



# Side Curtain News

VOLUME 40, ISSUE 7

Nov 2019

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

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



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## Rumblings

The holidays are here again and most of the guys who have drivable cars are now in storage. But in just a few weeks the GHA holiday party will be at Keith's house!



Look at that rebuilt radiator installed!

The head required a few new valves. But other than that we are good. I am hoping to get the machined engine back soon so I can start the assembly process. Maybe January or February I can be ready to start it.



The transmission is ready!

The cold weather has not stopped me from getting things done. I have the transmission ready and most of the engine accessory parts ready. My engine is at Phase 2 machine shop and more work was needed than I had hoped. The cylinders required resleeving so there will also be new pistons but the crank, cam and connecting rods are ok. The head required a few new valves. But other than that we are good. I am hoping to get the machined engine back soon so I can start the assembly process. Maybe January or February I can be ready to start it.



Parts are ready for the engine

I included another article my dad had stuffed in his shop manual from a 1959 Road and Track. Again the quality is not great but it is pretty good being a copy made 40 years ago. Enjoy!

Phil Ellerbrock, GHA SCN Editor



November 26th at 7 PM GHA meeting at Keith Bester's 115 N Sappington Road, Kirkwood MO 314-821-2372  
Notable: We will be electing/appointing a GHA secretary.



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

## 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

Open

### Newsletter Editor

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

### National Delegate

Bob McElwee  
bt7bobmac@sbcglobal.net

### GHA Webmaster

Jim Reiter  
(636) 795-2829  
Ghawebrmaster@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 September meeting

<b>David Guebert</b>	<b>Tom Sontag</b>	<b>Dave Massey</b>	<b>Bob McElwee</b>
<b>Dennis Dowell</b>	<b>Sean Dowell</b>	<b>Richard Etz</b>	<b>Phil Ellerbrock</b>
<b>Keith Bester</b>	<b>Bandit</b>		

### Members and Guests at the October meeting

<b>Dave Massey</b>	<b>Gary Denny</b>	<b>Steve Hurst</b>	<b>Dennis Dowell</b>
<b>Keith Bester</b>	<b>Sean Dowell</b>	<b>David Guebert</b>	<b>Phil Ellerbrock</b>

### Members and Guests at the November meeting

<b>Sean Dowell</b>	<b>Dennis Dowell</b>	<b>Keith Bester</b>	<b>Jim Reiter</b>	<b>Richard Etz</b>
<b>Ron Varley</b>				

***Meeting Minutes for November on Page 4***

**GHA Club meetings held on the 4th Tuesday of every month except December at Keith Besters Garage 115 N Sappington Road, Kirkwood, MO 63122. (314) 821-2372**

**Events calendar in the St. Louis Sports Car Council Gateway Relay at-  
[www.stlsc.org](http://www.stlsc.org)**





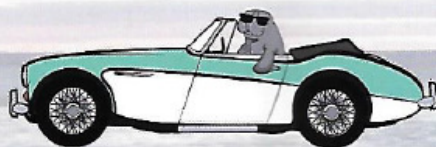
Hosted by the Tampa Bay  
Austin-Healey Club  
May 17-21, 2020



On-line credit card or Pay Pal registrations are required. No mail-in registrations or checks accepted. Registration required to obtain password for special hotel group rates and reservation phone number.

**Register today at <http://tbahc.com>**

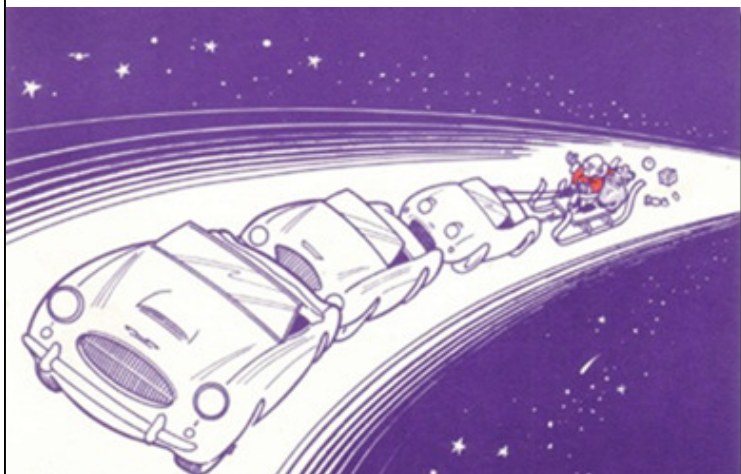
Registration \$145 through February 28, 2020. All registrations \$165 after February 28, 2020. All fees are U.S. Dollars. Registration includes one vehicle, two adults, one child under 15 and one free baseball cap. No refunds after March 1, 2020.



**Florida Green Healeys (and combinations)  
will be celebrated at Conclave. Join us and  
share your car!**

Registration questions? email: [linwoodrose@mac.com](mailto:linwoodrose@mac.com)

## GHA CHRISTMAS PARTY 2019



Yes it is that time of year again!

Oh come all ye Christmas revelers to  
Keith Bester's house at 115 North Sap-  
pington Road, Kirkwood, MO

**December 14 th starting at 7 PM.**

Please bring your favorite dish to share!

### Meeting Minutes for the November GHA Meeting:

Sean announced that election of officers needed to take place and asked for nominations. Keith Bester moved that the current slate of officers be nominated with the exception of the current Secretary, Tom Hartmann and that Ron Varley be nominated to fill the office of Secretary and that all be elected by acclamation. The motion was seconded by Jim Reiter. After a brief discussion, Sean called for a vote. The vote was unanimous in favor of the motion.

The GHA officers and appointees for 2020 are therefore as follows:

Sean Dowell, President, [smdowell01@gmail.com](mailto:smdowell01@gmail.com)

Vice President & Secretary, Ron Varley, 314-324-3021, [ronvarley@aol.com](mailto:ronvarley@aol.com)

Membership Chairman & Treasurer, Keith Bester, 314-821-2372, [kcb62bt7@yahoo.com](mailto:kcb62bt7@yahoo.com)

Newsletter Editor, Phil Ellerbrock, 314-749-1250, [pje383@centurytel.net](mailto:pje383@centurytel.net)

GHA Webmaster, Jim Reiter, 636-795-2829, [ghawebmaster@yahoo.com](mailto:ghawebmaster@yahoo.com)

Social Events Coordinator, Marilyn Salini, 314-991-9363, [msalini73@gmail.com](mailto:msalini73@gmail.com)

Ron Varley then moved that dues for 2020 should remain unchanged. Keith Bester

seconded the motion. After a brief discussion, the vote was taken. The vote was unanimous in favor of the motion,

There being no further new business, the meeting was adjourned at 8:30 p.m.



## Austin Healey Club of America

### AHCA Board of Delegates Fall Meeting Plainfield Indiana November 8-10

This meeting was attended by GHA Member Bob McElwee. The following is a attendee report created by Mike Schneider of the Bluegrass Club.

Gary Feldman, president of AHCA, opened the Fall of 2019 Delegates meeting with a video. It was a video taken at a Jaguar sponsored gymkhana in which one of the drivers over ran the stop block at the end of the course and hit a course worker that was standing in the wrong spot. The course worker was seriously injured but survived and is doing well now. The reason for showing the video was to place an emphasis on safety. The video did an excellent job of doing just that. Gary then asked for a moment of silence in remembrance of all of our fellow Healey people that have passed away this year. He mentioned Ann Johnson, George Koeber, Martin Jansen and Smith Brody because these people were known nationally.

The next order of business is to take roll call of the delegates and then roll call of the officers. Right after roll call concludes the next session begins where each delegate has a few minutes to brag about their club. Last year Gary instituted a monetary penalty for any delegate that brags about their club's Christmas Party. Every club has a terrific Christmas Party so in the interest of encouraging the delegates to limit their time and talk about something unique that other delegates will benefit from Gary established this new rule.

**Golden Gate**- has started providing more tech sessions. That seems to be very successful.

AHC Association has \$48,000 in the bank and donated \$1,000.00 to the DMH fund.

**Bluewater**- raised \$11,000 (Canadian) with a car show for the Salvation Army.

**Manitoba**- tech sessions have become very popular

**Quebec**-coordinate the Healey drivers for the Formula 1 race

**Ontario**-membership dropping slowly due to members passing away. Tech sessions are well attended.

**Capital Area**-recruiting new members is difficult-Bruce Phillips of Healey Surgeons is retiring in the coming year. He will continue to sell parts. They have had a lot of success at chasing lost members.

**Tampa Bay**-membership is down a little.

**Palm Beach AHC**-tracking members is like herding cats. They are just getting the social aspect of the club established

## AHCA Board of Delegates Fall Meeting Plainfield Indiana November 8-10 - Continued

**Atlanta** - they host a lot of tech sessions which turn into social events. Slow decline in membership due to aging and health issues.

**Central Indiana** - membership stable, tech sessions are popular, 48-55% of membership participate in some activity through the year.

**Bluegrass** - very active club, tech sessions have been well received, still working on Springthing details,

**Minnesota** - membership stable, all of the energy for 2019 spent on hosting conclave. Huge round of applause from the delegates and officers.

**Gateway** - membership stable, wash up and tune up is very popular in the spring, most younger members are either restoring cars or working 80 hours a week.

**Flatwater** - down 10 members, had tour of Smith Motor Collection which is huge. Raised dues to sponsor local scholarships for trade school students, bring a kid to car show sponsored by Hagerty is huge success. Kids get T shirts, hat and get to judge the cars.

**New England Region** - the Wing concept is working quite well-club is divided in regions call Wings-each Wing has a leader and they host their own meetings, they have a technical conference call each month with 25-30 members on the call.

**Carolina** - lots of tech sessions, best tech session was devoted to aligning headlights.

Triad- membership down a little, working on getting members into leadership roles and getting remote members more involved.

**Miami Valley** -membership stable, trouble getting members to monthly meetings, discussing how to revive club.

**Mid Ohio** - membership stable- 2 members completed excellent restorations this year.

**NE Ohio** - membership stable, combined three car shows into one and that was a success, 12-15 attend monthly meetings.

**Ohio Valley** -membership stable, this club is the gymkhana expert in the AHCA, volunteer tech team will make at least two house calls per month - only cost to the beneficiary is coffee and donuts in the morning and pizza and beer for the afternoon. Old man's lunch (ROMEO lunch-retired old men eating out) is quite popular on every Thursday.

**OK** - very small club but have a very active British Car Club.

**Smoky Mountain** - down 3 members, All European Car Show is very popular, some people looking for driver Healeys not show cars.

**Gulf Coast** - mourning the passing of Ann Johnson who was president of the APB group-Another Pushy Broad.

**Tidewater** - membership is up 10%, toured Farmville, VA which was the last battle in the Civil War (ed. note-otherwise known as the War of Northern Aggression).

There was a number of other club reports and for the most part the clubs had a stable membership, thousands in the bank and all is well.

### Officers Reports

**Safety - Don Klein** - Hill climbs are getting more popular. Honda plant in Marysville, OH has a Heritage Center that can be rented and includes as awesome hill climb. If you are interested in finding locations that offer ethanol free gas check Pure-gas.org. Our membership in Sema will continue. Sema is an organization that monitors state and federal legislatures in an effort to protect our hobby. They send out a newsletter reporting on what they find.

**Conclave - Neil Anderson** - looks like for the next several years that there is a conclave in the works. May have to eventually consider having a conclave on alternating years. AHC Association suggest hosting a conclave for



## AHCA Board of Delegates Fall Meeting Plainfield Indiana November 8-10 - Continued

2021 at Yosemite but the facilities would not work out. No place to hold a gymkhana and the cheapest room rates started around \$250.00 per night plus there likely wouldn't be enough rooms available in the area. They are now working on four other possibilities. Since 2021 is just around the corner from a planning point the delegates voted to give the AHCA officers the authority to work with AHC Association in finalizing the details for 2021 with a final approval by the delegates probably by email.

There was a push for conclaves occurring in either May or September. That bumps against many long standing regional meets.

**Eileen Wetzel - Conclave 2019** - Eileen was presented by Neil Anderson with a mounted buffalo trophy and is now known as Buffalo Woman or Conclave Goddess or Tatonka woman. Many clubs helped in the background, which helped to make the conclave a terrific success. Eileen said she was the inspiration and Greg Lauser was the perspiration. You can go to [dropevent.com](http://dropevent.com) to see all of the pictures from Conclave 2019. This is a site that the Conclave committee has paid for through the end of December.

**Conclave 2020 - Bill Borja**-excellent facility, they have the entire resort reserved. Have about 50 registrations so far.

**Club Support - Bruce Gearn**s - A number of regional clubs in the AHCA do not require their members to belong to the AHCA. Since those members benefit from the insurance that the AHCA pays for an annual fee is assessed to each local only member of \$5.00. Bruce worked up an arrangement with the Bonneville club to offer their 7 local only members a free one year membership in the AHCA. Bruce was happy to announce that 5 of the 7 renewed for the following year. Bruce also worked on increasing the delegate attendance at the fall delegates meeting. Unfortunately some clubs do not participate in events with the AHCA and they also do not send in required reports for the fall delegates meeting. They are not required to send a delegate to the meeting but the AHCA bylaws require them to submit certain reports each year.

**Promotion - Ben Moore** - Constant Contact has proved to be a wonderful success. Constant Contact develops a myriad of statistics for each batch of emails sent out. The open rate, which is the percent of the recipients that actually opened the email, is 62%. That is a huge open rate. Typically 15% would be considered acceptable. Ben sent out a survey this past summer. The survey had 699 participants, which again is excellent. The survey indicated that 71% of our club is between 60-70 years of age, 77% respondents have attended less than 10 conclaves. Some of the reasons for not attending more conclaves is expense and attending regional events. The respondents mentioned the best thing about the club is the magazine and making friends, the AHCA is a well run club, lots of suggestions for conclave locations. Ben will be sending out more surveys in the coming months. Ben is planning on some minor work on the website for 2020 and a major rework of the website at some point shortly after 2020. Ben's final comment was that he is in dire need of some help. Anyone with promotional or marketing experience please contact Ben.

**Insurance - Fred Dabney** - Fred has developed a letter than can be sent to clubs or venues that require an explanation of our coverage. Our current coverage is one of the best in the car community. If a certificate of insurance is required for an event contact Fred and he will send the certificate to the vendor and host club. Waivers are needed for regional and national events. A waiver is not required for a club drive or club meetings. The AHCA is changing coverage to the Hartford Insurance Company. Fred was able to negotiate a substantial reduction in the annual insurance cost. Our cost dropped from a little over \$9,000.00 per year to a little under \$7,000.00 per year and there was no change in coverage.

**DMH - Fred Dabney**- The DMH fund has a little over \$31,000.00. The DMH fund is not a subsection of the AHCA. It is a separate entity and thus we are able to have participation in the DMH Fund from the Sports and Touring club. The DMH Fund will give two \$3,000.00 scholarships this coming year for two students attending McPherson College. McPherson College is the only institution in the United States that offers a four year degree in Auto Restoration for a major. The students are required to take all of the usual classes that a typical degree program requires in addition to the hours required studying and doing auto restoration.

## AHCA Board of Delegates Fall Meeting Plainfield Indiana November 8-10 - Continued

The annual tuition is \$39,700 so \$3,000 doesn't make a big dent in that cost but it helps.

**Editor - Reid Trummel** - Once again the production of the magazine came in under budget. Reid is now paying a few contributors for their articles in the magazine and that has raised the quality of the content even higher. The cost for the 2019 production run of the magazine and calendar was only a few dollars higher than the cost 20 years ago. Lesson for this is be very careful in negotiations with Reid. Jake Jacobs commented that he was extremely impressed with Reid's ability to manage the many cost categories of the magazine. Unanimous agreement among all attendees with Jakes comment.

**Advertising - Laurie Wilford** - Selling advertising is getting more difficult. Print advertising is way down industry wide. We have been slowly losing advertisers over the last few years. They all want advertising on social media. That is in the works but not ready yet. Laurie offered to advertisers that they could create an editorial type entry that would be essentially an add. He has had 5 respond so far.

**Membership - Mike Schneider** - Renewal invoices were received by most members earlier this week. I will start sending out renewal updates every two weeks so the regional club membership directors can keep up with the members that have renewed as well as those that have not renewed. I will start taking second email addresses from the membership. The second email address will not be printed in the upcoming Membership Directory but will be included in the update files sent out to the membership directors. I also hope to be able to get those listed on the searchable membership list in the members only section of the website. A 'club' filter was added on the members only list on the website last week. Longevity name tags are still being requested as the names appear in the Marque.

**Healey Museum - Gary Feldman** - AHCA donated \$5,000.00 to the museum for 2019. That would allow AHCA members to tour the museum at no charge. The AHCA put up \$2,500.00 of the \$5,000.00 and the other \$2,500.00 was donated from local clubs and individuals. We currently have an additional \$1,925.00 left over from 2019 that will go toward the \$2,500.00 for 2020.

**Conclave Going Forward and Regional events- Gary Feldman and Neil Anderson** - a regional event can get a quarter page ad in the Marque at no charge for their event. The website will soon have the ability for clubs to post events on the website. Only regional events can post on the website their schedule. The regional events are: September Roundup, Springthing, Texas Healey Roundup, Southeast Classic, Summit Meet, Rendezvous, California Healey Week, Rendezvous Golden Gate, Fall Windup, Northwest Meet and Encounter.

Enclave 2022-Pete Sturtevant- There is a join Conclave/Encounter committee working on three sites for consideration, Poconos, Monticello, NY (near Woodstock) and Saratoga, NY. Right now Poconos seems to be slightly in the lead.

**Membership Directory - Mike Schneider** - There are basically three possibilities. 1) do not print a membership directory, 2) print a membership directory every other year, 3) print a membership directory every year. A membership list will be available on the website for all three options. There was a lot of discussion on pro's and con's especially for those who would be in an area with no internet service. There was a large majority that voted for the membership directory to be printed in 2020 and every other year thereafter. There was a question as to how the dues would be handled for the years the directory was not printed. I suggested that the savings be banked and used to postpone a future dues increase.

**Edie Anderson** - Edie and Gary Brierton developed a handbook for delegates, which is available on the website. A discussion was held to determine if there is a benefit to having a hard copy. It was determined that would be an excellent benefit and \$1,000 was voted in to cover the cost of the printing. Edie and Gary will be working on that and have them ready for the 2020 Fall delegates meeting.

**Chuck Anderson** - Chuck pointed out that the strength of any club is the communication amongst club members. Chuck feels that Reid has done an excellent job of maintaining a high standard of communication. Chuck would like for a motion to be made to give Reid a \$100.00 per month raise. Motion made, seconded and passed unanimously with a thundering applause.

## AHCA Board of Delegates Fall Meeting Plainfield Indiana November 8-10 - Continued

**Healey Challenge** - there is word that the European Healey owners are chomping at the bit to have another Healey Challenge. Plans are in the works for it to happen in the fall of 2020. Stay tuned.

**Conclave - Neil Anderson** - Conclave 2021 alternate sites are being considered and evaluated. Sana Fe, NM has a Hilton Resort 9 miles north of town, car show in historic district, gymkhana and funkhana on hotel site, food is excellent, a balloon festival in Albuquerque-500 hot air balloons.

Another location under consideration is Branson, MO. Chateau on Tablerock Lake- 300 rooms-resort and convention center-lots of dinner theaters-hotel is 15 minutes outside of Branson.

The third possibility is Lexington, KY, large college town - Griffin Gate Marriott Hotel 15 minutes north of Lexington, beautiful scenery, all facilities available for conclave needs.

**Gary Feldman** - \$4,100.00 was high bid last night during auction for the opportunity to drive a Formula 1 race car driver around the track prior to the Formula 1 race. This will be broadcast worldwide. A phone in bid from a New England Region member was the winning bid beating out Chuck Anderson Jr by \$100.00

**McPherson College** - Chuck Anderson Jr got a tour of the college on his way back from Conclave 2019. In addition to the usual four degrees available in most colleges a student could also earn a four year degree in woodworking, metal working or auto restoration. The student that received the DMH scholarship money in 2019 is restoring a Sprite to give to his mother. For the 2020 school year there will be two students receiving a scholarship from the DMH fund. One of the VP's for the college also has a Sprite. Fred will investigate how we can send extra copies of the magazine to the Library for the college.

**Grow Our Clubs**- How do we get people involved in the national and local clubs? Most national officers have been delegates at some time. That is a good training ground for the National but how can we help the local clubs? Gary Brierton suggested identifying the nominating committee in the front of the membership directory. That could broaden the scope of people willing to help at the national level and should flow to the regional clubs also.

**Nominating Committee** - Does it need to be modified? Each officers term is a one year term with the expectation that the president will serve 3 consecutive terms. There is no expectation for the other officers other than there is a hope they will serve at least multiple terms. Both Gary Brierton and Gary Feldman will have served 4 terms as Gary Feldman as agreed to stay on for one more year, which will be his fourth year.

Currently the nominating committee consists of all past presidents with the most recent being the chair of the committee. There is also three members from the general membership voted by the delegates to be on the nominating committee. They serve 3 year terms and each year as one rolls off another is voted in.

**Treasurer's Report - Bev Sealand** - budget as proposed was passed unanimously. We have a very large surplus this year. The current budget will have to dip into that slightly as we have a slightly negative budget. We don't publish budget details or reports. If you want specifics as your delegate. As a result of the large surplus there will not be a dues increase in 2020.

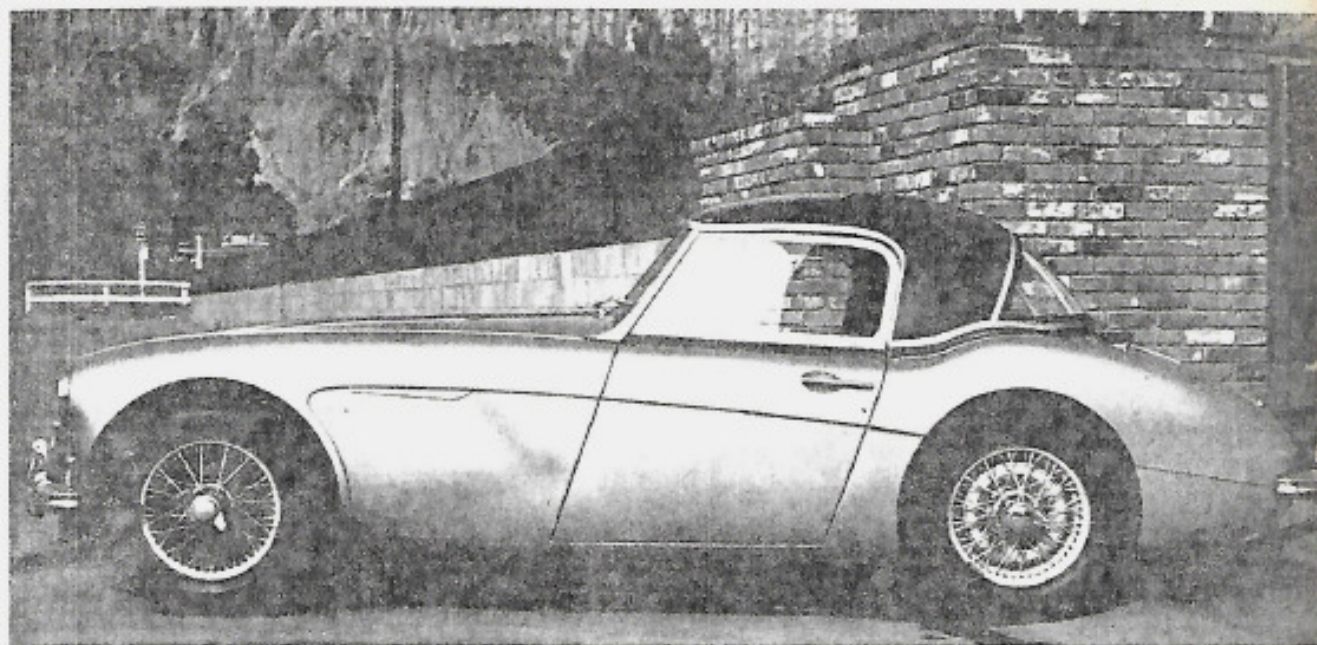
**AHCA officer nominations- Fred Dabney** - All current officers except for the retirement of Bruce Gears agreed to run again. Cliff Hudgins was nominated to take Bruce Gears position of Club Support. All nomination were accepted unanimously.

**Honorary memberships - Fred Dabney** - Bruce Gears, Eileen and Gary Wetzel and Greg and Nancy Lauser were nominated for an honorary membership. All passed unanimously.

Proposal made and accepted to meet at same hotel in Plainfield, IN on November 6 - 8 2020 for the fall delegates meeting for 2020.

Due to some confusion regarding the club by laws a committee was appointed to review the bylaws. Participants on the committee are Bob Gilleland, Gary Brierton, John May, Edie Lowery, Edie Anderson and Bonnie Ayer.





## ROAD TEST AUSTIN-HEALEY 3-LITER

*On a jag in a Healey*

**A**LL OF ROAD & TRACK's previous road tests of Austin-Healeys—there have been five, not counting this one or the Sprite, since 1951—have been performed in California under practically identical conditions. In the case of the new 3000 model a slight obstacle presented itself. This obstacle was some 2800 miles of road between New York (where the only two 3000's in the country happened to be at the end of May) and California, where the test crew waited with anxious eyes on the deadline for this issue.

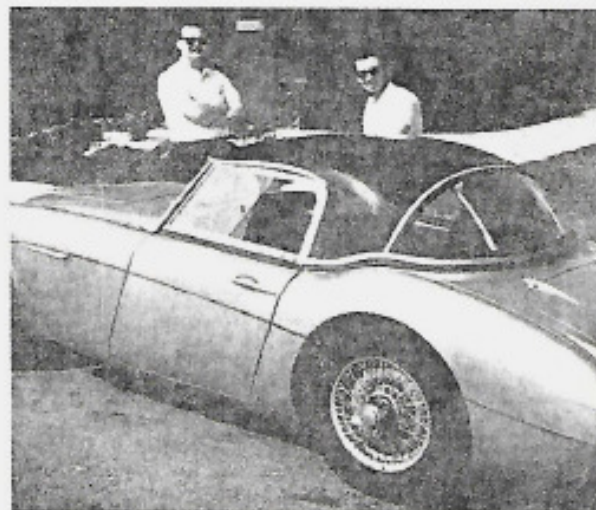
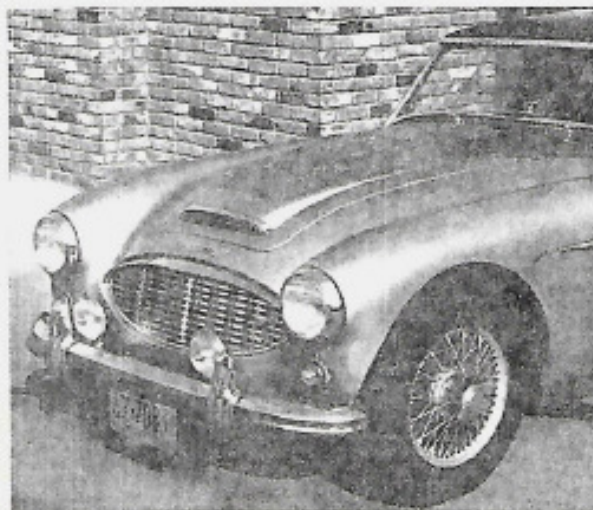
Quickly our small but enthusiastic New York staff,

consisting of Harvey B. Jones, Eastern Editor, and David E. Davis, Jr., Eastern Advertising Manager, offered a solution. They would drive one of the new cars nonstop from New York to the Road & Track offices in California. Thus we would have our test car in plenty of time and they would be firmly established as heroes, having set all sorts of new coast-to-coast driving records.

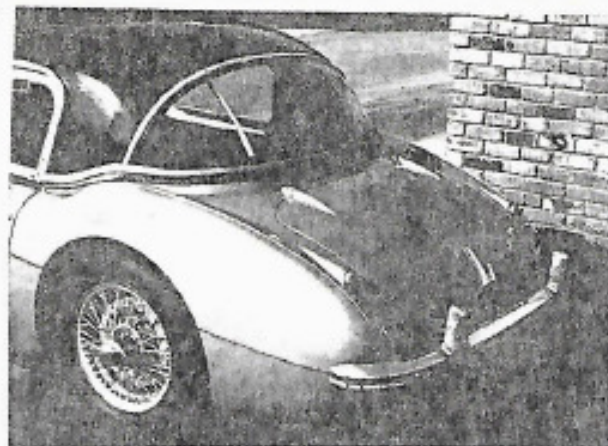
They got underway in the early evening on a Monday and, with the aid of a package of innocent-looking but highly potent pep pills, pulled up at the Road & Track

*Stock except for its Lucas road lights, the 3-liter looks much better after a bath, even in Los Angeles water.*

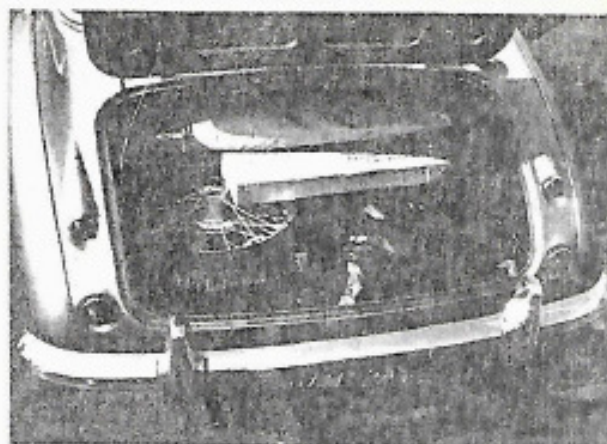
*Here it is as it arrived at the Road & Track office, with a weary Dave Davis and Eastern Editor Harvey Jones.*







*With the hardtop, a comfortable all-weather town car . . .*

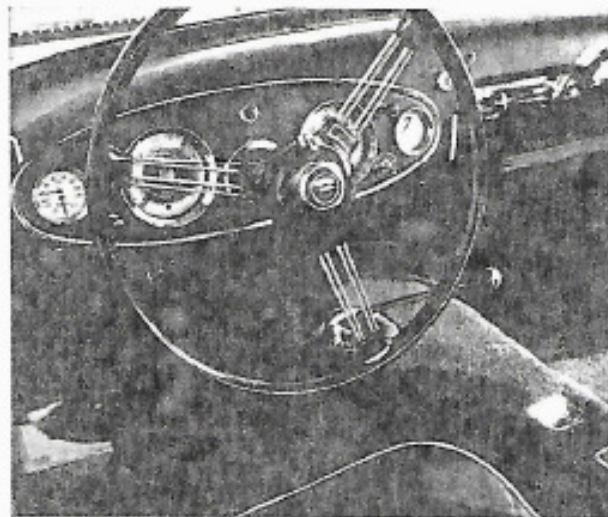


*And for traveling, better endowed than some sports cars.*

officers a little over 57 hours later, full of praise for the car and for their own powers of endurance. When we informed them that a certain French economy sedan had covered the same distance in roughly 54 hours, they were only mildly impressed. The drivers of this French car, they told us, had cheated; they had not stopped to eat along the way. Of the total elapsed time of 57 hours in the Healey, at least three and a half hours had been consumed in various restaurants along the route. In addition, they had been forced to drive through a wild rainstorm and flood in Ohio and had wasted nearly an hour in a bootleg sports car garage just outside of St. Louis trying to replace a silly little rubber grommet that had fallen off the throttle linkage and into a sealed compartment under the instrument panel. In view of all this, our drivers steadfastly and with glassy eyes claimed the following coast-to-coast records: fastest trip in an English car; fastest in an Austin-Healey; fastest in a 3-liter car; fastest in a four-seater roadster with detachable hardtop; fastest by a bearded and mustachioed two-man crew. We might add that it was also the longest distance ever covered in the course of a Road & Track road test.

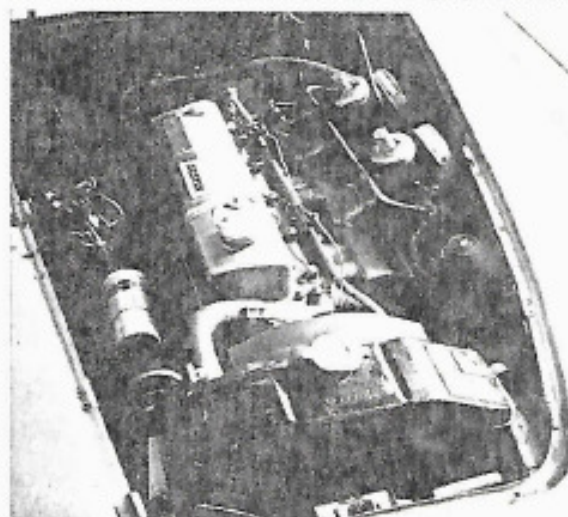
With the first part of our program successfully completed, we proceeded with the actual performance testing without so much as changing the oil or greasing the car.

*The cockpit is the neat and practical one of other models.*



22

*It looks the same, but it isn't: see text and performance data.*



PHOTOGRAPHY: POOLE

When the Healey left New York, it had just under 500 miles on the odometer. We had hoped to be able to complete our tests in California without tuning the engine in any way; by the time the car arrived it was so well broken in and running so beautifully—in spite of having been driven hard—that this was entirely feasible.

The speedometer proved to be extremely accurate, which helped our heroes keep up a good on-the-road average. During the acceleration runs it seemed that the gearbox, still somewhat stiff, might be adversely affecting the car's performance; but when we checked the times against those on the 100-6 last year they proved to be just about right in view of the changes that have been incorporated in the new car. The engine of the 3000 is nothing more or less than a bored-out version of the 100-6 powerplant. Displacement is now 2912 cubic centimeters, or roughly 10% larger than before.

On the other hand the rear-axle ratio has been changed from 4.1 to 3.9, which would figure to knock about 5% off the performance all along the line. This leaves a net improvement of 5%. In other words, the increase in engine displacement has more than made up for the change in axle ratio. Acceleration, pulling power on hills, etc., are therefore improved about 5% over last year's car.

On long grades the car pulls beautifully in top overdrive.



During our top-speed runs we found that if the 3000 is held in 4th gear until about 100 miles per hour, it will fairly leap ahead when overdrive is engaged, and acceleration will continue smoothly and steadily up to better than 112 mph. All of our drivers agreed that in the matter of performance and smoothness the latest Austin-Healey was pleasantly similar to the original XK-120 Jaguar.

Previously, in all our tests on Austin-Healeys, we experienced considerable difficulty in getting the true ultimate top speed. The older models will over-rev in 4th, but when overdrive is engaged at about 100 mph, the car fails to respond. In other words, it takes several miles to obtain terminal velocity. The new car, with the larger engine and closer-ratio overdrive, still has lots of punch at 100 mph and accelerates from that speed to an indicated 120 mph in just over a mile. Tapley readings, for example, are almost exactly 5 1/2% better in each gear, as expected, but in overdrive the readings averaged 10% better. The 100-6 used a .778 overdrive ratio with a 4.10 rear axle; the 3000 employs a .520 overdrive ratio which, with the new 3.90 rear axle, gives the same over-all ratio as before in this gear. Here's how the production models compare:

	3000	MM	100-6	100-4
Time, 0-10	5.2	5.2	6.1	6.2
0-60	9.8	10.4	12.2	11.7
0-80	17.5	19.2	22.5	20.8
ss 1/4	17.1	17.4	18.2	18.1
Top speed	112.5	109.0	105.0	102.0

For the performance tests we adhered to the red line on the tachometer (5200 revolutions per minute). Yet the 6-cylinder engine is very smooth, and it will run well past 5500 rpm with no complaint and no audible sign of valve clatter setting in. The indirect gears are quiet except for 1st, which growls a little. If you get tired of this, it's perfectly possible to forget it and use 2nd gear for starting up. The gearbox was still rather stiff and shifts were hard to make, a feature rather typical of British sports cars for the first few thousand miles. Obviously the gearbox hadn't been used much in the course of the cross-country run.

Handling characteristics are extremely friendly once you get used to the automobile. The steering is quite sensitive to throttle opening—too little produces oversteer, especially on fast bends that have been entered a bit too quickly. Adding more throttle will give fairly constant understeer all the way up to the breakaway point. From there, too much throttle will produce oversteer again, although this can be used to advantage to flick the tail out in tight corners.

Considering the softness of the suspension the ride is surprisingly firm at lower speeds, but above 60 mph it smoothes out considerably and the adhesion seems actually improved, even on rough surfaces. The Dunlop RS-4 tires give excellent traction and on the cross-country trip proved themselves, happily, to be far better on wet roads than previous Dunlops. The 3000 has disc brakes in the front and finned drums in the rear. There is no booster for these brakes, and at speeds below 30 mph the pedal pressure required to stop the car within a comfortable distance is noticeably greater than with the all-drum brake system on the 100-6. At the equivalent of racing speeds the braking is smooth and powerful, with a minimum of nose dive. Even when slight fade is finally produced, after several panic stops from 100 mph, recovery is extremely quick.

The best way to describe the new Austin-Healey 3000 is to say that it is a real enthusiasts' sports car: fun to drive, with lots of performance and good handling and braking characteristics. It could have better cockpit ventilation and seating position, and we still wish that the manufacturer would return to the cleaner styling of the older 4-cylinder cars, but these are only minor grievances. Dollar for dollar this is still one of the top sports cars on the market.

## ROAD & TRACK ROAD TEST 211



### AUSTIN-HEALEY 3000

#### SPECIFICATIONS

List price (est.)	\$3385
Curb weight	2520
Test weight	2820
Distribution, %	48/52
Dimensions, length	158
width	60.5
height	43.0
Wheelbase	92.0
Tread, front	46.8/50.0
Tire size	5.9J-15
Brake lining area	n.a.
Steering, turns	2.5
turning circle, ft.	35.5
Engine type	6 cyl, ohv
Bore & stroke	3.23 x 3.50
Displacement, cu in.	172.6
cc	2912
Compression ratio	9.00
Rpm @ 1000	137 @ 4750
equivalent mph	112
Torque, lb-ft	175 @ 3300
equivalent mph	71.0

#### PERFORMANCE

Top speed (5th), mph	112.5
best timed run	115.1
3rd (5450)	81
2nd (5500)	52
1st (5450)	39

#### FUEL CONSUMPTION

Normal range, mpg	17/22
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#### ACCELERATION

0-30 mph, sec	3.3
0-40 mph	5.2
0-50 mph	7.0
0-60 mph	9.8
0-70 mph	13.2
0-80 mph	17.5
0-90 mph	23.5
0-100 mph	33.4
Standing 1/4 mile	17.1
speed at end, mph	73

#### GEAR RATIOS

O/d (0.62), overall	3.20
4th (1.20)	3.91
3rd (1.31)	5.12
2nd (2.05)	8.02
1st (2.93)	11.5

#### TAPLEY DATA

5th, lb/ton @ mph	250 @ 62
4th	320 @ 59
3rd	410 @ 48
2nd	540 @ 35
Total drag at 60 mph, lb	105

#### CALCULATED DATA

Lb./hp (test wt.)	20.6
Cu ft./ton mile	92.4
Mph/1000 rpm (5th)	25.7
Engine revs./mile	2535
Piston travel, ft./mile	1480
Rpm @ 2500 ft./min.	4290
equivalent mph	101.5
R&T wear index	37.5

#### SPEEDOMETER ERROR

30 mph	actual 30.2
40 mph	40.0
50 mph	50.0
60 mph	60.0
70 mph	69.2
80 mph	78.5
90 mph	87.7
100 mph	96.8

