

HEALEY HEARSAY

Official Publication of the

Austin-Healey

Club of San Diego

In This Issue:

- A Spooky Oktoberfest Hosted By Sandy & Alex Watt
- 2018 British Car Day At Spanish Landing East
- 2018 California Healey Week in Solvang

November 2018

From The Editor:



November is duck and cover month. This is the editor's column that I like least to write. Yup...It's the annual meeting for the election of officers. For those who are just too busy to be a club officer, I know just how you feel...

You may remember my editor's column from last year's December newsletter...The first one that I had done in ten years...I thought, why can't we just tie Sam to a tree (*with shade, of course*) and keep him on as editor? Janice might even approve...

We could have President Terry drop by with a loaf of bread and something respectable (*non-alcoholic*) to drink once and a while... And Sam could wile-away his captivity cranking out newsletters... Maybe that's how the current board feels, tied to a tree because others will not step up and lend a hand.

I'm not going to whine about new blood on the board. Or how tough it is being editor. I can walk away from it any time I wish, as you could. I recall saying I'll be editor "as long as it's fun". I think I may have mumbled something about *six months*. It will continue to be even more fun with some new blood on the chopping block...er board. And we have not tarred and feathered a board member for making a mistake, since I've been a club member. I'm proof of that... or maybe the tar and feathers just haven't hit me yet.

In addition...It could be personally rewarding. It has been for me. I learned a little about writing and telling a story that I hope others might want to read. I will commit to being editor next year if we have new faces on the board. I don't want to feel like a Sam, tied to the club, doing a job for others who are not interested in lending a hand... so how about stepping up?...

Continued on pg.9

November Meeting

ELECTION OF OFFICERS

Wednesday, Nov. 14th @ 6:30PM

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.

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, or contact our Membership Coordinator, Vice President Rick Snover (ricksnover@earthlink.net) for details and

2018 AHCS D Board Members

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Representative, Car Club Council of Greater San Diego
Position vacant

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)

On The Cover: Alex & Sandy Watt's restored 1914 Model T Ford, complete with original owners and family dog.

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



Its been a busy few week's in Healey Land, starting off with British Car Day which ended up with a Big Healey First Place, members who attended or were spotted Don Benke who had gotten there early as our rep to help layout parking and keep order amongst all the normal craziness, John Felt, Lou Galper, Warren Voth, Bob and Barbara Humphreys who won with their Jensen Interceptor, Steve Kirby AHA and a wonderful rest of the day shared with Da Grandbaby and her wonderful parents at her first trip to a Pumpkin Patch, smiles all round !!

Next up Beautiful Solvang and California Healey Week with about 100 Healey's including San Diego Members Lou and Debbie, Udo & Geisla, Ed & Sandy Matheus, Curt & Nancy Arndt, Sam & Janice Talbert, Ed & Abbe Neumeyer, Roland & Loreen Wilhelmy, La Rae Phillips & Arthur Neill, and finally Dave Grundies who after brake issues made it and secured the hard luck award...other ex members present Howard Macken & Scott Tisdale, the weather was perfect, the drives were fun, tech sessions were a bit spicy with numerous opinions bouncing around the room, I wish more of our club members had attended I think they would have enjoyed it !!

Da Prez Sebring Coupe at British Car Day...



Da Prez and suspects at CHW...

Schmidt, Lou & Debbie, Lynne & Howard, Warren, Bob & Barbara, Udo, Geisla & Chico...Sandy, Alex, Da Birds and of coarse the Dog Greeters the Starks suffered a Healey breakdown on the way so ran a moment or two late, a Big Thank You to the Watts for hosting this years event !!

Ok as I am sure most know November is the voting month so don't hide your club needs you !!

Meeting time is the usual 6:60 PM @ Mimi's Café in Mira Mesa...Hope to see you then !!

Yr Prez, Terry

And then a very spooky Oktoberfest was held at the Watts home in Point Loma which had been invaded by Ghoulish creatures of all kinds, Dogs, Cats, Witches, Skeletons riding motorcycles, Old Model T's, Ghosts flying thru windshields... crazy gardeners, pretty scary stuff...the normal crew...Jan



Oktoberfest at Alex & Sandy Watts

**Minutes – Austin Healey Club of San Diego Monthly Meeting
Tuesday, October 10, 2018 – Bully’s East, Mission Valley**

President Terry Cowan called the meeting to order 7:20 PM

Secretary Rick Snover was unable to attend. Lou Galper volunteered to take the minutes. Thanks Lou!

There were 12 members and a guest in attendance: Don BenkeH, Terry Cowan, Lou GalperB, Dave GrundiesH, Ed Matheus, Udo & Gisela PutzkeH, Ron Richtmyer (guest of Ed Matheus), Mary Schermerhorn, Gary Stalker, Warren VothH, Alex & Sandy Watt. H Drove Healey B Drove Other British car

Activities:

British Car Day: Saturday, October 13th.

California Healey Week: October 17th – 21st.

Tech Session, Final Assembly of Mary Schermerhorn’s Sprite – Sunday November 11th, 9:00 AM.

Octoberfest: October 27th at Alex & Sandy Watts’ home in Point Loma.

Hagerty Event with MG Club: Saturday, November 10th.

MG Club Poker Run: Saturday, November 17th.

AHCSD Holiday Party: Saturday, December 1st at the SD Automotive Museum in Balboa Park.

Election: The Club’s annual Election of Officers will be at the November meeting.

Newsletter: Editor Warren Voth was complimented on the newsletter.

Meeting Adjourned at 7:45 PM

Respectfully submitted,
Rick Snover, AHCSD Secretary.

AHCSD NOVEMBER BIRTHDAYS AND ANNIVERSARIES

BIRTHDAYS

ANNIVERSARIES

Mike Williams.....11	Alejandra Schumacher.18	Ron and Jill Darland.....11/21/87
Lisa Mandell.....14	Jill Darland.....22	Ed and Abbe Neumeier....11/2/02
Richard Stevens17	Debbie Linnard.....25	Gary and Nancy Stalker....11/2/91

what the future brings....

- **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. AHCSO Christmas Party** Date and location to be arranged
- **Saturday Nov 10th 2018.** The SD MG Club will be the host for a youth driving program sponsored by Hagerty Insurance. The date is set for Saturday Nov 10th 2018. (The location has not yet been chosen, probably Liberty Station.) The event runs from 9 - 4, and is broken into two sessions, 9 - 12 and 1- 4 with a lunch break in between provided by Hagerty. The event is to teach youngsters, ages 16 - 25, how to drive a stick shift and is free for all participants.

How it works. There will be a total of 30 youngsters and 15 cars per session. For each session there is a half hour of classroom instruction followed by hands-on-driving on a closed course. The students choose cars and ride along as a passengers while the owners show them the quirks of their particular car. If the student is comfortable with the car, they switch places and the student drives. They can try as many cars as they want during the 2 1/2 hour driving session.

Hagerty holds this event several times a year across the US and Canada and has done so for the past 8 years with great success and no mishaps. Members of the club need to provide 7 - 8 cars per session. Hagerty will provide the other 7 - 8 cars of different makes from their customer base here in the San Diego area.

We need members to:

1. **Provide 7 - 8 cars per session (You can do both sessions if you wish)**

*We're All Members
of the Activities Committee*

- Do you enjoy the club's events and drives?
- Do you know of a great place that SDAH Members might enjoy?
- Do you want to share a favorite drive you've made in your Healey?
- Do you have a favorite luncheon or dinner place that would make a good venue for a SDAH gathering?
- Think about sponsoring one of our monthly events.
- Please contact me to find out what's involved or just to talk about it.

Lou Galper
619-287-0626
LGalper1@cox.net

2. 10 -12 volunteers to help on the day of the event (checking people in and directing traffic, etc.)

<https://www.hagerty.com/Corporate/Hobby-Support/Youth-Programs/Hagerty-Driving-Experience>

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Oct. 13th, 2018 British Car Day

Nothing says British Car Day like this pre-war MG...



October 13th, Saturday San Diego British Car Day Held at Spanish Landing Park East, was a typical cloudy British day on the bay (looked like raun), showcasing the best of British vehicles. With grassy areas, shade, and next to the Bay, Spanish Landing Park East was a beautiful showcase for our cars. The theme this year was "The Tradition of British Racing and Rally Cars". The event was on a Saturday this year, so that afternoon traffic was less of a problem. Historical, but not always show quality cars, colorfully told the stories of Racing and Rally cars through the cars themselves. They are physical tributes to a long and honored pastime. Did I mention it was a lovely day? Food vendors were available for those without a picnic lunch...



A row of Delorians heading back to the fu



Rover Mini-K9 unit with it's own stuffed dog...



Don Benke, Lou Galper, myself, and Bob Humphreys eating a healthy snack. Actually, Lou shamed us into it...



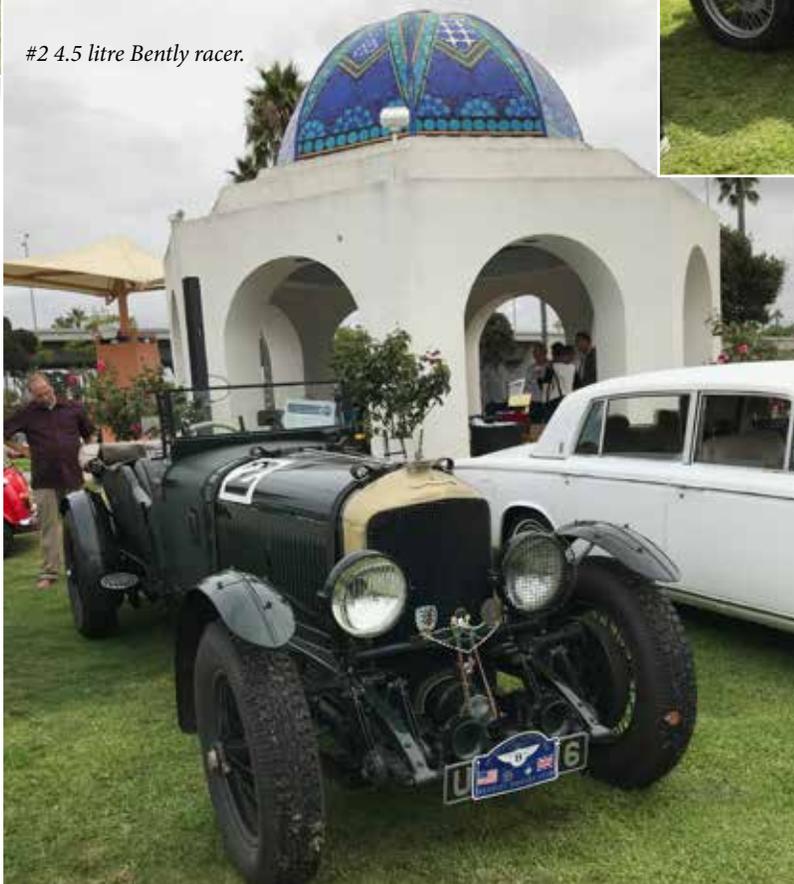
Left- Lou Galper's 1986 Jaguar XJ6
Above- An elegant Bently black over cordovan tour-



A row of 80's Delorians heading back to the future



#2 4.5 litre Bentley racer.



The above is part of this years theme of Period British Race Cars. No. 3 MG-TC racer with Brookland wind screens. Prez Ter's Sprite AN5 (Sprinzel Sebring Coupe) is Behind.



Above- A hot looking MINI WINS AGAIN,... so the poster says, and it looks like it can...again.
Left- A Morgan with a mini sun shade top, shows off a pair of Weber carbs.



A final thought...It's difficult to think of a better time than spending the day with our cars and friends. Even the weather was British..It looked like rain but held off for us. If you missed British Car Days, plan to join us next year. -

Healeys at twilight time. Lou Galper chats with a friend at dusk...



California Healey Week 2018 by Lou Galper

Lots of fun in Solvang last week. Deborah and I left for Solvang on Wednesday afternoon, all the way through LA in the carpool lane (apparently no speed limits in LA), spent the night in Ventura, and arrived in Solvang late morning. The hotel for the weekend was very comfortable, a block off the main drag, convenient to everything. There was a poker run Thursday morning, a tech session on tires and tire maintenance for Healeys, and Rocker Cover Racing in the afternoon. We visited with old friends throughout the afternoon and evening.



Our club attendance included Curt & Nancy Arndt, President Terry Cowan & Lisa Mandel, Ed & Abbe Neumayer, Chic Linde & Donna VanHoughton, Ed & Sandy Matheus, Past-Presidents Roland & Loreen Wilhelmy, Udo & Gisela Putzke, LeRae Phillips & Arthur Neill, and Dave Grundies. Old members Sam Talbert and Scott Tisdale showed up too.

Friday had us all driving the Foxen Canyon Wine Trail thru the Santa Ynez valley and Santa Maria, making a stop at Fess Parker Winery & Vineyard. Then on to the wine tasting town of Los Olivos for lunch. The afternoon saw more Rocker Cover Racing and cocktails, then on to BBQ Dinner at the Mendenhall museum of vintage road signs, gas pumps, hot rod trophies and photos. Even saw a couple of San Diego signs.

Saturday Car Show had a great showing of about 90 cars, including 15 Bugeyes. After the Car Show, there was a tour of the Vintage Motorcycle Museum, then the Banquet and Silent Auction.

Sunday departure at 7 am had us in Santa Barbara by 8am for Breakfast, then charged on to Camarillo, then Malibu with lunch at the Sunset Restaurant on the beach, and PCH to Santa Monica, then powered through LA to get back home in the early afternoon. We also had a short stop in Costa Mesa to change the BN1 condenser for a miss-free ride home.

*RIGHT-Editor emeritus Sam Talbot with Sandy & Ed Matheus, in front of their 1960 Sprite.
BELOW-Roland & Loreen Wilhelmy playing checkers?*





Ed & Abbe Numeyer at the awards banquet



Healeys bedded down for the night...

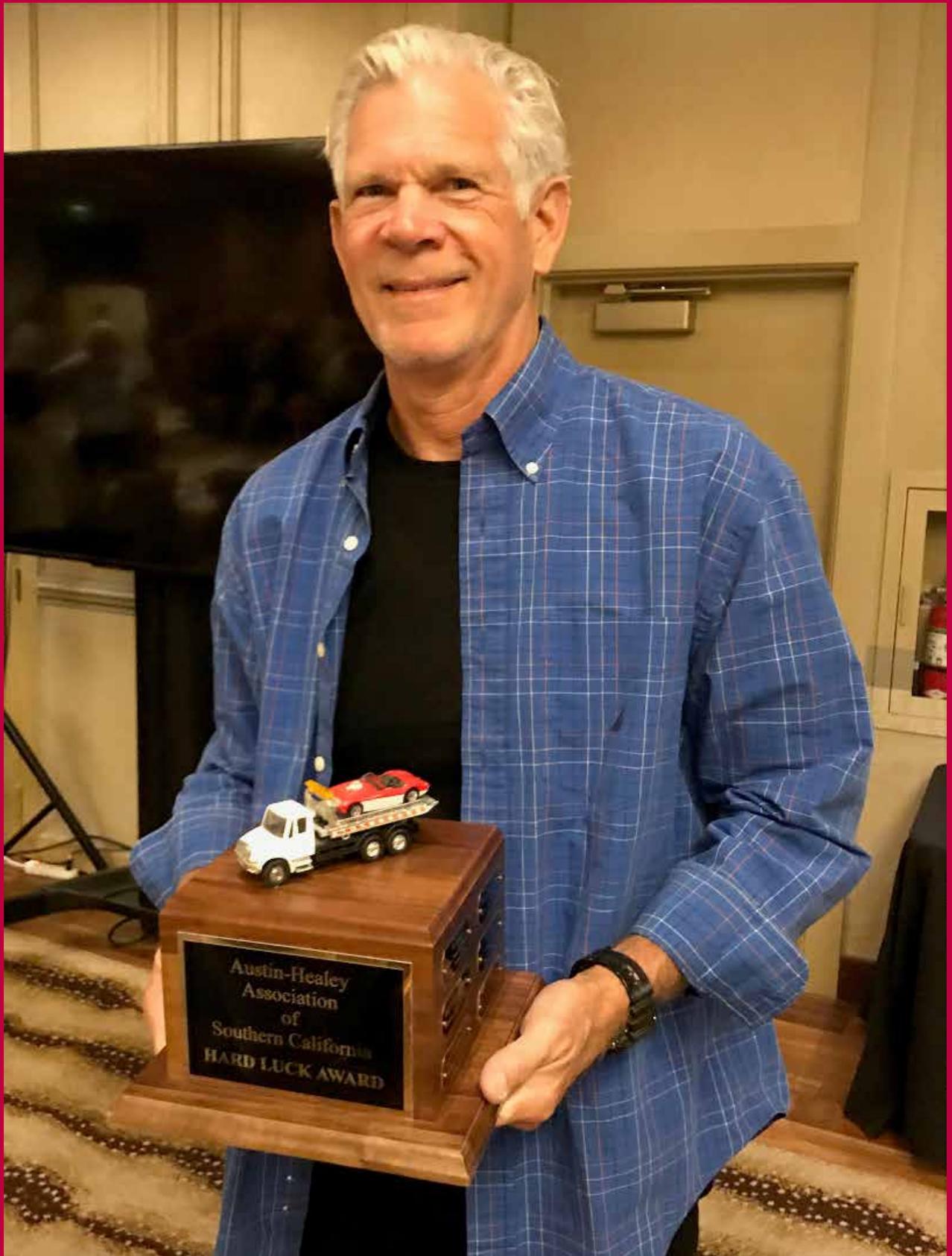


*ABOVE- A Sprite with a frog in it's teeth
LEFT- Ter the Pres, getting the last bit of bug jerkey off his windshield.
BELOW- A spiffy yellow sprite with a sun top*



Healeys bedded down for the night...

Dave's Hard Luck CHW Story...



On the road to Solvang

by Dave Grundies

California Healey Week (CHW) '18 was held in Solvang, October 17-21. As a Southern California Healey Club, Austin-Healey Club San Diego (AHCSA) was invited. Diane had a girls' week planned for the same dates so I signed up early (#8) for the whole thing. I left on Wednesday the 17th and was enjoying an uneventful ride UNTIL I'd gotten through LA.

The only traffic I encountered was at the border patrol checkpoint which I evaded by diverting (an aviation term) through Camp Pendleton. Anyway, once I'd gotten to the 101, I noticed the Healey pulling to the right. Was that right caliper sticking again? I pulled over and indeed it was. I called "911 HEALEY" (Randy Zoller) and he told me to try opening the bleed screw on the caliper. That's gonna be HOT!! I thought. I let it cool, opened the bleeder and the caliper released!

Off I went, or so I thought until the caliper seized again, or more accurately-failed to release. I again pulled off the road, this time into a CALTRANS equipment parking lot. Again I called "911 Healey" and this time Randy told me to bleed the caliper. As I was traveling alone this was going to require an additional hand or more accurately a foot. Alas I found the perfect woman-One



Dave's first stop to bleed caliper.

who not only knew how to bleed brakes but was also willing to. It seems that you ladies think excess bleeding of brakes can lead to enlarged thighs.



At buddies mechanics shop for brake check-up.

Again this seemed to fix the problem but as I wasn't sure, I diverted (remember that aviation term) to a buddy's house in Hollywood. It was only 30 minutes away and I could make the handbrake the primary means of deceleration and not abuse the caliper. My Hollywood buddy made arrangements for us to leave the Healey at his mechanic's shop for a brake check up. I left him a can of Girling brake fluid.

Thursday dawned with the Healey being declared "Alpha 799" (system checked out with no discrepancies found) another Naval aviation term. I asked him how much I owed him and he said "I found nothing wrong so that's what I charge you." I thanked him, gave him a 20, and continued on my way toward Solvang.



Dave's third stop at Nipomo.

I have yet another friend in Nipomo and headed there for the night, still being unsure of my hydraulic system. The brake system operated as advertised, and on the third day I arrived in Solvang.

All else went fine and I had a great time with the AHCSA folks who attended and made some new friends. I got several opinions of what might be the brake culprit and an offer from President Terry to build me up a set of braided hoses (which I may take him up on).

Meanwhile, at the awards banquet, Mike Scroggie, the head of CHW '18 presented me with "the trophy you don't want to win" the Hard Luck trophy, so AHCSA came away with the heavy hardware. The trip home was uneventful.

Dave Grundies

More California Healey Week

Ed Matheus, in front of their 1960 Sprite AN5.



Sam on California Healey Week...

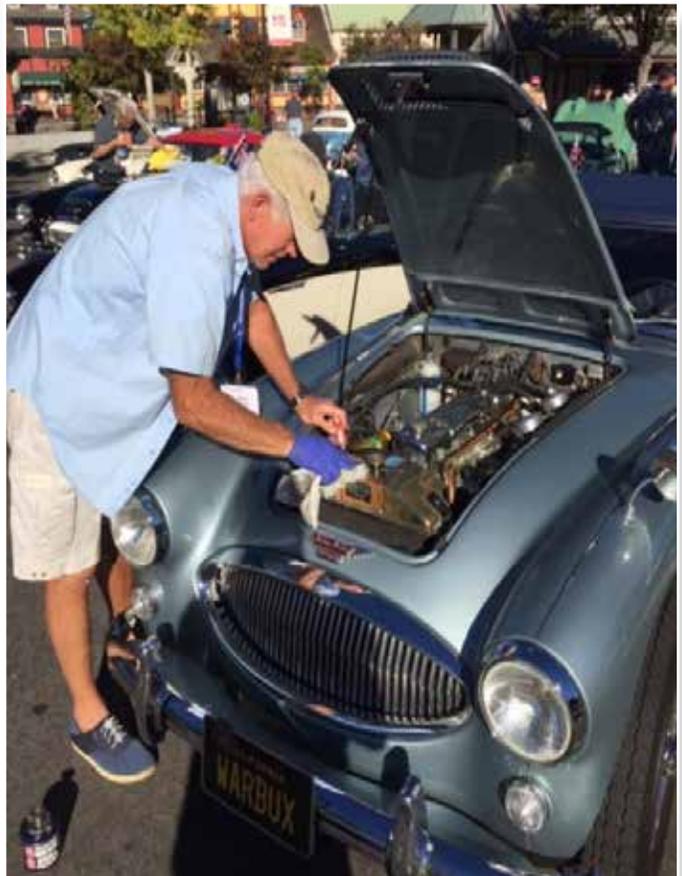


I never had the resources to attend a California Healey Week but when they announced it would be at Solvang, I rejoiced. Because I have a friend in Santa Barbara who will house me, and I can squeeze it into my puny budget. So, Thursday we headed out for the Danish community. We made it in time to catch a part of a tech session before we moved on to our friend's house in Santa Barbara. I couldn't get back on Friday, but Saturday morning the parking lot was covered with the Queen's best.

Also around the cars were a smattering of SDAH members. It was great to see and chat with some old friends. I don't have anything for comparison, but it appeared to me that there was a good turnout of Bugeyes, but there was only one Square Body Sprite.



Lou Galper is having fun doing...beats me...But He looks happy doing it...whatever it is...



Dave Grundies found a spec of something on the radiator. We know he must have solved his brake problem or he'd be stuck on a center divider with cars whising by, inches from his rear...

A Spooky Oktoberfest

Sandy & Alex in their kitchen. The walls are covered with with bygone wooden spoons, rolling pins, garden seed packets, cookware, crocks, all displayed in period cabinets.

Having never been to the Watt's home in Point Loma, I figured it was just another club member residence by the bay. As I was first to arrive, Sandy offered to give me a tour. I was astounded. There was so much to look at, I still think I missed much. Not only is their home filled with a lifetime of collections, but a two story barn/ museum is stuffed to the ceilings. There is even a lift to get vehicles to the second floor.

When I arrived, brats were on the grille, beer in the frig., and salads, and sweets in the kitchen...Alex & Sandy generously provided the food for the club.

So where to start?... Their home is full of collections of all sorts... And all very interesting. The barn/museum is full of antique cars, car parts, toy cars, signs, artwork, posters, not to mention Sandy's collection of period clothes to match their cars. Many, if not all, are of historic interest... So, lets get started...



Off the kitchen is their collection of song birds in period cages, much like an aviary, with plenty of natural light.



In keeping with the season, Sandy & Alex have a collection of spooks everywhere, indoors and out.



A wild spook plant with eyes and teeth.

The crew alfresco munching on hot dogs, brats, salads, cold drinks and beer. Hosted by Sandy & Alex, in their yard.



At The Watts in Point Loma



LEFT-Deborah Durham discusses engine rebuilding with Alex while Lou tries to follow along.

BELOW- Depression Era W.P.A. landscape art above turn of the century kerosene and carbide auto lamps next to ladies hat from the twenties is a feast for history buffs.

BELOW CENTER- display case of toy cars looks like a tiny parking lot;



ABOVE- 1913 Phoenix 11.9 H.P. Phoenix Motors was founded in London in 1904. This model has a 15..cc. Engine with the radiator behind the engine. There are seven Phoenix cars known to exist. This is the only one in the U.S. The price 230 Pounds new.

Left- is a 1936 Riley Lynx. The Lynx is on a lift that can be lowered to the bottom floor for the car be taken for a drive or special event. Behind the Riley is the 1913 Phoenix, shown above .

The walls of the second floor are lined with cabinets of automotive and period memorabilia.





ABOVE- Alex fully restored this Triumph 10. It sports two S.U. carburetors which gives it a top speed of 85 rather than 65.

BELOW- Sandy's collection of period women's fashions span the Victorian to the 1960's. Clothes are wearable so she can step into any back to the future period.



ABOVE TOP- Alex is building a Model T Brooklands Special style racer that could have been raced at Brookland style tracks in the U.K. in 1929. Another of Alex's ground up work. in progress.

CENTER- - This one is for Sandy... A single seat Model T Dirt Track Racer. Engine will have a Frontanac single over head cam head. The blue front cowel is a Morris Cowley Bull Nose in front of the radiator. Can't wait to see Sandy behind the wheel...

I mentioned to Alex that it's a good thing that he and Sandy like the same stuff. It's easy to see real problems if they didn't. For many couples, It sounds to me like a marriage made in Heaven...

I was unable to attend California Healey week, so I thank Lou Galper and Dave Grundies, covering for me with CHW articles. Especially, Dave's hard luck story.

And there's the ongoing saga of Jack and his gas tank or distributor problem...

Greg says... I suggest you get an inexpensive relay. Take your current leads from the ignition as the relay switch. Hook directly to the battery with an appropriate gauge wire and then the power lead to the fuel pump. I had hesitation when taking off from a light especially uphill before doing this. I mounted the relay near the pump and ran a fused (5 amp) #12 red wire from my regulator under the car and up to the relay.

Rick adds... Just another suggestion in case it isn't electrical: Check the float levels. Set too low the carbs could starve under acceleration. You are probably aware that the settings differ between brass and plastic floats and setting a carb that should be 1/8" to 7/16" could have an impact. Good, Luck Rick

Jack responds... Thanks Greg and Rick, good suggestions both. Unfortunately it looks like I'll have to wait until Spring to chase it further. At least it's gotten to the point where I'm reasonably sure the car will get home under its own power and not on a rollback. Have been able to induce the problem briefly so I can continue the process of elimination when the weather improves.

Howard, from Brisbane, Queensland adds... (I think he confuses the issue)..

Hi Jack,

I had a similar problem with my BN1. (I think confused the issue).. It drove fine then all of a sudden it would stop or backfire and keep going. The backfire, in my case, was the clue suggesting the root cause and if the problem you are experiencing is accompanied by a backfire as seems to be what you are suggesting, you may well have the problem I had. I cannot say that for sure and some of the suggestions offered by other contributors may provide the remedy for you.

I digress, now back to the clue I mentioned!

Ask yourself what happens if you turn the ignition off and on again relatively quickly while the car is running. You will most often get a backfire. The cause of the problem I had multiple elements but this was the clue. I was losing spark intermittently causing the backfire but the car would continue to run if contact was reestablished. If not, the car stopped until some movement caused contact to be reestablished.

The problems were:

1. The battery terminals were not the correct size for the lead ends

and the spacers filling the gap didn't allow the leads to tighten sufficiently on the terminals. I suggest you firstly check this and make sure that everything is clean, tight, and in good order so you have good contact.

2. The battery cutout switch was faulty. There were scorch marks around the terminals and the paper insulation strip between them was burned. I was lucky the car did not catch on fire. The fix for that was to replace the standard switch with a 'Red Flag' switch. Installing a new original switch is probably fine but I wanted to be sure I didn't want to risk the switch causing a fire. The original switches operate by sliding one contact over another which eventually causes them to wear. The 'Red Flag' pushes the contacts down in a vertical motion so there is little to no wear on the contacts so the switch should be more reliable. The switch body in a BN1 isn't visible so nobody can tell that I have anything other than an original switch in the car because I modified the flag to take the original switch knob. There is no connection for the black and white earth lead so I have just terminated that and left it nearby in case the switch is changed back to original at some point. Instead of the immobilizer effect this wire provides, I simply take the knob out of the switch, put it in my pocket, and take it with me instead

I cannot guarantee you have the same problem, so don't rule out the other advice received, but the repair is reliable and has not let me down since so I hope this has been of assistance.

Best of luck!

Jack responds... Thanks Howard, certainly worth looking at.

At this point, Jack must be staggering under the weight of all this new information. As the days get shorter and darker, and the twilight of winter comes upon us, we leave Jack, also in the dark about his distributor(s) or his gas tank, or his battery switch, or, or.... I hope he did not have to resort to cutting his gas tank open. ED

Occam's Raiser may be a bight ray of hope... Occam's razor (also Ockham's razor or Ocham's razor; Latin: *lex parsimoniae* "law of parsimony") is the problem-solving principle that the simplest solution tends to be the correct one. When presented with competing hypotheses to solve a problem, one should select the solution with the fewest assumptions. The idea is attributed to William of Ockham (c. 1287–1347), who was an English Franciscan friar, scholastic philosopher, and theologian.

There is no guarantee that Occum's Raiser would solve Jacks problem. But, there is merit of going from the simple to the complex, which will eventually solve Jacks problem...maybe. I learned this the hard way myself. ED

Looks like we'll have to wait until Spring for the continuation of Jack's Healey adventure...We wish him the best...

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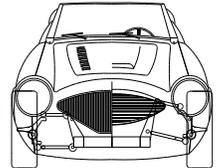
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CAR OF THE YEAR (COTY) AWARD

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) within 30 days after the event. AHCS D 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: AHCS D Meetings & Tech Sessions 4pts; AHCS D Driving Events, Parties, etc. 6pts; AHCS D 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 AHCS D 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 October 20)

Member	Car	Pts.	Member	Car	Pts.
Putzke, U & G	AH 3000 Mk II	78	Graves, E	AH 3000 Mk III	14
Galper, L	AH 100	69	Humphreys, B & B	Jensen	14
Humphreys, B&B	AH 3000	66	Cowan, T	Speedwell Sprite	10
Benke, D & P	AH 3000 Mk III	60	Felt, J	AH Sprite	10
Stark, H&L	AH 3000	60	Gaqlper, L	Jaguar XJ6	10
Snover, R&A	AH 3000 MkII	36	Leon, S & L	AH Sprite	10
Voth, W	AH 3000 MkIII	28	Linnard, T	AH 3000 Mk II	10
Cowan , T & Lisa M	AH 3000 MK III	26	Mayer, B	AH Sprite	10
Matheus, E&S	AH Sprite	22	Moore, D & Larry A	AH Sprite	10
Grundies, D&D	AH 3000 Mk III	20	Shumacher, K & A	AH 100	10
Stalker, G&N	AH 1000	18	Ventura, A	AH Sprite	10
Farnsworth, B&C	AH 3000 MkII	16	Farnsworth, B & C	AH 3000 Mk III	4
Neumeyer, E&A	AH 3000 Mk III	16	Galper, L	MG B	4
Phillips,L & Arthur H	AH 3000Mk II	16	Pleasant, M	Morris	3

*2017 CotY Winner, not eligible to win in 2018

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