



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



Inside this issue:

Rumblings	1
Meeting Minutes	2
GHA business and events	3
Father & Son Car Story, Pt 2	5
GHA Valentines Day Dinner	7
Healey Marine for Sale	8
Right side of the Road	9
GHA SCN Calendar	11

Side Curtain News

VOLUME 40, ISSUE 2

MARCH 2019

Gateway Healey Association St. Louis, MO

Rumblings

Spring is now a few days away!

My car progress is now pretty steady and I am on schedule to get the car on jack-stands this week! I am running out of little things to do. I have a little wiring harness tidying up and exhaust mounts to install and I am ready to put it down before the weight of the car breaks the bumper mounts.

Once down then I will install the suspension and hopefully have it on its tires in April. For me this is very exciting because I did not think I would be moving so fast. Work does



Very close in the engine compartment!

get in the way but I have been able to put about 3 evenings and 1 weekend day in every week pretty much since the new year. The most tedious thing is the plating. I wish I would have done the bucket-O-parts like Keith had suggested but too late now. The wiring harness was not too bad. I did go and solder all the crimped bullets put some ring terminals on for the regulator and build wiring for lighting the oil/water and fuel gauge. I have noticed that the both this harness and the one my dad bought in the '70s did not have provisions for lighting the end gauges. What I did was wire two bulb holders together and bullet connect them at the dash switch. Clean and no modifications to the wiring harness. I did have to bend the pre-bent fuel lines a little more strategically to make them fit right. So by the end of next week all electrical will be in, fuel and hydraulic lines are in, various rubber bumpers and mounts on the frame are installed and the wiper and heater system is in. I think by summer I will be working on the drive line.

Phil Ellerbrock, GHA SCN Editor



Figuring out where the harness mounts are. Not like I thought. Fortunately there are a few good references out on the web and also at Its Alive.

Gateway's Officers

President

Sean Dowell
smdowell01@gmail.com

Vice President

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

National Delegate

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

Membership Chairman & Treasurer

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

Secretary

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

Social Events Coordinator

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

Newsletter Editor

Phil Ellerbrock
(314) 749 1250
pje383@centurytel.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 February meeting

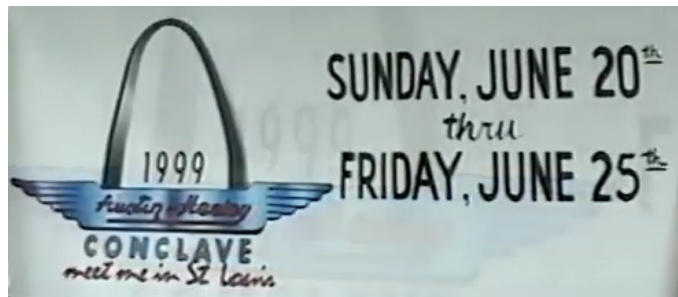
**Lou Salini Richard Etz Dennis Dowell Lou Salini Phil Ellerbrock
Dave Massey Bob Pastor Bandit Jim Reiter**

Meeting Minutes

Meeting mostly talked about upcoming events. Keith was not there due to illness and Sean Dowell was out due to business.

Very positive comments about the Valentine's Day dinner. Good venue and good time.

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

dougschrantz@gmail.com





Conclave 2019 HEALEY IN THE HILLS!

The Minnesota AHC has big plans in store for 2019 Conclave location. The hills of South Dakota await you and your Healey. Take a look at the important updates

Join us September 6-11, 2019 for HEALEY IN THE HILLS!

We have exciting updates to the Conclave 2019 Schedule and Lodging Options. The three original hotels are sold out, but two new hotels have rooms available at Conclave discounted rates. Be sure to identify yourself as part of Austin-Healey Conclave 2019 to verify you are eligible for contracted room rate discounts.

CONCLAVE REGALIA SALES OPEN!

If you have registered for Conclave, you will be receiving an e-mail from Conclave Registrars Greg and Suzanne Willodson that will give you access to your original registration summary, which now contains the Regalia Order form and payment instructions for purchasing online.

Or, you can print the order form by clicking the "Regalia" tab on our website and mail it the completed form with your check for the total amount of purchases as directed at the bottom of that Regalia order form.

For more information go to <http://www.healeyclub.org/conclave>

**CARS
COFFEE**



2019 SEASON



St. Louis, Mo.

Every 3rd Saturday of the Month April through October from 8 am - 11 am

April 20th, May 18th, June 15th, July 20th, August 17th, September 21st, and October 19th

WESTPORT PLAZA, I-270 & Page Blvd, South lot, between STARBUCKS and McDonalds.

Cars Coffee is a free gathering in the St. Louis metro area open to all vehicle makes / marques and enthusiasts. This is not a car show and there is no entrance fee. Bring your car out and enjoy a drive in light morning traffic. Get together with other like-minded people to talk about cars and enjoy a morning brew. Conveniently located next to Starbucks, or bring your choice of morning beverage.

Location: Westport Plaza South lot, between STARBUCKS and McDonalds. I-270 & Page Blvd.



Don't forget to visit the Gateway Healey Association Web-Site at
<http://clubs.hemmings.com/gatewayhealey/index.htm>

A Father and Son's Car—Rebuilding a 1959 BN6 Healey—Part 2

Story by Phil Ellerbrock

Last we left off we had finished quite a bit of the work on the car, installed the engine, and were about to start it. My recollection is that it started and ran pretty much on the first try. We did struggle with timing and carburetor synchronization – but everyone knows that is par for the course. My dad was always nervous about the 12 pounds of oil pressure on idle. Later we would find out that this is normal something you really don't see or can't really resolve on most typical cars with an "idiot light or idiot gauge". The other issue was the engine temperature. The car did have a tendency to overheat. We suffered with this problem for years until we found out you cannot use a standard radiator cap on a Healey radiator because the neck is significantly longer and it will not seal. So basically we were operating the cooling system "open loop" which really reduced its cooling efficiency. The interior and other final bits went in quickly. My dad loved white leather and that is what he put into it. He had the seats covers custom made and installed. They were pretty.



The car as it was in 1980.

First flight was really neat. The engine was very peppy and the handling was really nice. My dad was very conservative with the car which was somewhat frustrating. I was now 14 years old and starting to get the driving itch so let's drive it! Over the next few years my dad's work required him to travel a lot. Most of the time the car sat but occasionally he would drive it. I would go with him on these trips, I wouldn't miss it for the world. The sound of that engine and the whine of the gears was music. No radio but who needs it. People would look. Even by the late '70s this car was not very common and seeing one was unusual. It did get attention when we would take it up to the hardware store or just tooling around St. Louis North County. My dad did know how to drive and he seemed pretty skilled running the car through the gears, especially as we would push the car through the winding roads as we left the populated areas of North County and took it on the rural roads near the Missouri river. Not only did these roads have some curves but they had hills and dips in them. Those were fun and the car was obviously built for this kind of driving.

However, over the next few years the car did not see a lot of driving and it sat in the garage most of the time. I went and got my driver's license the day I turned 16. Now in high school I had a lot of activities and interests and one of my interests stayed with cars. I did not have a lot of money to spend even with the jobs that I worked especially since I was planning for college. So I spent some of my time helping other guys build their cars. Spending their money was easy but the results were good. Most of these cars were Detroit metal which was cool but most of these cars did not handle like the Healey appeared to. My dad was still travelling a lot and my mom was attending college at the time so we were pretty much latch-key kids. I have to admit that the next part of the story, while exciting, was not the brightest of things to do and I would not have wanted my child to have repeated it. Fortunately she didn't (as far as I know).

I turned 16 in the spring. Early summer meant nice sunny days and more time than during the school year. I would go into the garage often to work on my own car and see the Healey sitting there. Now under a car cover it seemed to push up on that cover saying "I am under here, don't you see?" Well I passed it so many times and I knew that car well. It was wrong that it was not being driven and the seals were going to dry out, for goodness sakes. Something had to be done.

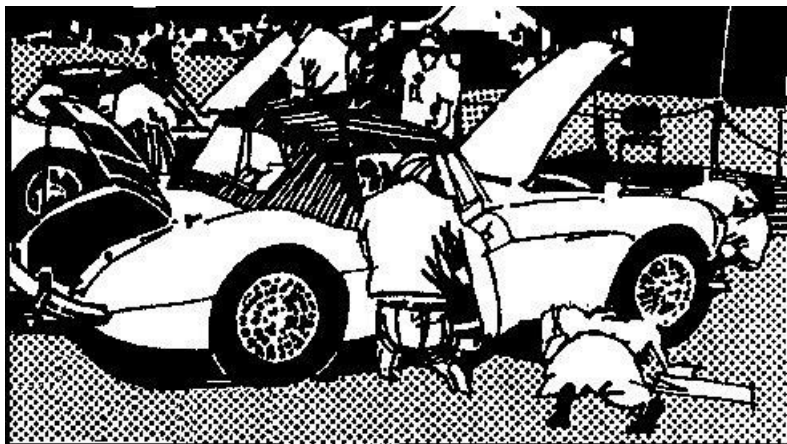
It started with going out there with the key and starting it. Uncovering it was thrilling enough. I would take the top off, sit in it and start it. Sitting in the garage the sound of that car coming to life reminded me of that rock song by Rush, "Red Barchetta" where he "fires up the willing engine, responding with a roar". I had learned how to drive a stick-shift on my dad's 1976 Toyota Corolla. That was a severely underpowered car so if you could drive that you could pretty much drive anything. With the clutch in and my foot on the brake I became familiar again with the shift pattern. I backed the car down the driveway and pulled it back into the garage a few times. Looking at my watch I had over an hour before my mom would be home or my sister or brother so I thought it needs exercise and its seals to be lubricated. I will drive it around the block. Backing slowly down the driveway and onto the street I was reminded about the low clearance of

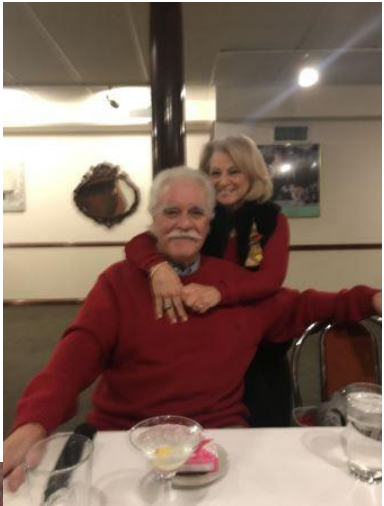
the car. I did not scrape anything but I could feel its stiff suspension as I passed over the curb on the driveway onto the street. Note to self, no speed-bumps. That day I drove it about 10 miles around the neighborhood. Shifting through the gears, feeling the weight of the car and the control of the suspension was exhilarating. At times I remember feeling a little light headed. Not like I was going to pass out but just that pure excitement. Probably also the knowledge that if I got caught there would be hell to pay.

Over the next several months I drove the car more. I kept the tank filled and felt that the miles I put on it would not be noticed. I knew I should have disconnected the speedometer but I just felt that I should not do it. I never took anyone else for a drive in it except once and that was for a photo shoot. I figured the fewer people that were exposed the more likely I would get away with it. I did take it out on those winding roads and pushed it a lot harder than my dad did. The car seemed to just thirst for that kind of driving. It handled so much better than the Detroit cars my friends had. It loved the turns and the sound of accelerating just added to experience and fun. Again the Rush song... "Drive like the wind, straining the limits of machine and man, laughing out loud with fear and hope, I've got a desperate plan." I am leaving some stories out but I think they are better told over a couple of beers than in black and white.

My good friend who lived across the street loved photography and had some really nice equipment. He would pull me in to some of his photo shoots. He knew I was driving the car and wanted some photos with it. A few of those photos are in this article. That summer of 16 ended and so did my driving of the car. While I really loved it, my dad's travelling had reduced significantly, school was harder, and I was working more hours during the summers. I went away to college and the car became a memory for a while. My dad did not find out about me driving the car. However, my mom admitted she did, somehow. This came up 30 years later. Surprisingly, my dad did get pretty upset, even after all those years.

In the next installment, I will finish the history and bring the timeline up to 2009 where my story rebegins with this same car.





RARE OPPORTUNITY TO PURCHASE AN ORIGINAL 1959 HEALEY 75 SPRITE CLASSIC SPORTSBOAT

From Ron Mitchell—South East Michigan AH Club



Healey 75 1959 Sports boat made by Healey Marine. GRP hull construction with wood decking and powered by her original 1500cc Healey Sprite engine with twin carb SU carburetors and Borg Warner gearbox. Only 136 hours from new and fresh water use only. One of very few and in full original working order.

Donald Healey fell in love with waterskiing after vacationing in the Bahamas in 1955 with racing driver Stirling Moss, who was also an enthusiast. Moss was one of his first customers and also helped him with the marketing of the boats, whose attractive lines and affordable prices made them popular for private use.

The first Healey Ski-Master was built at Bridport in Devon before moving production of the Healey Sports Boat to the company's Cape Works in Warwick. It was first shown at the fourth National Boat Show, which had just moved to Earls Court from Olympia in 1957.

The next model was called the Healey Sprite and a new subsidiary company Healey Marine was set up to concentrate on larger boats with an inboard engine.

Before long Healey boats were entering races and he and his son Bic often drove them in events.

A chance meeting with world speed record driver Donald Campbell led to Bic being invited to a trial run for Campbell's boat 'Bluebird' on Coniston Water. Two Healey boats were in the support team acting as rescue craft.

BOAT AND JETSKI WAREHOUSE

Call: +44 1202 023117 OR +44 7836 695994
Cobbs Quay Marina, Poole, Dorset. BH15 4EL
www.stingrayuk.com mark@stingrayuk.com



Which side of the road is the “right” side?

by Jeff Peek //



Considering a trip to the UK to immerse yourself in the country’s long and prosperous automotive history? Lucas Industries aside, there’s a lot to like (hey, it doesn’t take six degrees of separation to find someone who’s been bitten by the Prince of Darkness). With all that the UK has to offer, you may wonder why the Brits insist on driving on the wrong side of the road—or the correct side, depending on your point of view.

Driving on the left—like they do in Great Britain, Ireland, and Scotland, and most British colonies—made sense hundreds of years ago. According to worldstandards.eu, swordsmen rode their horses on the left side in order to fend off adversaries with their right (usually-dominant) hand. That logic prevailed throughout Europe and into the New World.

The left-side tradition began to change in the U.S. in the late 1700s when farmers hauling heavy equipment behind a team of horses would sit behind the left rear horse so they could lash the entire team with their right hand. To better see oncoming traffic, the driver would move the wagon from the left side of the road to the right, and before long, single riders followed suit.

The first law mandating which side of the road was the “correct” side may have been instituted by Russian Empress Elizabeth (Elizaveta Petrovna), who in 1752 declared that riders should travel on the right. In Europe, the French Revolution also impassioned this “right” way of thinking. Traditionally, French aristocracy stayed to the left—forcing peasants to the right—but after the revolution broke out in 1789, the nobility wisely thought it prudent to blend in, and that meant sticking to the right side with the peasants. Right-hand travel became a law in 1794.



Left-hand traffic in Stockholm in 1966.

Most of Europe (and the rest of the world) came to the same conclusion when picking a side—some much later than others. For example, in the 1950s and ’60s, Sweden relied mostly on left-hand-drive American vehicles, which made driving on the left side of the road difficult since drivers were closer to the shoulder than they were to oncoming traffic. That made negotiating tight squeezes problematic. In the name of safety, and to be consistent with their Scandinavian neighbors, in

1967 Sweden made the switch from driving on the left to driving on the right.

The Swedish word for “right traffic” is “Högertrafik,” and September 3, 1967—the date of the changeover—is remembered as *Dagen H* (H Day). More than 350,000 road signs were changed during the night, and an additional 130,000 signs were posted to remind drivers that the law was about to take effect. That morning, all non-essential traffic was banned while crews busily reconfigured intersections. The driving ban lasted just a few hours in some areas, but in larger metro areas it dragged well into the next day.



Scheinwerfermann

Marchal Equilux headlamp sold in Sweden with label obscuring lens optics that provide low beam upkick to the right and bearing warning not to remove the label before Dagen H

When drivers were ultimately given the green light, there was still some confusion, but overall it went better than expected. Only 157 minor accidents were reported, resulting in 32 personal injuries and zero deaths.

Today, 65 percent of the world’s population drives on the right side of the road, which is an amazing

statistic since that means 35 percent of the world drives on the left—a much higher percentage than most Americans would guess. Notable left-hand-drive nations include Australia, New Zealand, South Africa, India, and Japan. You can check out the complete list [here](#).

So which side is the “right” side? As the saying goes, “When in Rome...” For the record, the rest that sentence is: “drive on the right”—Italy sides with the majority.

Forwarded by Mark Morgan.....

To all British Car Forum members!

One of our long-time members, "judow" (Judy), who owns one of the most beautiful 100-M Healey's in America (a real 100-M) just suffered a stroke following a heart valve replacement. She will have a long road ahead for her recovery. She is currently in the "Heart Hospital" here in Albuquerque. (Judy also happens to be a personal friend and neighbor).

If you'd like to send her your positive thoughts and prayers, well wishes, etc., please visit the thread below, log-on the forum and post your thoughts. Once we have several, I'll print the whole thing out to have Doug (her hubby) give it to her to let her know her friends at BCF are thinking of her.

Thanks,

Basil

Here's the thread:

<http://www.britishcarforum.com/bcf/showthread.php?115847-Worrying-News-About-BCF-Member-Judow>

- 18 Mar** **MG Club of St Louis Tech Session No. 3**, at It's Alive Automotive, 11714 St Charles Rock Rd, Bridgeton. The topic is advanced diagnosis of your vehicle.
- 23 Mar** **Last Coffee, Coffee & Cars** of the season at Just Jags, 8-10 AM.
- 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.
- 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.
- 31 Mar** **First St Louis Region SCCA autocross of the season**, Gateway Motorsports Park. Registration 7 to 8:15 AM, \$40 for SCCA members, \$40 plus \$15 weekend membership for non-members. Info at www.stlsolo.org.
- 6 Apr** **Annual Missouri Endurance Rallye, "Ramble On,"** presented by the MG Club of St Louis.
- 12-14 Apr** **"Luau in the Lou!" SCCA Midwest Division majors club racing**, hosted by the St Louis Region SCCA. At Gateway Motorsports Park, monitor <https://roadracing.stlscca.org>.
- 20 April** **Cars and Coffee*, Westport Plaza I-270 & Page Blvd.**
- 21 Apr** **58th Annual Forest Park Easter Concours d'Elegance**, hosted by the Horseless Carriage Club of Missouri. On the Muny upper lot, monitor <http://hccmo.com/easter-concours-delegance-2019/>. The even includes MG-Triumph Challenge X.
- 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/.
- 28 Apr** **BSCC Autocross No. 2**, Family Arena, St Charles, show about 9:30 AM.
- 4 May** **19th Annual Elsberry Classics on Wheels Car Show**, 9 AM-3 PM, Elsberry City Park (4th & Broadway). Registration: \$20, 9 AM-Noon, judging Noon- 2 PM, awards at 3 PM. Dash plaques to the first 75 cars registered, or more info contact Michael Short at mshort17@hotmail.com or (636)577-2514.
- 18 May** **Cars and Coffee*, Westport Plaza I-270 & Page Blvd.**

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