features British Cars, and what is more British than Austin Healey? There are actually two events—The Drive on Saturday along Marin and Sonoma County back roads, and the Concours on Sunday at the Marin County Fairgrounds. Participation by Club members is encouraged in both events. Admission is not automatic—there is a process that must be followed. Consequently, we need to get an early start. All of this information can be obtained on the web site:

www.marinsonomaconcours.org

THE DRIVE, SATURDAY MAY 14. The drive starts in Tiburon on Saturday morning, and winds along 86 miles of beautiful back roads through Marin and Sonoma Counties, stopping at Cline Cellars on Arnold Drive in the town of Sonoma for a catered lunch. After lunch at Cline, the tour will proceed to San Rafael to celebrate with a wine and cheese reception in front of Il Davide Restaurant on "A" Street, where the street will be blocked off for participants' cars. The cost is \$40 per person with all of the proceeds going to Hospice by the Bay. This year, there are spots for 125 cars on the Drive, composed of 50 Classics and 75 British cars. Classics are defined as pre-1978 vehicles.

You must apply! Download the application form from the web site above, complete it, and mail it to the designated address along with a photo of your car, evidence of insurance, and a check (\$40 per person). The application form link is:

<http://www.marinsonomaconcours.org/home/documents/DriveVehicleEntryApplication.pdf>

THE CONCOURS, SUNDAY MAY 15. If you want to enter your car in the Concours as part of our Club, go to the web site (above), click on Vehicle Registration, then click on **Car Club Entry Application** (cheaper than registration for an individual). You will see a check box for Austin Healey on the application form. Or, here is a direct link to the application form:

<http://www.marinsonomaconcours.org/home/documents/CARCLUBENTRYAPPLICATION.pdf>

The entry price of \$50 includes admission for two people, and all entries must be paid and postmarked by **April 30**. **Early registration is important. Our Club has been allocated 20 spaces on the field.** If you enter as part of the Club, your car will not be judged. If you want your car judged you must enter as an individual, pay \$60, and select your car class from the list. If you choose to attend the Concours as a spectator only, the admission fee is \$20 each at the gate.

Please let Jim Morton know if you will attend: Themortons@starstream.net
or (916) 207-1336



Event Announcements

California Healey Week

May 18—22,
Ventura, CA

Planned CHW events include a tour of Moss Motors, drives in the local area, tech session, kart racing, gymkhana, car show, women's crafts & luncheon, silent auction and banquet dinner. See our web site for latest updates.

www.austin-healey.org

Registration and regalia sales will occur each day. Join us for an extended weekend of fun, good friends and appreciation of fine motor cars.

The event will be headquartered at the Crowne Plaza Hotel. Each day there will be a complimentary breakfast and happy hour provided by the hotel. <http://www.cpventura.com>



GGAHC Event Announcement



Lucas-Marelli Rally Sunday, June 5

After many years of owning both British and Italian cars, I decided to do some research into the background of both of the companies who supplied the electrical components for our cars. Many British car owners know Lucas as the "Prince of Darkness" due to their legendary electrical parts. But few Alfa owners know that Lucas parts made their way into a number of Italian cars one of them being the Alfa Romeos of the 1950s.

In honor of the wonderful men who designed these electrical systems, we are once again hosting the **Lucas-Marelli Tour**. Due to popular demand, we are repeating the tour that runs through the southern Santa Cruz Mountains above Watsonville and through the Pajaro Valley.

For lunch we will stop at the famous Corralitos Market and Sausage Co. which has been smoking sausages and other meats for over 50 years in the heart of Pajaro Valley apple country. Our next stop will be for a delicious slice of fresh baked pie at Gizdich Ranch (www.gizdich-ranch.com). They are a fourth generation family farm also located in the Pajaro Valley. Our final stop will be in Morgan Hill at the legendary El Toro Brewing Company (www.eltorobrewing.com) where the brewer makes over 24 micro beers.

We will meet in Los Gatos behind the "Los Osos Cafe" also known as the Bears Coffee Roasting (located at 19 N. Santa Cruz) at 9:30am, and leave at 10:00am. Remember to fill your tank with gas as you enter town.

The cost for lunch will be approximately \$15.00 per person (bring cash). Please RSVP as soon as possible; the cutoff date is May 30th. Bring a picnic blanket for lunch.


For information on the event, contact Don Reichel at (408) 354-2222 or e-mail at acastlekeep@aol.com.

The United British Sports Car Club's British Car Show & Swap Meet Sunday, May 22


Yolo County Fairgrounds in Woodland
www.ubsc.org



Event Announcements



**Rocking
'50s & '60's**



**Rendezvous
June 27 - July 1
2011
Vancouver, Washington**

Rendezvous

Healey Rendezvous will be held in Vancouver, WA, hosted by the Cascade Austin Healey Club. At the opening reception Steve Pike will talk about the Streamliner replica, brought from Australia with the intention of breaking the old speed record at Bonneville. Activities include

- ◆ Ladies tea with gifts;
- ◆ Poker and Bunko;
- ◆ Very special closing banquet event planned called "Rear View Memories" which will be a walk down memory lane highlighting every year in 1950 & 1960 along with a DJ playing 50's & 60's music to sing & dance to. Will also highlight the birth and progress of the Austin Healey.
- ◆ Escorted tours to the Columbia River and Mt. St. Helens;
- ◆ On-your-own tours to Ft. Vancouver, Pearson Air Museum, Maryhill Museum, Pendleton Woolen Mills, wineries, Portland Rose Garden, and more;
- ◆ Road Rally.

[cascadeahc.homestead.com/
rendezvous.html](http://cascadeahc.homestead.com/rendezvous.html)



**Conclave 2011, July 3—8
Colorado Springs, Colorado
Hosted by AHCA**

A fabulous week is planned for Conclave. Cars will be displayed on the beautiful campus of the US Air Force Academy on the 4th of July. The afternoon will begin with a holiday celebration and end with fireworks. In between you can enjoy the US Air Force Band, the Colorado Springs Philharmonic Orchestra, and all the celebration activities the Academy has planned. The remainder of the program is packed with events. Check out the web site for a complete review.

www.austinhealeyconclave.com

A group of GGAHC members (seven cars so far) plan to caravan to the Colorado Springs Conclave 2011. We are taking four days (three nights) leaving the Bay Area on June 30th, arriving in the afternoon on July 3rd. Anyone interested in joining us please contact Nick Klein at 408-264-2411, or at

klein.ns@att.net

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The Golden Gate Austin Healey Club is affiliated nationally with the



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Healeymarket

GGAHC members may submit Healey-related items either wanted or for sale without paying a fee. Contact Loren Parks for advertising guidelines.



For Sale

1960 Austin Healey 3000 MKI BT7. Original California car with black and yellow license plates. Restored in 2000-2005. Less than 1,000 miles on fully restored engine. Less than 10,000 miles since 2000. Selling price \$40,000. Call Nigel Rhodes (925) 625-5424 or e-mail:

nigellinda@att.net

Healey Dragsters

