

HIGH ROADS

Volume 1 Issue 2

April 2006

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PLANNED ACTIVITIES

Apr	*9	Club half-day drive. See inside for details
	19/22	Spring Carlisle (see website for details)—Carlisle, Pa
	*23	6th Annual British Vintage Car Show—Williamsburg
	*30	BOG—Alexandria, Va—CAAHC mtg
May	*6	British Car Show—Lewes, DE
	TBD	Bealton, Virginia; CAAHC mtg
	7	Annual British Classic Car Meet—Richmond, Va
	19/21	Jefferson 500 at Summit Point Raceway, Va
June	*4	British Car Day —Buckeystown, Md; CAAHC mtg
	*18/22	AHCA conclave
July	*9	British Invade Gettysburg
	TBD	CAAHC mtg
	22/24	Summer Carlisle, Pa
	29	Brits by the Bay, Ann Arundel County, Md
Aug	*27	Drive to Shepardstown—lunch; CAAHC mtg
Sep	TBD	Healey Surgeon's picnic, crab feast
	*TBD	Capitol Classic—Charlottesville, Va
Oct	*6/8	Shenandoah Valley British Car Club, Waynesboro, Va
	*TBD	Club Drive—CAAHC mtg
	14	Rockville Antique & Classic Car Show—Rockville, Md
	*15	Hunt Country Classic—Middleburg, Va
	TBD	Club drive
Nov	TBD	Tech session—CAAHC mtg

*** CLUB EVENT**

WELCOME TO NEW MEMBERS

Welcome back:
William & Sharon Brown
Devin Williams BT7 1962

Notes from March 19 Meeting

Bob McKenna passed out the list of future car shows and events for 2006-Club Events were decided

Bob asked for a big attendance at the BOG on April 30

The Conclave in Ohio was discussed with more to come on groups going up together. Be sure to make hotel reservations now.

Ralph Berthiez gave the treasurer's report.

REGALIA INVENTORY

Hats — 13
 Henley Shirts—8
 Polo Shirts—11
 Yellow
 Birch
 Mock Turtlenecks—12
 Navy
 White
 Sweatshirts—Red —7
 Baseball Shirt—12
 Windbreaker—5
 Grill Badges—10
 Lid Latches—200
 Black
 Black & Red

SEE WEBSITE FOR DETAILS

OLD REGALIA ITEMS

Yellow t-shirts (Williamsburg classic)
 Polo Shirts —gray 2
 Sweatshirts — white 3M
 Lapel Pins (Conclave 2003) 10
 Conclave Bags 20

APRIL 9 DRIVE

Ralf Berthiez will be running our first drive of the season. Get your car out of mothballs and join us for a fun filled day.

Drive will be 106 miles—leaving from Leesburg and ending at the Piedmont Vineyards in The Plains for a picnic lunch around 1 or 2pm.

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HEALEY, YOU ARE ALWAYS ON MY MIND

We had to pack our bags, to spend January vacation in India. We were sad, we had to miss the January Holiday Club Party this year. It was a

short vacation. We did not forget to pack pictures of Healeys from the Events, Video Tape of ' Healey Challenge ' with Australian Healey Racers at Summit Point, few Healey Magazines, Club Business Cards, Club Shirts & Hats to show & talk about our Healey Club with our relatives & Friends in India.

In India they have the Club called ' Vintage & Classic Car Club of India ' (VCCCI) which was established in 1980. This time, we planned to meet the President of the Club in South India, Mr. V. He owns a 1946 Austin 12/4, a gift from his Father - in- law (no, not as Dowry) who still owns a Vintage Daimler & Cadillac. Mr. V. showed us his

Austin, allowed us to take pictures, Video. He was happy to see the pictures & Video which we took from here. He promised us that he will arrange to get all the Vintage cars owners next time. They have heard of Austin Healey but they have not seen one in India. We remembered A90 Atlantic, Components of which were used in the production of H 100, Healey devised in 1952, for American Market. 2 new AHs were introduced at the International Auto Show at Earls Court, Oct. 1955 in London, England. These new Models were the AH100, Series BN2 & 100M. There was a nice Article on birth of ' Black over Pale pink Healey ' in Austin Healey Maga-

zine 9-10/2005. Herbert Austin was responsible, in 1906 he started Marketing , the 25/30 hp. car was the first to bear the name ' Austin '. Smaller models which followed, 15, 20 hp & 7 single Cylinder. V large Austin cars of 30, 40, 50 & 60 hp were made but more successful models were small & Medium of 1911 -1914. After the War, in 1947 - 1952, A40 (Dorset, Devon), A70 (Hampshire, Hereford) & then A90 Atlantic models were made.[Ref: The Complete Catalogue of British Cars (1895-1975) By David Culshaw

& Peter Horrobin)

India, going back 100 years, if you don't mind history....., transportation in those days, were horse driven Carriages, British brought Railways in 1850's. Half a century after the Railway came the Motor Cars to India. First to arrive was the French car, 1901 model "De Deon". Viceroy, maharajas & the rich industrialists imported cars from US, England & Europe. To

name a few, from 1902 to 1928, India got Wolseley, Fiat, Rambler, Vauxhall, Cadillac, Daimler, Talbot, Chevrolet, Morris, RR Silver Ghost, Phantom, Sunbeam & Austin. Later (1930-1947) came the Lanchester, Ford, and later models of Buick & Cadillac, Mercedes, and Austins. A few Maharajas owned more than 5 RRs, had collections that also included MGs & Jaguars. Now few vintage cars are with Maharajas.

Other collectors are all over the country, the rest are in car museums. (Re: book on "Automobiles of Maharajas"). During this visit we saw a restored Austin 7, old Chevrolet, Buick & Cadillac. We watched a vintage car rallye on TV in NorthEast India. A cricket match was going on against Australia. We missed the "roar" of our Healeys during our vacation, but we heard the

roar of the Tiger during the Safari, in an open Jeep, in the thick forest of India—wild elephants trumpeting at us; a herd of eight close by, wild Boar, Spotted Deer, Peacocks and Monkeys. Happy to be back to see our Healeys are safe and that they started with a Roar! Shanthi Fatterpaker.

BOG

Don't forget to register for BOG
Bog2006@capitaltriumphregister.com

Big Healey Reflector to Light Conversion For BN4 Through BJ 8 Phase I

by Charlie Baldwin

Recently the subject of making a light out of the reflectors on big Healeys came up on the Austin-Healey email list. The reason behind this is to add more lighting to the rear of the car, especially brake and turn signal lights. Some suggested mounting aftermarket lights somehow in the holes where the reflectors go, but that would seem to change the appearance of the car too much. One suggestion really caught my eye. Laurie Wilford of the Austin Healey Club of Southern Ontario gave a link to their club's website that described how he had worked out a way to make a light from the existing reflector. The link to his tech article is <http://www.ahcso.com/Tech%20Talk/Lauries%20New%20Brk%20Ltg%20Assembly.htm> where he described finding some low voltage lamps at Home Depot and working out a way to mount them.

Also check out Hendrix Wire Wheel's site where they market a similar conversion for \$109.95: <http://www.hendrixwirewheel.com/taillights.html>

These conversions make an extra brake and turn signal light out of the reflectors and also allow them to work as originally designed while your car is parked.

A few days later I found myself in Lowes and decided to look for the lamps he referred to. What he used is MR 11, 1 3/8" diameter, 12-volt flood or spot light bulbs that have two very tiny fragile pins coming out the back. To attach his wires to them he used spade connectors.

I didn't care for the spade connector idea, so went searching on the Internet for a socket to plug into the tiny pins to make the assembly less fragile. All I could find were some ceramic sockets, which appeared too large to use; however, I did stumble across the information that the same size MR 11 type bulb comes in a bayonet mount. A bayonet mount is what we are used to seeing on all of our taillight and parking light assemblies. These bulbs have what is called a BA15D bayonet mount for which sockets are available. Here are pictures of the MR 11 with the pin mount and the bayonet mount and socket:

As it turns out the bayonet mount bulb and socket are much more substantial than the pin mount. The reflector is made of aluminum rather than glass and has a plastic cover over it to protect the actual bulb, kind of like a miniature sealed beam unit.

The installation involves removing the reflector unit from the car and then taking it apart. It is installed in the car like a rubber grommet would be, so push the rubber from the inside of the trunk to the rear and it should pop out. Here is what it looks like after it is removed:

Then you need to take it apart by gently prying the rubber out of the chrome ring with a small screwdriver. Be careful not to stick the screwdriver in too far as you could break or chip the plastic lens. If an original Lucas reflector unit, it should have a heavy aluminum foil backing on the lens, which needs to be removed by getting under its edge and pulling it free. Here is what you will have when you get everything apart:

The original reflector for my car, a BT7, is not flat, but has a well in the back that the MR11 fits down into. I've found that Longbridge 100-6s and the Moss aftermarket reflectors do not have this well.

The next step is to glue the reflector to the MR11 with a bead of clear silicone around the perimeter. This material will allow you to cut through it to replace the lamp when it burns out and also forms a cushioned weatherproof seal. Here is what they will look like at this point:

The rubber then needs to have a hole bored through the center of it so that the bulb can go through. I found

All that needs to be done now is to put the assembly back together after making sure that the silicone has had plenty of time to cure. I would recommend overnight.

The rubber from my original 43-year-old reflector assemblies was quite hard and brittle and cracked some when I took them apart, so I decided to use the chrome and rubber from the aftermarket Moss units and the original Lucas lens, since the repro units do not say Lucas on them. This ended up being a bit of a problem since the Moss reflector was flat and the original had a well in it as mentioned above. It can be done, but would have been much easier to just use the Moss lenses. By the way, they did not have the heavy aluminum foil on the back of them. To do it this way, you need to cut the new rubber so that the original lens fits into it properly. Rubber just doesn't lend itself well to being machined and I ended up using a pair of side cutting pliers to snip away what I needed to remove around the perimeter of the new rubber. Perhaps a Dremel grinding bit would do a better job.

Next, after remounting the modified reflectors back in the car, the wiring needs to be connected. The sockets I got came with leads around 18" long, which is plenty long for the ground (black) wire, but not long enough for the hot (white) wire. Put appropriate crimped on ends on the black wires and connect them to a handy ground point. Both white wires need to connect to the snap connectors at the left side of the rear of the trunk. The easiest way to do this is to switch the existing single connectors for double ones and connect the white wires with the original type of bullet connector. Both white wires will need to be lengthened in order to reach the snap connectors. Plug the left hand one into the connector that has the white with purple tracer and the right hand one into the connector that has the white with brown tracer. That way they will flash with the same side original turn signal and brake lights below.

I ordered my bulbs and sockets over the Internet from Pureland Supply in Unionville, PA. Go to <http://www.purelandsupply.com/item.jhtml?UCIDs=714694%7C1108282&PRID=1133354> and <http://www.purelandsupply.com/item.jhtml?UCIDs=714694%7C1235098&PRID=1434366>. I went with the 20-watt narrow (6 degree) spot, which has the highest candlepower rating. Also available are an 18-degree spot and a flood bulb. The red reflector lens diffuses the light a fair amount, so I wanted the brightest light possible. The stock brake/turn signal relay and flasher relay can handle the extra wattage with just the slightest increase in the flashing rate. Heat, also is not a problem due to the intermittent operation of the lamps.

Price was approximately \$50 with shipping and PA sales tax. I'm sure that with some searching, these parts could be found for less cost.

