



# Side Curtain News

VOLUME 40, ISSUE 1

FEBRUARY 2019

**Gateway Healey Association**  
St. Louis, MO

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



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## Rumblings

Spring is coming! I saw the first Robin just this past weekend. I have to say I am excited. I have been working on my car even though we have had quite a few very cold days. My garage is not insulated on 2 sides so it does not stay warm. I do have to say that it does not get below 40 degrees F even without a heater so I am lucky there. A propane heater does a pretty good job getting it to 55 degrees F even though it is a 3-car garage.



Hydraulics and electrical components installed!

Anyway, as you can see from the photos, I am moving along. I have mounted all of the hydraulics and most of the electrical components. I stalled out because I was trying to recondition and paint the heater components which turned out to be more time consuming than I would think. Also, I am plating quite a few screws and bolts. I just could not do what Keith Bester does and dump all of the fasteners and bits into a bucket and have them plated in bulk. I thought I would not figure out where things went. However, my fear probably was a little out of line as I found that there seems to be a pattern to most fasteners and there just is not that many variations of them. It also is pretty obvious where they go. Anyway, as you can see in the picture the frame is painted, some parts are on and I am plating up a storm. My hope is by late spring I may be ready to lower the frame onto jack-stands and start putting the suspension on. Perhaps by summer it will be on wheels.

Phil Ellerbrock, GHA SCN Editor



At the plating station: Acid, baking soda, RO water, degreaser, RO water, plating.... Repeat.

**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  
Ghawebrmaster@yahoo.com

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***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.

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## Members and Guests at the January meeting

**Lou Salini   Richard Etz   Bob McElwee   Ron Varley   Sean Dowell**  
**Keith Bester   Bandit   Jim Reiter**

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## Meeting Minutes

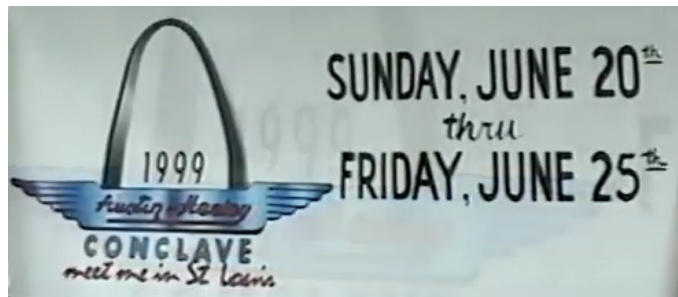
**This was Sean Dowell's first meeting as president of GHA. He did a great job.**

Austin Healey Parts List: A link has been added to the GHA Website homepage to the three Parts lists manuals. One for the AH 100 models, early 3000 and late 3000 models.

2019 is the 20<sup>th</sup> anniversary of the 1999 AHCA Conclave held in St Louis. The event was recorded and I have loaded the video and added a link to it on the home page of the GHA Website <http://clubs.hemmings.com/gatewayhealey/>

We talked about upcoming events. The Valentine Dinner being the most urgent. Lou has indicated that he will talk with Marilyn.

## *1999 Austin Healey Club of America—Conclave St. Louis*



2019 is the 20th anniversary of the 1999 AHCA Conclave held in St. Louis

Jim Reiter has uploaded to YouTube a video compiled by Mark Silverman of the event

The video is accessible via the GHA Website through <http://clubs.hemmings.com/gatewayhealey/>

## *Austin Healey Parts List for BN4 through BJ8*

Would you like to have at your fingertips the complete BMC parts manual complete with exploded views and part numbers available on your computer? John New has compiled the service parts lists and made them available at the following link: <https://lbcdigital.com/>



## *Gateway Healey Club Apparel*

**LANDS' END**  
BUSINESS

The Gateway Healey Club has made arrangements through Land's End Business Outfitters to have the shown logo embroidered onto almost any shirt, polo, sweater, or jacket. Instructions are available through the GHA Website at <http://clubs.hemmings.com/gatewayhealey/>



## 18th ANNUAL **BRITS in the OZARKS**

ALL BRITISH CAR & CYCLE SHOW

**September 5 - 7**

Thursday, Sept 5  
Driving Tour

Friday, Sept 6  
Driving Tour  
Parking Lot Party

Saturday, Sept 7  
Car Show  
Banquet

SPECIAL GUEST

**David Hobbs**

*Champion Racer, TV Personality, and Author*

**Car Display • People's Choice Judging • Concessions Available**

**Host Hotel**

**Holiday Inn Convention Center of Northwest Arkansas**  
**I-49 and Highway 412, Springdale, AR**

FOR REGISTRATION INFORMATION CONTACT

**BILL WATKINS**

**OR**

**DOUG SCHRANTZ**

479-636-2168

479-531-2783

[www.Britishironnwa.org](http://www.Britishironnwa.org)

[dougschrantz@gmail.com](mailto:dougschrantz@gmail.com)



# Repair manual mogul John Haynes, 1938-2019

[Kurt Ernst](#)



*John Haynes, during his RAF days. Photo courtesy Haynes Publishing.*

When young John Haynes placed a classified ad to sell his home-built Austin 7 Special, he never could have imagined that this simple act would lead to a repair manual publishing empire with branches in England, Europe, and the United States. On Friday, February 8, the founder of Haynes Publishing Group — and the man who helped millions of shadetree mechanics repair their vehicles — died at age 80, following a short illness.

Born in Ceylon (now Sri Lanka) to British parents on March 25, 1938, Haynes developed his passion for automobiles at an early age, possibly sparked by rides in the family's Morris 8 around the tea plantation managed by his father. In 1950, at age 12, he returned to England with his brother David, where both attended a boarding school in Kent.

Favoring motor sports over contact sports, Haynes convinced his housemaster to let him spin wrenches on an Austin 7 instead of attending rugby practice. When he advertised the completed Austin 7 "Special" for sale at a profit, the ad generated more than 150 responses, giving Haynes the idea to pen a booklet detailing the steps necessary to help others build one. *Building a 750 Special* was

printed in a run of 250 copies and sold out in a mere 10 days.

Following graduation, Haynes joined the RAF to fulfill his National Service. There, he honed his business management skills while working in logistics but still found time to indulge in his passion for cars and racing (and entrepreneurship, founding Haynes Publishing in 1960). When a fellow service member purchased a tired "Bugeye" Sprite, Haynes agreed to help him tear the car down and rebuild it, only to realize that factory service manuals were not written with the shadetree mechanic in mind.

Sensing an opportunity, Haynes bought a camera and carefully documented the teardown and rebuilding of the Sprite's engine and other major systems. His text included exploded diagrams as well as pictures, something that would become a signature of the manuals that would soon bear his name. In 1965, the first *Haynes Manual* — covering the Austin Healey Sprite — was published in a run of 3,000 copies. It sold out in less than 90 days.

Since then, Haynes Publishing (which was listed on the London Stock Exchange in 1979) has published more than 200-million manuals worldwide, covering everything from cars and motorcycles to more whimsical topics, such as specific Formula 1 cars, electric locomotives, and even the space shuttle. Its North American operation is based in Newbury Park, California, and it also publishes repair manuals for Clymer and Chilton.

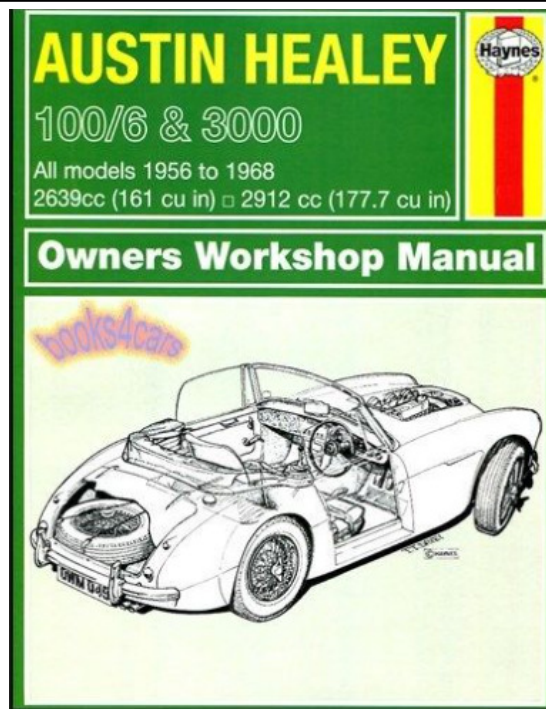
In 1985, John donated 30 cars from his personal collection to found the Haynes International Motor Museum, officially an educational charitable trust. Today, the collection includes more than 400 vehicles and is viewed by more than 125,000 visitors each year. In 2014, the International Historic



Motoring Awards named it “Museum of the Year,” an honor shared with institutions like the Simeone Foundation Automotive Museum, the Mercedes-Benz Museum, and the Petersen Automotive Museum.

In 1995, John Haynes was inducted into the Most Excellent Order of the British Empire, recognized for his Services to publishing. He remained at the helm of the company bearing his name until 2010, when he stepped down as chairman (after marking the firm’s 50th anniversary), but remained active in an advisory role. He also served as chairman of trustees at the Haynes International Motor Museum, where he was known to greet visitors and pose for photos on request.

Haynes is survived by his wife Annette, brother David, sister Mary, two sons, and five grandchildren.



## A Father and Son's Car—Rebuilding a 1959 BN6 Healey

Story by Phil Ellerbrock

Over the next year I will be covering the original story with my father and then my quest to rebuild this car.

My Healey story begins in 1976. I liked hanging out with my dad so when he went out to run errands I would tag along. In 1976 I was 12 years old and still at an age in those days where I was not very involved in organized anything. While out on one of those errands, my dad and I spot a cool looking car on the side of a service station in Overland. The car was partially covered with a tarp and painted a very dark green metallic. We turned around and went back to look closer. It was pretty rough but it was very cool looking. Certainly bigger than the MG Midget but just as low slung. That did not seem to bother my dad. I don't remember really debating purchasing the car at all. What I do remember from much later conversations that my dad said he paid \$300 for it. I recall that a few days later the car was delivered via tow truck to our house.



My dad in 1980 shortly after restoration.



No its not a Healey but the previous car my dad restored. Yes that is me on the left. It was shortly after this that we purchased the Healey

Now in our garage I was able to get a better look at it. It was rough. The front shroud was full of body filler, the paint was not original that's was for sure because it was thick and had lots of paint blemishes. I think it was an attempt at British racing Green but it was metallic and from the other BRG cars my dad had pointed out it did not look the right color. The black interior was very worn and torn in places. The carpet was rotten. Dad popped the hood. The wiring harness was not captured in clips but was partially draped over the engine and the insulation in many places exposed bare wires. Apparently the cloth outer wrap had rotted away and the insulation had disintegrated. I am not sure why the wires were not in clamps. Maybe it was an attempt to keep the car running without having to rewire it. It was obvious the car was not really in driving condition.

The battery was not connected and it did take a charge from a battery charger. He checked the oil and mumbled a little. Now fully charged dad connected it (in hind sight perhaps a risky thing to do). He got in, turned the key on (no smoke that I could remember) and the fuel pump rapidly clicked, slowed down, and stopped. Dad pressed the starter button. The starter engaged and the engine sputtered. Life. Dad thought

that maybe we should drain the gas and put fresh in because we could smell it and it did not smell good. After draining and putting about 5 gallons of fresh gas in, he tried again. The car sputtered a few times and started. To our surprise the engine ran but quickly filled the garage with blue smoke. Sputtering and puffing back through the carburetor, the engine shook to life as my dad tried to get it to idle with the choke and accelerator. Yes it ran but there was something terribly wrong.

Later we would find out quite a bit about this car. In talking to the service station owner we found out the car had been raced but was retired after the engine was “rebuilt”. We never followed up with the owner where it was raced or who raced it but as we disassembled the car we found lots of clues. As we removed parts every nook and cranny was full of fine red dirt. Perhaps a dirt track car or a dusty road racer. The front shroud had been crushed in and then beat out roughly with what looked like a ball-peen hammer followed by filling it with several pounds of body filler. The front of the frame had been damaged too and was crudely “repaired” with pieces of scrap steel welded to the frame.

Over the next few months we pulled the engine and transmission. Taking apart the transmission, we found first gear was “roached” and the box was full of metal shavings. As we took apart the engine we found that the pistons were skirtless and obviously not the full skirt British style piston.

More months went by as we stripped the car nearly to the frame but left the rear shroud on the car. It was riveted in the back and I think my dad did not know how to reattach it if we removed it. There were a few salvage yards that dad had found out about, Wilson’s out in St. Clair Missouri and a place called Barben’s. I remember Wilson’s had the nicest parts but he wanted a premium for them. I also remember there were a few big Healeys sitting in the yard that looked like they would have been much easier to restore than ours. While we got a few parts from Wilson, most of our salvage parts came from Barben. We were able to purchase a transmission with a good “cluster” gear as we called it but actually is called a laygear. We also found other parts we needed including a heater, working trafficator, front shroud, and other bits that were missing on our car. Those trips to the salvage yard were fun and I really enjoyed them with my dad. Along with working together getting the parts and the nice drives out to rural Missouri there are the memories of scrambling out of cars after disturbing a hornet’s nest like we did with the heater. Keep in mind, back then, there were not as many reproduction parts available. Even if there was we may have not known where to look. We did not have any British car contacts. As a side note, the GHA did not exist until 1979, 3 years after we started. Another interesting factoid is that the car was only 17 years old but for that time it would be considered “beyond its life-cycle” since most cars at that time did not make it past 8 to 10 years old.

The head was rebuilt at Russ Nixon Machine Shop on Natural Bridge. Why I remember that I do not know. We brought the pistons up and the guys revealed to us that these were out of an Oldsmobile. While they had 4 rings stuffed into them, they were 3 ring pistons. And the rings were put in such that they would “pump oil into the combustion chamber” as I recall him saying. That explained the plume of blue smoke. They indicated that they fit the connecting rods ok and it would not be a problem to run them. Dad had already spent a lot of time measuring the pistons with a variety of tools and determined that these pistons were ok to use as long as we put Oldsmobile rings in them. When we got the head back we also now had the new rings, bearings, freeze plugs, and gaskets to start reassembly. The block had been cleaned up and the cylinders honed ready for reassembly. We assembled the block and set the head on it.

I was not the perfect helper. While I cherish those memories I also remember that I would get annoyed that I could not help more. What I did not realize is how much I really did help. My dad did not like electricity at all, even 12 volts, so later on when we got around to reassembly, I was really in charge of getting the wiring installed. The new harness we received required a lot of the bullet connectors to be soldered on. My dad’s father taught me how to use a Weller soldering iron to put the bullets on. I also figured out how to read the schematic in the back of the shop manual and read all the sections on everything electrical. I was 13 by this time so I am sure it was challenging. I realized how much I liked this kind of stuff and these events shaped my future as I eventually pursued a career in electrical engineering. But I digress. I was not the perfect helper. One such day was after we had put the engine and transmission back into the car. Due to the weight and the fact that we were using a winch and not a cherry picker we put the assembly in the car without the head or other accessories. Next, we put the head on the engine and threaded the head bolts into the block. Dad was going through the tightening sequence for the bolts. I do not remember any particular reason but I was obnoxious that day and I remember my dad was not amused. As he continued to tighten the bolts with a torque-wrench I must have been exceptionally distracting because he broke one of the bolts. It was near the end of the effort. I heard the ping of the bolt breaking and saw his arm jerk as the bolt relieved. My dad was still a moment but I saw his ears and neck get as red as a beet. I realized that I was probably the main contributor to the failure so I quickly left the garage and went inside. It seemed like an eternity before my dad came in and reprimanded me for my behavior. I did feel bad. I think we had to drive out to Wilson’s to get another bolt. Wilson’s was closer than Barben’s and it did not make sense to travel way out to get just a bolt.

My recollection is that we were about 6 months into the project at this point and about another month before we would start the engine. The whole project took a little over 2 years to complete. In the next installation, I will finish the story about the first restoration and a few tails about me and the car that also endeared me to it. Then I will start with my restoration nearly 40 years later. Comments via emails are welcome.

- 18 Feb** **MG Club of St Louis Tech Session No. 2**, at Brookland's Restorations, 9532 Lackland Rd, Overland, covering ignition systems.
- 23 Feb** Final **Coffee, Coffee & Cars** of the season, at Just Jags, 7113 N Hanley Rd, Hazelwood, 8 AM to 10 AM.
- 23 Feb** **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.
- 24 Feb** Annual **MG Club of St Louis Pinewood Derby**, 2 PM at Llywelyn's Pub, 17 W Moody, Webster Groves. Monitor [www.stlouismgclub.com/eventscalendar/](http://www.stlouismgclub.com/eventscalendar/).
- 26 Feb** **GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- 9 Mar** **2nd Annual St Louis Chapter BMWCCA Winter Shootout**, at Pole Position indoor kart track. Registration closes at 10 PM 5 March, 22 participant limit; register via Eventbrite (<https://www.eventbrite.com/e/2019-st-louis-bmw-club-winter-shootout-tickets-53168238633>), password bmwclub.
- 16 Mar** **Jaguar Association of Greater St Louis Driving Tour**, to Elephant Rock State Park and High Valley Angus Ranch. Please RSVP to either Jim Hendrix at [hendrix@curtispack.com](mailto:hendrix@curtispack.com) (314)406-5412 or Phil Taxman at [ssjagman@aol.com](mailto:ssjagman@aol.com) (314)761-5913. Monitor [www.jagstl.com](http://www.jagstl.com) for information on the restaurant and meal choices.
- 23 Mar** **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](http://www.bmcno.org).
- 26 Mar** **GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- 30 Mar** **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.
- 31 Mar** First **BSCC autocross** of the season, Family Arena, St Charles, show about 9:30 AM. To get on the event mailing list or for additional, contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com).
- 23 Apr** **GHA monthly meeting** at Keith Bester's garage. 7 PM, 115 N Sappington Rd, Kirkwood, MO 314-821-2372
- 26-29 Apr** **The Classic Motorsports Mitty Presented by Hagerty**, Road Atlanta, Braselton, Georgia. This year's featured marque is Alfa Romeo, info at [www.themitty.com/](http://www.themitty.com/).

**For more information see the St. Louis Sports Car Council Gateway Relay at [www.stlsc.org](http://www.stlsc.org)**