



Side Curtain News

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Gateway Healey Association St. Louis, MO

Proud chapter of the
Austin-Healey Club of
America since 1979.



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Rumblings

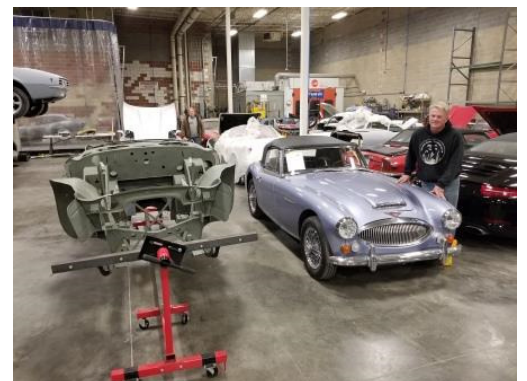
Merry Christmas and Happy New year! This is the last edition of 2018. What a year. Tons of car shows all over the St. Louis area. Quite a few of our members are regular attenders of these shows. I have to say I have not. Part of this is probably because I have been very busy and the other is that I did not want to get too down in the dumps that I was not making progress on my Healey project. That is about to change.



Frame arriving at "It's Alive" to be painted

I am hoping that over the next year or so I will be writing an article about completing my '59 BN6. I have owned this car since 2009 and it has been in the family since 1976. My goal will be to cover the progress from tear-down to rebuild showing the good, the bad, and the ugly. This process has been a long one, interrupted by two retinal surgeries, raising a daughter, and then making sure I don't spend too much time such that I ignore my lovely spouse.

The reason why I think I can start writing is because this week the frame of the car was finally painted and I should have it back in my garage in the next few days just in time for the week off that I get to take when the company I work for shuts down for a week. Maybe I can get a few good days starting on the process next week. I do have quite a bit of the parts ready for remounting and I am hoping that the assembly will go faster than the frame work I was forced to do and body work that I found I am not very fast at anymore. Now that I feel I have crested the mountain so-to-speak, I am thinking it may be time to tell the story that some have prodded me to do.



Jeff Homsher at "It's Alive" standing next to an Austin Healey 3000. My yet unpainted frame is on the left. One day you will grow up to look that good.

Phil Ellerbrock—GHA Newsletter Editor

Note! AHCA Dues notices or out. Everyone should have received a bill from the AHCA. Please mail the renewals soon. AHCA dues are \$50 and local GHA dues are \$15. If you have not mailed them yet please mail them to Keith Bester @ 115 N Sappington Rd, Kirkwood, MO 63122.

Gateway's Officers

President

Sean Dowell
smdowell01@gmail.com

Membership Chairman & Treasurer

Keith Bester
314-821-2372
kcb62bt7@yahoo.com

Social Events Coordinator

Marilyn Salini
(314) 991-9363
Msalini73@gmail.com

Vice President

Ron Varley
(314) 324-3021
ronvarley@aol.com

Secretary

Tom Hartman
(314) 486-4320
thomasehartman56@charter.net

Newsletter Editor

Phil Ellerbrock
(314) 749 1250
pje383@centurytel.net

National Delegate

Tom Hartman
(314) 486-4320
thomasehartman56@charter.net

GHA Webmaster

Jim Reiter
(636) 795-2829
Ghawebsite@yahoo.com

Don't forget to go to the club website!

<http://clubs.hemmings.com/gatewayhealey/>

The website includes additional articles, links to videos, maintenance tips, and copies of GHA SCN.

Members and Guests at the November meeting

Jim Reiter, Keith Bester, Sean Dowell, Dennis Dowell, Phil Ellerbrock, Dave Massey, Bob McElwey, Lou Salini, Richard Etz, Bandit

Meeting Minutes

Lively meeting with lots of conversation.

The big items to report is that Sean Dowell was voted in as the new GHA president. Keith Bester was voted in as treasurer.

Keith is doing much better and getting around pretty well. Apparently one of his Healey engines he is working on attacked him. He has threatened to provide photographs of his injuries for print in the GHA newsletter.

Dan Forguson is doing some better. Keep him and Anita in your thoughts and prayers as he continues to recover from a stroke he had around last Christmas.

UK government to start backing auto restoration apprenticeships

Daniel Strohl

Less than a year after its debut, the U.K. Heritage Skills Academy — the country's only accredited institution teaching auto restoration skills — has secured government funding allowing it to revamp its course offerings and extend those courses to adults as well as youth.

As announced earlier this week, representatives from the Federation of British Historic Vehicle Clubs were able to secure the funding from the U.K.'s Education and Skills Funding Agency. Specifically, the funding will enable the Heritage Skills Academy to meet updated criteria for the government's Trailblazers program, which encourages groups of employers to collectively set standards for apprenticeship programs relevant to their industries.

"The original course has been re-launched with a greater emphasis on preserving basic engineering skills and practices," the FBHVC noted in [its announcement of the funding](#). "The improved course has been created by a panel of restoration businesses and training providers to ensure the skills taught are those needed for the historic sector."

Based at developer Dan Geoghegan's [Bicester Heritage](#) complex on the grounds of a former RAF air base, the Heritage Skills Academy launched in September 2017 offering apprenticeships in prewar, postwar, and modern auto restoration as well as apprenticeships in aviation, marine, and steam heritage engineering.

"Our mission is to ensure that the traditional skills required to maintain and restore our Engineering heritage thrive and that the U.K. maintains its position as the centre for engineering excellence," a statement on the Heritage Skills Academy's website reads.

Apprentices build their skills on a number of vehicles in the Academy's shops, among them four donated by Jaguar Land Rover. Apprenticeships last three to four years and include placement services with the academy's partners at the culmination of the program.

Though the apprentice program was initially designed for 16- to 18-year-olds, the updated Trailblazers criteria eliminate age limits, allowing older students and adults to participate in the program, according to the FBHVC.

The funding will also make it possible for the Academy to offer concentrations in mechanical engineering, precision engineering, trim, and coachbuilding for apprentices.

According to the Academy, the U.K. restoration industry currently employs 35,000 people and generates £5.5 billion (about \$7.3 billion) in economic activity.

According to the Academy, the next apprenticeship program will start in September. For more information, visit HeritageSkillsAcademy.co.uk.

Some Assembly Required: New Morgan sports cars are coming to America

[Mark J. McCourt](#)



2018 Morgan Roadster

Images are courtesy of the Morgan Motor Company;

Morgan Cars USA, née Isis Imports Ltd. of San Francisco, California, [recently announced the forthcoming importation of at least 80 new Morgan sports cars to the U.S.A.](#) The last year that American buyers could pick up a traditionally styled four-wheel Morgan was 2005, so this news has been met with great enthusiasm.

But those new Morgans, all designed to use Ford engines — four-cylinder-powered [Plus 4s](#) and V-6-powered [Roadsters](#) — will come with a catch, thanks to [continued delays in implementing the](#)

[Low Volume Motor Vehicle Manufacturers Act](#) of 2015 (which was [written into the Fixing America's Surface Transportation Act](#)). They'll be imported as rolling chassis, leaving purchasers to source the engines and transmissions here.

We spoke with [Morgan Cars USA founder Bill Fink](#) to get more details about these new cars, and how and why they're coming to us as they are.

"We've been kicking this around for a while, but this came from Morgan this time. Back in December 2015, Congress passed, and President Obama signed, the act regarding new cars made to resemble cars at least 25 years old. This gave the EPA and NHTSA a year to institute the program. At that point, a number of people started spending money, getting facilities, buying components and equipment. It's now coming up on year three, and so far, the agencies have done nothing.

There are now 50 or 60 companies involved, including [Checker](#), [De Lorean](#), and the kit-car guys like [Factory Five](#). Virtually anything that's been built in the last 50 years and has captured someone's interest will be available. Morgan has been sitting there, waiting for the green light, as well.

The act basically said that, if you don't produce more than 5,000 cars a year, and if you don't sell more than 325 cars a year in America, then if you register with NHTSA, and the EPA will issue some guidance on complying engines, then you're away, and you can build a car that looks like one from 25, 35, 50 years ago. It doesn't need bumpers, sun visors, or airbags.

This would permit Morgans that we haven't seen for 50 years to come into the country, basically as replicas, or very similar to the [Specialty Constructed Vehicles](#), "[SB100](#)," that allows people to buy engines and transmissions and stick them into rollers and



2018 Morgan Plus 4

make their own car.

We can sell these rollers as items of motor vehicle equipment, because they don't have an engine and gearbox, so they're not [technically considered] a car.

As Bill explains, the Morgan Motor Company is working its way around our stalled regulations by building upwards of 80 rolling chassis that are complete, save for their drivetrains. Both models will readily accept the Ford Duratec engines they use overseas, with the Plus 4 taking the Focus-spec DOHC 16-valve 1,999-cc "GDI" making 154 hp and 148 lb-ft of torque, and the Roadster taking the Mustang's former DOHC 24-valve V-6, which makes 280 hp and 280 lb-ft of torque in this application. So equipped with a Mazda-sourced five-speed manual transmission, a Plus 4 can make the 0-62 mph sprint in 7.5 seconds, going on to a 118-mph top speed; the Ford six-speed manual-equipped Roadster can rip to 62 mph in 5.5 seconds and hit an impressive 140.



2018 Morgan Plus 4

These engines/transmissions will be the simplest to buy (over the parts counter at your local Ford dealer!) and install, and Morgan is making them the most financially viable choice.

Bill continues:

Engine-and-gearbox packages will be sold separately. It's just like a normal sale of a current vehicle, except the customer will be more involved in sourcing the engine and finding someone to fit it to the car.

The completed vehicles could, as to my understanding, represent virtually any year the builder specifies. If it's a 1965, for instance, that pretty much frees up the [choice of] engines because there were no emissions controls in 1965. Someone doesn't have to install a new crate engine — they could spend the money again and put in whatever they want.

I think, by now, some of the early cars are being built. They'll be brand-new mid-Sixties Morgans, although they'll most closely resemble the current left-hand-drive offerings for Germany or France. I would think we'll start receiving these rollers well before the end of the year... starting around September or so.

Morgan will warranty obvious things like body panels, paint, and upholstery, and typically the engine and gearbox manufacturer [Ford, in the case of the OE crate engines] would stand behind those to some extent.

Morgan Cars USA is quoting prices that include the drivetrains already installed: The Plus 4 will start at \$69,995, including the Ford/Mazda engine/transmission installation, while the Roadster 3.7's base price is \$79,995, and those prices exclude options, taxes, and delivery fees. Morgan itself provides a list of official dealers, so interested enthusiasts can place their orders. "The books are open, and there are still cars available," Bill tells us. "Eighty doesn't sound like a lot, but in Morgan terms, that's a lot!"



2018 Morgan Roadster 3.7

Is a new Morgan on your bucket list? If so, how would you configure it?

- Dec 29 Caffeine & Chrome, at Gateway Classic Cars**, 1237 Central Park Dr, O'Fallon, IL, 8:30 AM-Noon. Complementary coffee, donuts and self tours of the showroom. For info, call (618)271-3000.
- Jan 12 MG Club of St Louis Annual Holiday Party**, at Maggie O'Brien's, 2000 Market St, St Louis. Great food and trivia, \$20 per person (club subsidized), 6 PM cash bar followed by dinner at 7 PM. More info at www.stlouismgclub.com/ under "Buy Stuff," or send information and check to Tom Hurlbert, 409 Spring Valley, Chesterfield, MO 63017
- Jan 12 Jaguar Association of Greater St Louis Annual Awards Dinner**, at the Deer Creek Club, 9861 Deer Creek Hill, St Louis. Hors d'oeuvres and cocktails at 6:30 PM, dinner served at 7:30 PM, 9 PM awards presentation. \$65 per person, reservations accepted until 2 January. Monitor www.jagstl.com and the online Growl for more details.
- Jan 15 Monthly SLTOA meeting**, Llywelyn's Pub, Webster Groves
- Jan 27 Coffee, Coffee & Cars**, at Just Jags, 8 AM to 10 AM.
- Jan 19 Gateway VCOA Annual Holiday Party**. Date, time and location TBA.
- Jan 22 GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- Feb 10 Annual SLTOA Polar Bear Run**. Traditional kick-off event for the driving season, open to all cars/clubs. Meet at 9:30 AM at the State Farm parking lot in Columbia Center, immediately south of the McDonalds on IL 3 in Columbia. Cars roll at 10 AM for a flats and hills run to Chester, IL, and lunch at Reid's Harvest House. Monitor www.sltoa.org for additional details
- Feb 26 GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- Mar 23 28th Annual British Car Day**, hosted by the British Motoring Club of New Orleans, at Delgado Community College, 615 City Park Ave, NOLA. Details to follow, monitor www.bmcno.org.
- Mar 26 GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- Apr 23 GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- Apr 26-29 The Classic Motorsports Mitty Presented by Hagerty**, Road Atlanta, Braselton, Georgia. This year's featured marque is Alfa Romeo, info at www.themitty.com/.
- April Boeing Sports Car Club**, St Louis Region SCCA and Gateway Autocross Association seasons begin

NOTES:No GHA meeting in December. No RUMP lunch in December.

For more information see the St. Louis Sports Car Council Gateway Relay at www.stlsc.org