

# HEALEY HEARSAY

Official Publication of the



## Club of San Diego

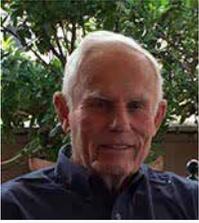


### In This Issue:

- Aug 11th Breakfast on the Bay at Crown Point
- Ralph Merritte Remembers Early Days of the Marque and speed tests at Brize Norton AFB

**September 2018**

## From The Editor:



Who said “the past is prologue”?...OR “what goes around, comes around”...Ralph Merritte and the early days of the Marque will be new to recruits, old news for experienced hands. Which ever you are, I hope you enjoy Ralph’s story. The following is from December 1999 Healey Hearsay. The following is prologue...

Those attending the November, 1999 Club meeting first met new member Ralph Merritte, and his charming wife Jean. When Ralph was asked to say a few words of introduction, he mentioned he owned the third Austin Healey 100. About that time, a copy of the October 99 issue of **Healey Marque** was being passed around. As it was passed to Ralph, he turned to page nine, **Bic’s Story-Twenty Great Healey Years**, and said, “**That’s me, with my back to the camera**”. He caught my attention immediately, as I was scratching to fill the December Newsletter. December was hard to fill, *Just like today*. I immediately thought Ralph’s story would make a great finish for the end of the year. Remembering that this was me, twenty years ago, I hated to be a pest and bother people for filler for the newsletter. *Funny how age gets a person past this kind of vanity, isn’t it?*

I contacted Ralph the following week. Two days later, he called me and said he had found some photos of his Brize Norton Days and other historic materials. I met him, at his home, the following day. Looking back, I was not prepared for what he had to offer me for a story. This was going to be a fabulous Healey tale, the best in my four years as editor. We drove to Kinkos, (now Fed-Ex) in my Healey, left his priceless memorabilia with the operator and went to lunch. After lunch and Kinkos, we went to Ralph and Jean’s flower shop on La Mesa Blvd. to show Jean the Healey, and visited for a time. We returned to their home in Casa de Oro and I began to take Ralph’s notes. By then, it was time to call it a day.

*Continued on pg.8*

## September Meeting...

**TUESDAY Sept 11th @ 6:30 PM**

**MIMI’S CAFE**

**10788 Westview Parkway  
Mira Mesa Blvd. San Diego**



**HEALEY HEARSAY** is the official monthly publication of the **AUSTIN HEALEY CLUB OF SAN DIEGO**. Monthly members’ meetings are held on the second Wednesday of each month at 6:30pm. The location varies, and is announced by email, in this newsletter, and on our web site, [www.sdhealey.org](http://www.sdhealey.org) .

### Membership Information

Membership in the Austin Healey Club of San Diego is open to all owners of Austin Healey, Jensen Healey, or any other Healey vehicles, and to anyone else who is interested in the Healey marque. Annual dues for the Austin Healey Club of San Diego are \$30 per household. Visit our web site, [www.sdhealey.org](http://www.sdhealey.org), or contact our Membership Coordinator, Vice President Rick Snover ([ricksnover@earthlink.net](mailto:ricksnover@earthlink.net)) for details and

### 2018 AHCS D Board Members

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### Advertising Information

Classified Ads (Market Place) are free to members. Classifieds for items wanted or small items for sale are free to nonmembers, too. Ads may be placed any time. Submit artwork and payment to the Treasurer. Annual display ad and monthly nonmember "Car For Sale" classified ad rates are as follows:

Full page 8"x 10.5" .....	\$ 100.00 per year
Half page 5"x 8" .....	\$ 75.00 per year
Quarter page .....	\$ 50.00 per year
Business card.....	\$ 30.00 per year

All advertising and articles for publication must be submitted to the editor no later than the 20th of each month for publication in the next month’s issue. ([vothstir@aol.com](mailto:vothstir@aol.com))

**On The Cover:** *The Stark’s ‘60 3000 MK1 BT7 is center stage w/ Lou Galper’s ‘55 100 BN1, Farnsworth’s ‘62 3000 MK2 BT7 and the Putzke’s ‘61 Mk II BT7.*

Visit our web site at <http://www.sdhealey.org>



Hello Fellow " Friends 'O' Healey's"

Well it was a GREAT start to August...a "GREAT BIG THANK YOU" goes out to Bob & Carol for bringing all their Camping / Cooking gear, food, coolers, utensil's etc etc and then cooking a wonderful " Breakfast By The Bay " since never having put on this event personally I never realized just how much work goes or can go into this particular event, seems Cass always seemed to make it look easy, it wasn't until we all were dragging gear back to their SUV was the entire effort realized....So... Truly Nice Job Bob & Carol !! Also not to be forgotten Lou & Debbie for getting there early and staking a spot by the water, and Sandy Leon for bringing his boat to go for rides, and all the other folks who pitched in to make it a nice event.

It was also nice to see faces we don't normally see at our meeting's !!

We had a mixed bag at the track this year, first of all we have these Gucci new gearboxes straight cut dog ring bad boy boxes \$\$\$\$ and evidently very strong, so Pete (*in number #8 eightball*), missed a shift and went into a lower gear than planned and it stops moving in any gear, initially we think its the new untested gearbox so we pull off the side cover, we shift it stopped we shift it running, no go, but it looks fine. Now we stop and think for a moment when we have the rear end up in the air the wheels move and change speed's Hmmm.

Lets try something else, the boys hold the back wheels still while I am able to rotate the input shaft to the differential, OK apart it comes, no broken axle's, pull the pumpkin, there are no teeth left on the input shaft, the sudden deceleration had broken all the teeth off and the only reason it moved the wheel was the interference fit against the ring gear, only problem we don't have a spare, POOP !!

Now, I go wondering around the paddock looking for car's using Spridget running gear, and lucky for us two spots down fellow racer Frank D'Aquanno who has shop in Sand City brought us stock open 4.2 diff which is lower than the 4.55 LSD gears we run, so it was enough of a change that Pete had to reload his driving style and we had to change tuning specs just to get him around the track, but by the end of week two he had earned another Excellence Trophy !!

PMO wasn't so lucky this year while running 6th over all, and some English fellow in a Frazier-Nash who was about 20 seconds a lap slower than my car cuts over from drivers right blocks me and the only way to keep from driving over him and perhaps killing him, was to gear down and brake heavily which revved the engine to about 10.5 K and broke the crankshaft, the clutch, broke the throw out arm which promptly blew a hole in my bell housing and the spinning backwards into the corkscrew trying to make it back to the paddock, ending my racing for the remainder of the event, this was Sunday Pre Re-union race.

Then while I am still in my driving suit steaming about my broke car, Mr Jolly stops by to say Hi I'm the fellow in the little Nash while not using any 4 letter words made it very clear about how I felt about his driving skill's, I wasn't the only one he had been doing that to and so we took video's to the Steward's office and he was given a stern talking to and put in a much slower group the next week, what a bonehead, if I see and leader or anyone else I hold my line and point which side they should pass me on, that's how its done, on this side of the pond at least !!



*Number 8 Bugeye, known as 8 Ball, owned by Peter Smith,*

**Minutes – Austin Healey Club of San Diego Monthly Meeting  
Saturday, August 11, 2018 – Breakfast on the Bay, Crown Point**

President Terry Cowan called the meeting to order at 10:08 AM.

**There were 23 members in attendance:** Don BenkeH, Terry Cowan & Lisa MandellB, Deborah Durham, Bob & Carol Farnsworth, Lou GalperH, Eric GravesH, Bob & Barbara HumphreysH, Sandy, Lily, Mark & James Leon, Tom & Janie LinnardH, Gisela PutzkeH, Jan Schmidt, Kevin Schumacher, Rick SnoverH, Howard StarkH, Warren Voth, Alex Watt. H Drove Healey B Drove Other British car

**Membership:** VP Don Benke reported that no new members have joined since last month.

**Treasurer:** Gary Stalker was not in attendance. Terry reported that the treasury continues to be stable.

**Activities:**

- There will be a Tech Session to work on Mary Schermerhorn’s Sprite transmission, and maybe some small fixes on Rick & Allie Snover’s 3000, 10 AM on Saturday, September 8th at Terry’s shop, 10685D Prospect in Santee.
- Terry and others discussed the various activities and attractions in the Monterrey area later this month.
- California Healey Week is in mid-October, at Solvang.
- A drive or another Tech Session may be arranged for later in September.
- Christmas Party: Terry will talk to the SD Automotive Museum to arrange a date/time.

Some members (e.g., Jan, Terry) are not receiving the mailed hard copy of the newsletter.

There was some discussion about when and where to hold the September meeting. There was no clear decision.

The meeting was adjourned at 10:28 PM.

Respectfully submitted,  
Rick Snover, AHCS D Secretary.

**AHCS D SEPTEMBER BIRTHDAYS AND ANNIVERSARIES**

**BIRTHDAYS**

Bob Mc Allister....18  
Scott Jones.....7 Tom Linnard.....19  
Debby Sharp.....9 Charles Sharp 21  
Michael Dolphin.....11 Dewey de Butts....26  
Warren Voth.....17 Arthur Neill.....??

**ANNIVERSARIES**

Bob & Carol Farnsworth.....9/24/16  
Bob & Barbara Humphreys....8/16/05

what the future brings...

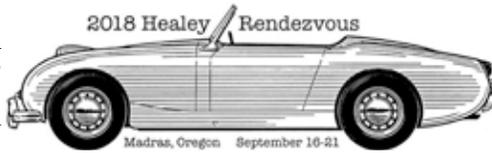
• **British Invasion Night at El Cajon Classic Cruz On Wednesday, September 12th**, we are invited to attend the El Cajon Classic Cruz. All British cars are welcome to come on that day. We are looking for a very few special cars to park in the reserved Promenade area, the cars must arrive by 3 pm, and cannot leave until 8 pm. All other cars can park on Orange Street, in the 'Car Club Corral'. That is between Magnolia and Sunshine.

**Cars for the Promenade must be pre 1980**, and we are choosing based on getting a good variety. If you would like to park in the reserved area, please send a description of your car (year, make and model) to mold40@roadrunner.com.

If you would like to park in the unreserved "Car Club Corral", you can simply show up by 3 pm on September 12th.

• **Sept. 16 – 21: Healey Rendezvous** Place: Madras, Oregon. (see page 7) Inn at Cross Keys Station, innat-crosskeysstation.com. Early arrivals Sunday, September 16 (recommended arrival day).

"Official" first day with evening welcome reception, Monday the 17th. The event wraps up Thursday evening, September 20, with awards dinner. Friday, September 21 is a drive-home day that begins at the Inn. **For all the details check [www.HealeyRendezvous.org](http://www.HealeyRendezvous.org)**



• **Oct. 4-7 Charleston SC Southeastern Classic XXII**, Patriots Point, Hosted by the Carolinas Austin-Healey Club, SEClassic2018@gmail.com • **Oct 17 – 21**

• **AHCSD Octoberfest** Date and location to be arranged

• **Oct.13 British Car Day Saturday 7:00 AM 2:00 PM** Held at Spanish Landing Park East, San Diego British Car Day is an annual event, showcasing the best of British vehicles.



• **Oct.17 -21 California Healey Week 2018 will be held in Solvang, CA.** Registrations are now open... reg-



**CAJON Classic Cruise 2018**

**WEDNESDAYS 5-8 PM ON THE PRESCOTT PROMENADE**

APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
18 OPENING NIGHT*	2 RETURN TO THE 50'S	6 RAT ROD RALLY	4 NO CAR SHOW	1 CONVERTIBLE NIGHT	5 MUSTANG MADNESS	3 TRUCK NIGHT
25 GIRLS' NIGHT OUT	9 BIRDS OF PREY	13 BIKE NIGHT	11 A TRIBUTE TO JIMMIE JOHNSON	8 CAMARO CRAZE	12 BRITISH INVASION	10 BLOWN AWAY
	16 KIDS' CLASSIC CRUISE	20 CORVETTE CIRCLE GRAPHIC ATTACK	18 OFF ROAD MADNESS*	15 CAJON SPEEDWAY FAMILY NIGHT	19 POLICE & FIRE	17 MOPAR JUNGLE
	23 MILITARY TRIBUTE		25 VW MANIA	22 A CLASSIC CAR STORY*	26 CAJON SPEED WEEK	24 BEST OF THE BEST
	30 CHARGER STEVE'S MOVIE CARS			29 EL CAJON HARLEY DAVIDSON NIGHT		31 TRUNK OR TREAT*

\* FULL STREET CLOSURE

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ister online at [www.austin-healey.org](http://www.austin-healey.org) by clicking on the event logo and following the instructions. Stay tuned to our website for periodic updates and announcements.

• **Saturday, November 17th. The San Diego MG Club will be holding a fun Poker Rally.** If you missed the Ball Bearing Breaker Fun Rally, you missed a great event, so keep you calendar open for this upcoming Poker Run.

• **Nov Annual Club Meeting- Election Of Officers** Date and location to be arranged

• **Dec. AHCSD Christmas Party** Date and location to

## Breakfast On The Bay...



*Above- Early arrives Barbara & Bob Humphreys, Gisela Putzke and Jan Schmidt enjoy coffee and sweet rolls and chat before breakfast.*

*Center right- Sandy Leon begins to get the kitchen sorted out while Tom Linnard, Eric Graves and Alex Watt ask about his culinary experience.*

*Below- Sandy Leon flipping super size pancakes with Barbara Humphreys and Carol Farnsworth doing the potato patties, Bacon and sausages.*



The following disrespected their front lawns, or left the dishes in the sink and came to **Breakfast on the Bay** at Crown Point Shores, Don Benke, Terry Cowan, Lisa Mandell, Bob & Carol Farnsworth, Lou Galper, Debra Durham, Eric Graves, Bob & Barbara Humphreys, Sandy, Lily, Mark & James Leon, Tom & Janie Linnard, Gisela Putzke, Jan Schmidt, Kevin, Alejandra & Baby Schumacher, Rick Snover, Howard Stark, Richard Stevens & Ada Stephens, Warren Voth & Alex Watt.

We had a great but sunny spot with plenty of parking and pop-up sun shades. Most brought packable chairs. I arrived about 8:30 and the camp was already set up with coffee perking on the stove and sweet rolls at hand. The kitchen was ready and cooks Sandy Leon and Carol Farnsworth were soon busy with pancakes, scrambled eggs, hash brown potatoes, sausages, and bacon. After talking and eating, both club strong points, Terry held our alfresco August monthly club meeting. What a great way to kick off the weekend...



*Right- Breakfast on The Bay version of a full English Breakfast included Sandy's giant pancakes topped with hash brown potato patties, scrambled eggs, sausages, finished with smoky bacon...*



*Above- Looks like everyone's running for cover while Sandy Leon and Barbara Humphreys fire up the kitchen.*

*Right- Terry chairs the alfresco August After breakfast Club meetings. Secretary Rick Snover studiously takes minutes. Could this be a popular alternative to second Wednesday nighters?*

*Below- the condiment table with Howard Stark, Lou Galper Janie Linnard, Bob Farnsworth, and Deborah Durham...After I told them to smile...And act like they're having a great time...*



*Deborah Durham gives Barbara Humphreys a nice girly hug...probably consoling her over something Bob should have done...*

## Ralph Merritte Remembers...

*Continued from pg. 2*

I contacted Ralph and explained my notes would not do his story justice. And would he consider doing a taped interview? He did, and the cassette tape was transcribed by Nancy "frog" Rohr for Healey Hearsay. Taping the story kept it sounding just like Ralph...

What a rare opportunity to hear first hand about the early days of the marque from a person who had a hand in setting

up the Brize Norton speed testing. Brian Healey remembers Sargent Ralph Merritte- "*who appeared to run*" Brize Norton" and who set up the test runs, on page 11, in **My world of Cars**, by Peter Garnier with Brian Healey. Ralph, a modest military man, demurred and was careful to note that he was given almost *carte Blanche*, under base commander, Colonial Windell Van Sickle who had himself developed a keen interest in the Healey speed trials on the base...

### The Early Days Of The Marque & Brize Norton Tests

*by Ralph Merritte*

I was drafted into the Army in 1941. Reported for duty in Jan. of '42 at Ft. MacArthur and then transferred to St. Petersburg, Florida for basic training. From there I went to several tech schools; radio school, armament school, and gunnery school. I was transferred overseas to the 15th Air Force and flew 34 missions in B-24 Liberators. It was a pretty rough war and I was shot down a few times but my whole crew, except for one, made it back safely.

After the war, I came back home but found out I wasn't cut out for civilian life. So I volunteered for the Air Force and reported for duty at March Air Force Base, it was March Field then, for duty about 3 years. In 1950 I was discharged and selling Studebaker, of all cars, when some guy tapped me on the shoulder and asked me if I was Ralph Merritte. When I said I was, he told me I'd had had 15 days but now I only had 3 days. I asked what I had 3 days to do? He said to get to Ft. MacArthur, then to San Francisco and then to Mather AFB as radar operator. I then went to Colorado Springs.

There I heard there was an assignment in England. I took it and reported to Brize Norton AFB and here is where my Healey



*Ralph Merritte in his British racing green Healey 100-4 at Brize Norton Air Force Base in 1954. He was told that this was the third car off the production line after the Healey was produced by Austin became the Austin Healey.*

story begins. I went to an auto show in '52 or '53, and saw my first Austin Healey. It was Healey Blue and I'd never seen anything like it. I knew I had to have it. I tried getting someone to take my order but couldn't find a salesperson. The crowd around the Healey kept getting thicker and thicker. There was a near riot of people around the car and I'm not exaggerating. That Healey had more people around it than any other two cars at the show! There was an XK120 Jag there too.

Finally I got Brian Healey's attention and told him I had to have a Healey and wanted him to take my order. I was

willing to put a down payment with the order immediately. He told me he wasn't sure that they could even produce the car. (The deal to produce the car had yet to be made with Leonard Lord of Austin.) Sometime later, the Healey's decided to take my order. I immediately canceled my order for the MG-TD I was looking at.

I waited and waited and finally got a 1954. I picked it up at Warwick at the factory so I assume it came from there or was prepared there. They told me at the time it was a number 3. I think it was a number 3 off of the production line and not a number 3 Healey. Those, I imagine, were reserved for family and friends.



*An early factory 100M at LeMans in 1954.*

In any case, I did get my '54 Healey and I loved it. It was British Racing Green even though I'd asked for a red one. Bic Healey told me I was going to represent Britain so I had to have a green one.

I got my first 2 week leave and took that little car across Europe to Spain. It was only a short time since Spain had opened up after the war and they hadn't seen many Americans since the war began. And they had certainly not seen a car like I was driving. People were paving the

roads, sitting on the corners, chipping stones and putting them in the road bed, one by one. I went from San Sebastian to Madrid and only saw 3 automobiles. I drove across Spain, running out of roads here and there, and not knowing what was going to happen next. I finally arrived in Granada. It was after the war and Americans were popular then. It was the most wonderful experience I've had in my whole life. I can remember that the kids in the streets would run into their homes when they saw the Healey coming and bring out blankets or towels and pretend the car was a bull. Remember this was one of the first Austin Healeys, so nobody had ever seen anything like it. It really was a sensation in Spain, all over Europe really.

I toured Austria, Germany, and Switzerland. Everywhere I went, the car was an absolute sensation. People would gather around it in a crowd and ask me what it was. They'd look under the hood if they could and they were friendly about it.



*Froilan Gonzales driving a 1500cc BRM V16 at Silverstone in 1953. The BRM had so much power that, when the two stage blowers kicked in, the car would spin it's wheels in top gear. The V16's power surpassed the tire technology of the day.*

In England, at Brize Norton AFB, I was First Sergeant of the supply squadron and my wife was secretary to the Base Commander, Colonel Windell Van Sickle. I told my wife and the Colonel it was too bad everyone in Britain had to go to Belgium to test drive cars. Belgium had the only 4 lane highway open in Europe, other than the Autobahn, which was



*Donald Healey road testing NOJ393. This is the 100S that became famous or notorious as the car that was driven by Mike Horthorn in 1955 at Le Mans. Mike braked to pull into the pits for a driver change when he was hit from behind by Pierre Levegh driving a Mercedes 300SLR, causing*

*the 300SLR to go into the air and the spectators. Levegh and eighty one spectators were killed as the car disintegrated in the crowd. July '99 Healey Marque mentions the car was purchased by Jack Scott, in Great Britain, for restoration. NOJ393 was last seen in the 70's.*



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1. XI. 54.

Dear Ralph.

Here are the photographs as promised. I think you will agree they are very good.

I will send the Colonel's under separate cover.

As I said at the show I am having a quillo chromed for you and will send it to you when available, but we have your old one back — and we don't want any arguing as to price!

Pop over and see us sometime. I shall look forward to seeing you and your good wife at my house — no definite date fixed yet incidentally.

Yours sincerely,

AH

P.S. Many thanks again. The cars are now on the high seas to Mexico for the Pan-American.

AUSTIN HEALEY  
SALES & SERVICE

Dear Ralph

Here are the photographs as Promised. I think you will agree they are very good.

I will send the colonel's under separate cover.

As I said at the show I am having a grille chromed for you and will send it to you when available. Let me have your old one back - and I don't want any arguing as to price.

Pop over and see us sometime. I still look forward to seeing you and your good wife at my house anytime - no definite time fixed yet incidentally.

Yours sincerely

Bic

P.S. Many thanks again. The cars are now on the high seas to Mexico for the Pan American.

*Sargent Ralf Merritte, his wife and Colonel Windell Van Sickle base commander, socializing at Brize Norton. Colonel Van Sickle enjoyed doing card tricks for friends. Ralf's wife was Colonel Van Sickle's secretary. Automobile testing came about during conversation between Ralf, his wife and Colonel Van Sickle. Ralf would up in charge of testing because of his Healey and his great enthusiasm for motor sports.*



*Healey test drives at Brize Norton. Colonel Van Sickle (second left) talking to Donald Healey in 00N439, a works 100-S. (Center) Brian Healey (bare headed) with Tom Wisdom. Sargent Ralf Merritte (back to camera) is second from right. Under Colonel Van Sickle's direction, Ralph organized test facilities, including ambulances, fire engines, and of course, social occasions.*





*Breize Norton Hobby shop get together. After duty activity in the hobby shop included Geoffrey Healey (left), Sergeant Ralf Merritte, Colonel Van Sickle (second right). Healey with the top up is Ralf's. Healey in the foreground was driven by Geoffery Healey.*

*A factory publicity photo, given to Ralph Merritte by Brian Healey of a new 100S, going out the back door at the Cape.*



was too bad everyone in Britain had to go to Belgium to test drive cars. Belgium had the only 4 lane highway open in Europe, other than the Autobahn, which was in occupied territory (East Germany). Somehow, arrangements were made to close down the 12,000 ft. runways for test drives. The editors would come in from Autocar and Motor, British automotive magazines, to report on the test drives. Knowing I was great automotive enthusiast, Colonel Van Sickle put me in charge of organizing for many of the test drives. This included making sure the runways were ready and providing fire trucks and ambulances for extra safety, as well as the odds and ends that made the test drives run smoothly. Healey's, Jaguar's and even a Buick came for test drives. When a Buick had made just 2 runs, it was out of brakes. Next, the Jaguar made 4 runs and stopped

each time with only the hand brake just to show off the difference. It was a humorous experience.

Of course, I was very partial to the Healey events. I developed friendly relationships with the Healey family, Donald, Geoffrey and Bic. Bic and I enjoyed many social occasions and corresponded quite a bit. The photographs in this article are some of the ones Bic gave me after the tests.

Then I was stationed in France, close to Le Mans and of course I attended all the races and met all of the drivers. I met driver Juan Manuel Fangio and it was one of the greatest days of my life. I also met Mike Hawthorn, Peter Collins, and Alberto Ascari. Sadly, I saw Ascari go over the edge at Monaco. I had quite a time in my life in Austin Healeys and I enjoyed them very much.

I have very fond memories of Bic Healey,

Peter Garnier, and Mr. Hayward and liked them all very much. Later, when I went back to England on vacation, looked up Bic in Cornwall. He was raising strawberries at the time. We got together at a local club pub for a few drinks and a lot of talk. That was the last time I saw Bic.

I came back to the States with my Healey. I should have kept it, but regretfully I sold it. Later, I ordered a new Healey. I wanted a '56 but they told me I had to take a '57 which was a 6 cylinder (two port Head). I was never as happy with the '57 as I'd been with '54. My last Healey was a '60. Austin Healeys played a special part in my life and I have had many memorable experiences with them. That's what sports cars, especially Austin Healeys, are all about. You can bet I wish I had my 100-4 now. Of the three Healeys I have owned, to me, the 100-4 was the best.

## More Stuff From Da Prez...

The other cars on our group, Jaguar XK120, 58 100-6 & 64 Aston Martin ran well with no issues, more pics next month .

We decided to not drive all the way down and spend three days fixing for 1 hour track time, it was fun just enjoying the nice cool weather, and the house we shared in Pacific Grove this year !!

So this months meeting will be at Mimi's in Mira Mesa on TUESDAY the 11th of Sept @ 6:30, hope to see you all there !!

Cheers, Terry Da Prez

*Above-Aston-Martin owned by Australian friends Paul & Christine Freestone.  
Right- The 100-6 is our friend Ivan, from Canada.*



**CARMEL-BY-THE-SEA  
CONCOURS ON THE AVENUE**  
Tuesday, August 21, 2018

**1958 AUSTIN-HEALEY 100/6  
2+2**  
Nelson Cicchitto San Ramon, California

British Motor Corporation built this 100/6 BN4 2+2 in 1958 in their Abingdon plant; a year later the Austin-Healey 3000 broke ground. The bodyshells were manufactured by Jensen Motors in West Bromwich 'fully wired, with all the instruments in place and partially trimmed.' And unbeknown to most, fully painted. The C-series in-line 6-cylinder 2639cc engine with 117 horsepower was built in Coventry and also shipped in. In that same Abingdon factory the 100/6 was built alongside the A-H Sprite and the MGA! 1958 brought big drum brakes—still no front discs—and that same year those who wanted just two seats had to look for a BN6.

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## A Nice Concours 1958 100/6

*Lou Galper sends A well laid out 1958 Austin Healey 100/6 from Carmel By The Sea- Concours On The Avenue...*



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## CAR OF THE YEAR (COTY) AWARD

To recognize Club members who participate with their Healeys, the Austin Healey Club of San Diego awards CAR OF THE YEAR (COTY) points for various activities. Opportunities to collect COTY points include any car-related events (shows, drives, rallies, etc.) sponsored by an official organization (other car clubs, auto museum, city chambers of commerce, charities, etc.) where you participate with your Healey. Events need not be listed in the Club's newsletter to earn points.

The participant is responsible for providing proof of participation (entrance fee receipt, photo, corroboration from other club members etc.) to the COTY Recorder, Rick Snover (619-980-4194 [ricksnover@earthlink.net](mailto:ricksnover@earthlink.net)) within 30 days after the event. AHCSO events will have a sign-in sheet that will be forwarded to the recorder. For members with multiple eligible vehicles, be sure to indicate which one(s) you drove.

COTY points currently approved by the Board are: AHCSO Meetings & Tech Sessions 4pts; AHCSO Driving Events, Parties, etc. 6pts; AHCSO Healeys on the Green 8pts; California Healey Week, Healey Rendezvous and Austin Healey Conclave 16pts; S.D. British Car Day and Rolling B.C.D. 10pts; other multi-day British-themed events 8pts; other multi-day events 4pts; other one-day British-themed events 4pts; other one-day events 2pts. Other non-Healey British-built cars earn half points, but are not eligible to win the award.

All points received during the year by all members will be worth a discount towards the purchase of AHCSO regalia during the subsequent year. The total point leader at the end of the year will receive the coveted CAR OF THE YEAR badge for display on their Healey for the following year.

### 2018 CotY Standings

(as of July 20)

Member	Car	Pts	Member	Car	Pts
Humphries, B & B	AH 3000	58	Voth W	AH 3000MK III	10
Stark, H & L	AH 3000	52	Linnard T	AH 300 Mk III	10
Galper, L	AH 100	45	Cowan, T & Lisa M	AH 3000 Mk III	10
*Benke, D & P	AH 3000 MKIII	42	Humphreys B & B	Jensen	9
Putzke, U & G	AH 300 MKII	36	Cowan, T & Lisa M	AH 3000 Mk III	6
Snover, R & A	AH 300 Mk II	32	Matheus, E & S	AH Sprite	6
Farnsworth B & C	AH 3000 Mk II	16	Schumacher, K & A	AH 100	6
Stalker G & N	AH 100	14	Galper L	Jaguar XJ6	5
Graves, E	AH 300 Mk II	14	Farnsworth B & C	AH 3000 Mk III	4
Leon, S & L	AH Sprite	10	Galper L	MGB	2
Moore, D & Larry A	AH Sprite	10	Pleasant, M	Morris	3
Humphreys, B & B	Jensen	22	Galper, L	MG B	2

\*2017 CotY Winner, not eligible to win in 2018

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