



Side Curtain News

VOLUME 44, ISSUE 3

JULY 2023

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



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Gateway Healey Association St. Louis, MO

Rumblings

Yes, the year is now correct on this edition.....

This edition is going out on a day that is actually a little bit of a break in the hot weather we are having. I am in a holding pattern with my car while I wait on my transmission to be completed. I hope to have it in a few weeks. Then re-installation and some test driving to make sure the frame is ready for a body—finally!



The meetings continue and we are getting good attendance with some new faces and a new treasurer Paul Michael. It is good to see life in the club. Our legacy members have been good at keeping things going. While the number of Healeys has dwindled, the interest in the car still remains. I am hoping to add mine to the few Healeys we still have.

I am looking forward to getting my car done. It has been a very long road and I want to see it done. It has been 7 and a half years since my father passed and I really would like to get it on the road as a tribute to him. I want to experience what he got to experience with this car in the years he owned it. He did drive it occasionally back and forth to work. I want to do the same (of course on appropriate weather days).

Phil Ellerbrock, GHA SCN Editor

**Events calendar in the
St. Louis Sports Car Council Gateway Relay
at
www.stlsc.org**



GHA Meeting: 4th Tuesday of the Month, 7 PM at Keith Bester's
115 N Sappington Road, Kirkwood MO 314-821-2372



Don't forget to visit the Gateway Healey Association Web-Site at
www.gatewayhealey.com

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July Meeting Minutes

Members and guests in attendance: Dennis Dowell, Chris Kresser, Greg Finazzo, Paul Michael, Sean Dowell, Jim Helsh, Jim Reiter, Ron Varley, Phil Ellerbrock, Rick Stiers, Dave Massey

Sean Dowell called the meeting to order at 7:30pm.

The first order of business was to resume discussion about the establishment of a GHA checking account.

Paul Michael reaffirmed that he is not willing to open an account in his name/dba Gateway Healey Association. All agreed that this is not a good idea.

Paul said Ron Varley sent him a copy of the IRS Letter in which GHA's old EIN number was issued at the time GHA incorporated as a nonprofit corporation in preparation for Conclave 99. Ron pointed out that EINs never go away and that if a bank were to go through the EIN verification process it would find this number still associated with GHA even though GHA's nonprofit corporation has been dissolved. Ron's thinking is that a bank might therefore be willing to accept GHA's old EIN number for purposes of setting up a non-interest bearing checking account. All agreed that it would be worth pursuing this idea. Paul will meet with a couple of banks to see if this idea might be workable and report his findings at the August meeting.

Sean Dowell appointed Phil Ellerbrock to represent GHA at the AHCA Fall Delegates meeting.

Ron Varley pointed out an error in last month's meeting minutes. The Cars & Coffee event at Holman Motorcars is scheduled for the last Saturday of the month; not the fourth Saturday of the month.

St. Louis Car Museum is hosting its Fifth Annual Car Show & Open House on Saturday August 26 from 10:00am to 2:00pm.

Meeting was adjourned at 8:15pm.

Ron Varley, Secretary

June Meeting Minutes

President Sean Dowell called the meeting to order at 7:30pm.

The following members were in attendance: Dennis Dowell, Dave Massey, Sean Dowell, Greg Finazzo, Richard Etz, Rich Collister, Jim Reiter, Ron Varley, Keith Bester

Paul Michael, the new Treasurer of GHA was absent and therefore unable to report on his efforts to set up a new bank account for GHA. Sean Dowell had spoken to Paul and said Paul had some concerns about using his Social Security number to set up an account. Paul has contacted Bev Sealand to find out how other clubs that are not incorporated are handling their banking. Paul will be attending our July meeting to let us know what he comes up with.

Sean Dowell will not be able to participate in the annual Delegates Meeting to be held in November of this year. So we will need someone to take his place at this meeting. Sean is looking for a volunteer.

Cars & Coffee has relocated their venue from Amp Up Action Park to the Museum of Transportation.

Following is a schedule of Cars & Coffee events:

- Fast Lane Classic Cars - 2nd Saturday of Month 8:00am - 10:00am
- MO Transportation Museum - 3rd Saturday of Month - 8:00am - 10:00am
- Holman Classic Cars - 4th Saturday of July - 10:00am - Noon
- Kirkwood Sonic - Car Show every Friday evening thru October

Richard Etz provided information on the following parts for a 1964 Austin Healey Sprite available for free:

- Pair of 1&1/4 SU carburetors on manifold with heat shield,
- Pair of doors w/glass and door cards,
- Windshield with good frame, but cracked glass,
- Grille
- Few other odds and ends

Contact Jim Jennings at jim.jennings2@gmail.com.

Jim lives in Lexington, KY and travels frequently to Springfield, IL. Pick up possible at either location.

Meeting adjourned at 8:00pm.

Ron Varley

May Meeting Minutes

President Sean Dowell called the meeting to order at 7:30pm.

Attendees: Richard Etz, Keith Bester, Jim Reiter, Sean Dowell, Dennis Dowell, Greg Finazzo, Paul Michael, Dave Massey, Ron Varley

The main topic of discussion was the ongoing need for a member (who is an AHCA member) to take over the job of Treasurer/Membership chair). Paul Michael, who was attending a club meeting for the first time expressed a willingness to take the job for a year. Paul joined AHCA/GHA last year after having recently purchased a 1966 BJ8. He has not been receiving the GHA newsletter, so was not aware of our difficulty in finding someone to fill this position.

After some discussion about what the job entails and what needs to be done to create a checking account, Sean Dowell appointed Paul as our new GHA Treasurer/Membership chair.

This appointment is very timely since the club just received a check from AHCA for \$330.00 covering rebates for local club dues for 2023. This together with some cash on hand for local only member dues the club has received, will provide needed cash for Paul to use in opening a checking account.

Sean Dowell also reminded everyone of the following upcoming car events:

- European Car Show on June 11
- Cars & Coffee at Amp Up Action Park on June 17
- Fathers Day Car Show at the Museum of Transportation on June 18.

The meeting adjourned at 8:15pm.

Ron Varley

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Robb Report

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LIFESTYLE / NEWS

JULY 21, 2023

A Tiny, 800-Student Kansas College Just Received an Anonymous \$1 Billion Donation

McPherson College is known for its automotive-restoration program.

By TORI LATHAM



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Donors regularly give millions of dollars to some of the country's most well-known universities. But a small college you probably haven't heard of just got a massive, \$1 billion gift.

McPherson College in Kansas was given that eye-popping sum by an anonymous donor, Bloomberg [reported](#) on Friday. That \$1 billion will lift the school's endowment to more than \$1.5 billion, an impressive total for a school with just over 800 students. (For reference, [Harvard](#) has the largest endowment of any school in the U.S., with more than \$50 billion. Liberal-arts schools like Amherst and

Williams sit around \$3.5 billion.)

"This reflects on the great work that our faculty, staff and students do at McPherson College," Michael Schneider, the school's president, told Bloomberg.

The \$1 billion donation is part of a fundraising drive that the college launched last year. An anonymous donor said they'd give up to \$500 million, gifting \$2 for every \$1 donated by June 30. But McPherson ended up bringing in \$342 million, and the donor decided to increase their contribution into the 10 figures.

Despite its small size, McPherson is lauded as the only school in the United States that offers a bachelor's degree in automotive restoration. The college has on its campus some impressive vehicles, including a 1914 Ford Model T Speedster, a 1956 Austin Healy 100 M Le Mans, and a [1972 Ferrari 365 GTB/4 Daytona](#). Students themselves have worked on projects like rewiring a 1932 Paul Harris Roadster and restoring a 1971 Corvette to standards accepted by the National Corvette Restorers Society.

Thanks to its focus on classic cars, the school has gained some notable celebrity fans. [Jay Leno](#), for example, has endowed two scholarships at the college. "Much like art historians who clean and repair the works of the Renaissance era, the young men and women at McPherson College are doing it with automobiles, recreating abilities and techniques long forgotten, and they'll make a good living doing it," Leno said in a statement earlier this year. "Our hobby and heritage are safe in their hands."

Now those hands have a little extra dough to work with, too.

This article was published at the following link:

https://robbreport.com/lifestyle/news/mcpherson-college-anonymous-donation-1234871348/#utm_medium=social&utm_source=email&utm_campaign=social_bar&utm_content=top&utm_id=1234871348

People and Cars

This article was scanned from the Austin Healey Magazine of the Austin Healey Club dated July 1996

Deep six that six

by Mark C. Lambert
Lambert Auto, Nashville TN

Since 1974, when I purchased a BJ7, I've had the good fortune to own several 3000's. I have thoroughly enjoyed these cars; their simple durability and beauty set them apart from all others. A few years ago I found a BN2 and my appreciation for the big Healey deepened. Its nimble agility surprised and delighted me. I soon considered the possibilities of rebuilding a 3000 (with its superior weather gear and larger cockpit) to feel like a 100 (quick and light on its feet), theorizing the two major challenges would involve power-to-weight ratio & overall balance.

About a year ago another notion occurred to me. I began contemplating the long-term effect of possible EPA regulations on antique cars (and car clubs) and how this might affect Healey owners. In the jargon of the EPA, most antique cars are "gross polluters"—they tend to leak fluids from every system and score high CO2 % readings. I've always considered that the relatively low number of old cars and the few miles they're driven would exempt them from any current EPA legislation. This notion, while comforting, may not hold true. The EPA has, in recent years, had a profound effect on lawn equipment and power boat manufacturers and our hobby too might eventually feel its effect. This is the story of my experiment in merging these features into one car: A 3000 with the agility of a 100 that will pass modern emission tests and be free of fluid leaks.

The first step was to find a sensible substitute engine since using the original Westminster C-Series

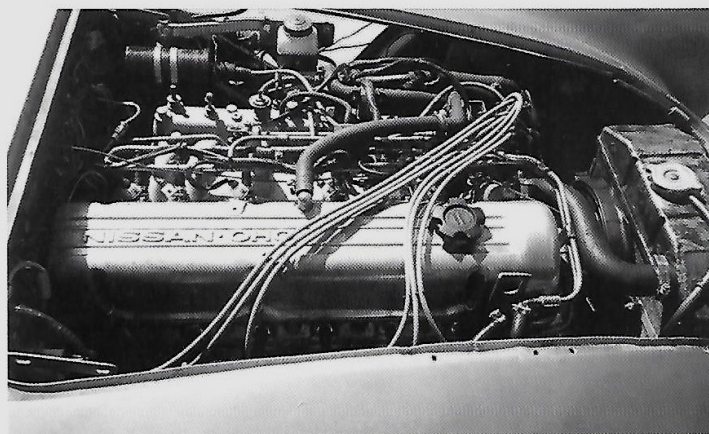
six was out of the question. Even if I could somehow redesign the unit to prevent leaks, there is still the immense weight of the unit and its adverse affect on the car's overall balance.

The trouble with engine swaps is obvious. Complications can arise when attempting to use an engine in something other than its intended application (ever the challenge for the Healey designers). All of the variables must be right, including dimensions—HP, weight, etc. Then there are question such as these: "Where does the exhaust dump out?" "Is the throttle linkage similar?" "Can the oil filter, starter, and water pump be serviced?" If just one answer is wrong among these seemingly endless questions, it can mean nightmares for the installer. And we haven't even begun to address gear ratios.

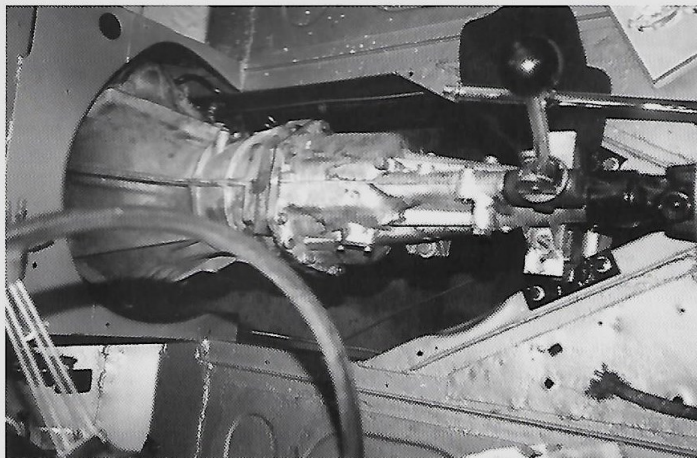
One more choice I made before beginning seemed equally daunting. I decided against making any alterations to the Healey platform. That meant no cutting, no welding, and no holes drilled. I wanted to find a modern unit that would bolt into place; a simple substitute component like radial tires or a high output coil. Following weeks of research I found that the Nissan straight six fulfills every requirement—and I do not believe that this is a coincidence.

To explain that, let's go back about 30 years. In 1967 Nissan was one of several growing Japanese auto manufacturers. These companies recognized the importance of the US market, and with their relatively new manufacturing plants, were well positioned to continue courting it. BMC, whose main market was also the US, was their competitor. But BMC—who could not yet meet US demand for the Austin-Healey 3000 decided to discontinue the product at year's end—beginning what would eventually become one of the British automotive industry's greatest marketing errors.

Nissan recognized a vast (soon to be) unfulfilled market quite as Donald Healey had in 1950, and decided to commit its resources. The product hit the US market for the 1970 model year as the new Datsun 240Z. It was the same size, layout, and wheel base as the Healey. It had the rugged durability with similar character and gear ratios as the 3000. But up front was a beautifully balanced 2.7-liter aluminum

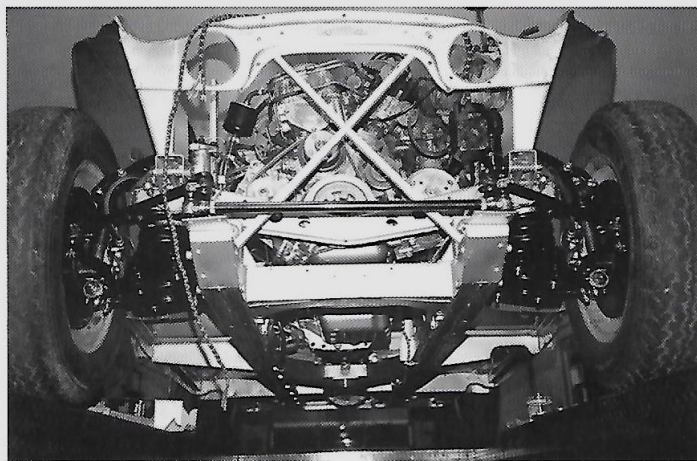


Under the hood of the Datsun 240Z is a beautifully balanced 2.7-liter aluminum head SOHC six rated at 170 HP. Unit chosen for Mark's BT7 is a 1983 engine with electronic ignition and fuel injection. Original Healey radiator was retained, with electronic cooling fan. Car now has better balance and sharper acceleration than before, feels like a 100-4 with lighter steering, due to the 250-pound weight reduction.



head SOHC six. Rated at 170 HP, the Nissan engine was renowned for its tenacious yet forgiving and extremely flexible character. In the car's 15 years of production, it became the largest selling sports car platform in the auto industry's history.

The early Nissan Z is, in many ways, the spiritual successor to the Big Healey because, I believe, Nissan based its car on the Healey. This would explain the many similarities that simplified this engine substitution. The Nissan engine has the same overall dimensions, motor mount positions, exhaust routing, starter and oil filter positions, coolant volume, and throttle linkage position as Austin's six. This saves many hours of frustrating installation time and requires no alterations to the Healey substructure, only slight bracket modifications for the brake fluid reservoir, horns, etc. By 1975, the Nissan six came equipped with electronic ignition and fuel injection. I



The most frustrating part of an engine swap is working out the gear ratios. later 240Zs with five-speed transmissions have ratios nearly identical to the 3000's four-speed-box with overdrive. Transmission fits nicely into the Healey—mount positions align with the Healey chassis, requiring only a slight bracket alteration to use the original rubber mount pads.

chose a 1983 unit for the BT7. Using the original BT7 engine mounts, the Nissan needs only a small rectangular bracket on the right side, while the left-hand mount bolts directly to the Nissan bracket.

None of the components including the A/C compressor—which I use—needs to be moved. It all fits nicely into the Healey engine bay. Although the Austin fan blade bolts directly to the Nissan water pump pulley, I chose instead an electric fan for more precise cooling capabilities with A/C. The throttle is simple, again positioned exactly so that the Healey's firewall bracket and linkage is used. A 1/4 inch copper oil line replaces the Nissan oil pressure sender and joins with the existing oil line. Even the Healey temp gauge line threads directly into the Nissan thermostat housing. The exhaust exits on the left side, as with the Healey. Using the Nissan exhaust manifold, I bent two new header pipes to join with the Healey muffler. I tucked the computer up under the dash and routed the wiring through existing fire wall holes formerly filled with rubber plugs.

The most frustrating part of an engine swap (V8 or any other) with the big Healey is working out the gear ratios. Most V8s are mated to transmissions ill-suited for the 3000's rear-end ratios. The outcome is a car spinning too many RPMs (with accompanying heat and noise) to be practical on the highway. Correcting this gets messy; narrowing a Ford rear end to replace the Austin unit is one alternative. This approach unfortunately involves finding a way of balancing the brake hydraulic pressure and adapting the splined hubs. You've probably guessed by now why the Nissan transmission works so well in the Healey. You're right, the cars have the same rear-end gear ratios. The 3000 had two ratios: 1: 3.909 on the overdriven cars and 1:3.545 on the non-overdrives. Nissan supplied two different rear ends on the Z; the R200 with 1:3.900 and the R180 with 1:3.545.

The early Z's had a four-speed transmission but I prefer the later (1977 and later) five-speed because its ratios are nearly identical to the 3000's four-speed

(Continued on page 19.)

Nissan engine drops nicely into Healey engine bay. The results are quite pleasing—no leaks anywhere, car starts and drives away immediately with no hesitation or throttle lag.

Deep Six that Six

(Continued from page 11.)

with overdrive. Either Nissan transmission fits nicely into the Healey. Their mount positions align with the Healey chassis, requiring only a slight bracket alteration to use the original rubber mount pads. The lower Nissan transmission mount is threaded so a simple "T" bracket is adapted to use the Healey transmission tie-rod set up.

The Nissan transmission is similar to the Austin unit in ratio and positioning only. It's less than half the weight, very slender and quiet, silky smooth, and fully synchronized. The shift lever is about two inches rearward of the Austin center stick lever location. The speedo cable output location is the same. I used the Nissan cable, which is the perfect length, with a small adapter to fit the Smiths gauge. Since the gear ratios are the same the Smiths speedo is accurate—more headaches avoided. I also reworked an old side stick transmission cover for 3000, narrowing it slightly for added leg room.

The largest and most durable Nissan clutch pack is the ten-inch one found on the later 2 + 2 cars, although any of them will work fine. They're all hydraulic with slave cylinders positioned the same as the Healey and feel good with the Healey clutch master cylinder. The drive shaft is relatively simple. The friendly men at my local drive shaft shop (Clinards @ 615-242-4253) noticed that a Chevy rear yoke and joint (Spicer #5-153X) have exactly the same dimensions as the Austin, so I had them fit one to the rear of the Nissan shaft and balance the entire unit. It fits perfectly, with plenty of free float for axle rebound.

This is to be an everyday car, so I chose to plumb in the A/C and improve the heating system. Since R-12 refrigerant is being phased out, I built an R-134a system. The Nissan's compressor is well suited for R-134a at 10.5 CID. SCS Fridgette makes a small R-134a evaporator unit (U-01034) that fits just below the original heater. All of the plumbing is contained on the left side and passes through the large fire wall hole of the fresh air vent. A 12 inch electric cooling out in front kicks on with the compressor. The A/C system has enough cooling capacity to chill the cockpit with just the tonneau zipped. The Nissan engine runs so cool that I needed a better heating system in cool weather. Replacing the anemic Smiths heater blower with the Nissan blower unit was the answer. It moves about three times the air volume on its high setting and de-mists the entire windshield in seconds.

The results of this engine substitution are quite pleasing. No leaks anywhere, it starts and drives away immediately with no hesitation or throttle lag. Having better balance and sharper acceleration than before, the car feels like a 100 with lighter steering (due to the 250-pound weight reduction), yet it retains that familiar rugged Healey feel.

See you in '97 at Park City.






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MISCELLANEOUS: We maintain a small supply of reconditioned and used wire wheels from fair to excellent condition.

Phil Ellerbrock's 1959 BN6 Pro-

On June 4th my wife and I worked together to remove the transmission. We used a cherry picker to remove the transmission, which worked better than I thought. Unfortunately in our focus to remove it we took no pictures. A real shame because I am sure they would have been entertaining. Noteworthy is the fact that the engine "balances" on the motor mounts pretty well. It did require a jack in the rear to keep it level.



gress

On June 10th I was able to take the transmission over to Keith Bester's garage. We worked on it together (mostly Keith). Notably the inside was in good shape with some wear and no real signs that the transmission should have been howling. Sort of disturbing. But it is good to have a fresh rebuild. We ended up having to order a few more parts to finish. Keith now has the parts. I am hoping to finish this job and get this thing back in the car.

The transmission in the hands of the GHA resident expert Keith Bester. Seen here working to disassemble the unit.

