

HEALEY HIGH ROADS

THE NEWSLETTER OF THE
CAPITAL AREA AUSTIN-HEALEY CLUB

DECEMBER, 2008

PRICELESS



ANNUAL GENERAL MEETING SET FOR JANUARY 11, 2008 AT ALLEN & MARIAN FELDMAN'S

UPCOMING EVENTS

January 11: Annual General Meeting/Holiday Party 1:00 PM-5:00 PM

June 12-14: Capital Classic Havre de Grace

June 21-26: AHCA Conclave, Kingston Ontario

Inside this issue:

Presidential Ponderings By Allen Feldman	2
Capital Classic Registration form	3
Healeys at LeMans 2008 By Cliff Black	4-6
Member's Garage Photo Contest Results	7
Beaulieu Autojumble 2008 By Allen Feldman	8-9
Club Officers and Contact Information	10
Editor's Note	10

The CAAHC Board of Directors announces that the Annual General Meeting/Holiday Party will take place on Sunday, January 11 2009 from 1:00 PM to 5:00 PM. Once again members Allen and Marian Feldman have graciously contributed the use of their home.

In keeping with CAAHC Bylaws we will elect and install a Board of Directors and Officers for the coming year. The following individuals have indicated their candidacies:

*President—Michael Oritt/Delegate
Secretary—Sue Turner (returning)
Treasurer—Ralf Bertheiz (returning)
Newsletter Editor—Linwood Rose.*

In addition to the meeting we will be having the usual sumptuous buffet meal. The Club will be providing the Main Course, beer, wine and soft drinks. Members are encouraged to bring a side dish or dessert and in this regard our host will make suggestions at the time of your RSVP. ***There is no admission charge for CAAHC members and their families and ALL members are invited.***

RSVP to Allen Feldman either via email (67austinhealey@comcast.net) or by phone (301-251-1158) prior to January 2 so plans can be made accordingly.

Driving Directions to the Feldman's

Off of **I-270** going north or south, take **I-370, Sam Eig Highway** going **west** as far as you can go without turning. At **Great Seneca Highway** go to the right, north. There are two lanes going to the right. Get in the left lane immediately once on Great Seneca..At the first light make a **left turn onto Muddy Branch Road**. Continue across MD Route 28, up the hill and turn **left at Stone-Bridge View**, the first public street after crossing MD Route 28. (Don't go into the townhouse development.) Make the first possible **right onto Rolling Green Way**. Go for about 6 or 7 blocks and turn **left onto Lake Breeze**. Make the first possible **right onto Boat House Way**. Go 6 houses from the corner on the right to **14616 Boat House Way, North Potomac**. Phone: 301.251.1158

PRESIDENTIAL PONDERINGS

ALLEN FELDMAN, CAAHC President

As we approach the holiday season, the Board of Directors and Marian and I want to wish all of our members a happy holiday and a healthy new year.

I hope you feel your membership was worthwhile and that you will renew when you receive your renewal notice. Our membership dues of \$50 has not changed in many years and this coming year will be no different. Please mail your membership as soon as possible directly to our Treasurer, Ralf Berthiez. For Ralf's record keeping purposes, it is easier for him if you renew directly to him rather than with the National, Austin Healey Club of America. If you do not already know this, of the \$50 dues, \$40 goes to National and our club keeps the remaining \$10.

Reviewing this past year, I do want to mention several events that I thought were especially grand. One was the Car Corral in Owings Mills Maryland. This was a lot of fun where we had a catered lunch, a short meeting, took a tour of the facility and "played" with race simulators and other car stuff. Michael Oritt arranged for a 15-passenger van in February, the height of inactivity for a car club. Other members joined us there and I know we all had a lot of fun.

We had a picnic in Sue and Dean Turner's back yard that was fun. We got to see all of Dean's garages as well as his work on both of his Mercedes Benz's 190SL's. Another highlight of this past year was the Capital Classic in Cumberland Maryland, and we have Michael Oritt to thank for arranging all of the details that made it a successful and enjoyable event. For those of you on our email list you know that we have another of Michael's productions coming up this June 12 to the 14th when we will have our annual Capital Classic in Havre De Grace Maryland. Please see elsewhere in this newsletter as well as our web page for further information. Register NOW or you risk being shut out!

Please attend our Annual General Meeting (AGM) on January 11, 2009 at 1 PM. Like last year, the meeting will be at our home, 14616 Boat House Way in North Potomac, Maryland. We do ask that you RSVP either via email or 301.251.1158. Details and driving directions are on the front page of this newsletter. The club will provide the main course and drinks but we do ask that you bring a side dish or desert which we will discuss when you RSVP. A short business meeting will be conducted during which Officers and Directors for the coming year will be nominated and installed and as always there will be lots to eat.

It has been a pleasure to serve as your president this past year and thank you all for your support and participation—*Allen Feldman*.



**CAPITAL AREA AUSTIN-HEALEY CLUB
CAPITAL CLASSIC 2009
HAVRE DE GRACE MD JUNE 12-14**

Each registration covers one person for the following events:

- Saturday Museum tours (Lighthouse, Maritime, Lockhouse & Decoy Museums)*
- Saturday afternoon two-hour charter cruise on Skipjack "Martha Lewis"*
- Saturday evening dinner at MacGregor's Restaurant in private riverfront room*
- Sunday morning Susquehanna River driving tour terminating at Celtic Festival*
- Sunday noon Celtic Festival and Museum admission at Steppingstones museum*

The Saturday evening dinner will be a four course meal with table service. The menu choices are too extensive to list here and a menu selection form will be sent to you once your registration has been received.

Hotel: Holiday Inn Chesapeake House, Aberdeen MD 21001—410-272-8100. Twin double-bedded non-smoking rooms at special rate of \$104.95 plus tax per night, double occupancy, including hot buffet breakfast prior to May 8.

NOTE—IN ORDER TO GET THIS SPECIAL RATE, YOU MUST HAVE A PASSWORD AND REGISTRATION NUMBER WHICH WILL BE EMAILED TO YOU

Name(s) _____
 Street Address _____
 City _____ State _____ ZIP _____
 Phone () _____ Email _____

ADVANCE REGISTRATION (*prior to March 8, 2009*)

Adults	_____	x	\$ 75.00	=	\$ _____
Children under 12	_____	x	\$ 45.00	=	\$ _____

STANDARD REGISTRATION (*after March 9 and prior to May 8, 2009*)

Adults	_____	x	\$ 95.00	=	\$ _____
Children under 12	_____	x	\$ 65.00	=	\$ _____

TOTAL PAYMENT ENCLOSED = \$ _____

Make check payable to "Capital Area Austin-Healey Club" for above amount
 Mail check and form to: Michael Oritt, PO Box 1261, Solomons, MD 20688
 See full brochure at: www.capitalhealeys.com and click "Capital Classic" link
 All participants must be registered—space limited to 30 registrations max.
 Children's meal selections from limited Children's menu.

HEALEYS AT LEMANS 2008

By Cliff Black, CAAHC

It took decades of waiting, but finally in 1999 and 2000 I attended the 24 Hours of Le Mans race, and the sights, sounds and even the smells (knockwurst and beer with a soupcon of hot exhaust) were the fulfillment of dreams. The Indianapolis 500 may be “the greatest spectacle in sports,” but Le Mans is an incredible cacophony of humanity and machinery stretched over two days and one night.



The cars and teams at the modern-day Le Mans are at the pinnacle of engineering design, efficiency and speed, and the capabilities of these machines are impressive. Most of the cars – particularly the Prototype class -- are technically interesting and blisteringly fast, but they are so far advanced that they tend to lose their relevance as automobiles with which we mortals can relate. How, then, do we blend the sheer scope, history and mystique of Le Mans with the cars we know so well and, for some of us, recall as the racers “back in the day?” Voila!: the Le Mans Classic.

Held every two years in mid-summer since 2002, the Le Mans Classic brings together more than 400 original Le Mans racers or their clones for a fabulous series of vintage races, using the famous 8.5-mile Sarthe Circuit, combining public roads and prepared race track. This year’s Classic edition took place on July 12 and 13.

The racing begins at the traditional 4:00 p.m. Saturday time and continues for 24 hours with six “plateaus,” or vintage eras, racing as individual, discrete groups in roughly one-hour segments. Within each plateau can be found cars ranging from race-

prepared everyday sports cars of their era to purpose-built prototype sports racing cars of the same time period. Therefore, C-Jaguars and Maserati sports racers run side-by-side with Austin-Healey 100M’s and a myriad of other cars, all from the same era.

Each plateau is given three racing segments, one Saturday afternoon, one at night and one during the day Sunday. The plateaus range from prewar through 1979. The Austin-Healeys ran in the second and third plateaus, whose eras were defined as 1949-1956 and 1957-1961, respectively. No fewer than 11 Big Healeys competed this year, and they made an excellent accounting of themselves, frequently outrunning much more expensive and sophisticated machinery, including some of the 12-cylinder variety. At the Le Mans Classic, by the way, there are no poorly prepared cars. All of them are top-notch, both mechanically and aesthetically.

In the second grid, the 1949-1956 plateau, four 100M’s and one 100S participated. Out of approximately 65 cars, the 100S came in 8th overall and a 100M garnered 9th, in front of a mass of fast cars, including Maseratis, several AC Ace Bristols, Aston Martins, a 300 SL and many more examples of big-dollar machinery. I was astonished at how fast the lead 100M was going, dicing with much bigger-bore machinery and giving the Jeremy Welch-driven (and presumably prepared) 100S a good run for its money. In the third grid, the 1957-1961 plateau, five BT7 3000’s and one “upgraded” BN4 100-Six ran. And boy, did they run.

A standout among the six-cylinder Healeys was the



(Continued on page 5)

Dutch entry number 64, a 1961 BT7 fielded by veteran driver/owner Rinus Sinke and tuned by the British Denis Welch group (as I assume many of the other cars were prepared.) Sinke shared driving chores with his son, Jaap and Hans Van De Kerkhof. Despite an engine that would not start at the “Le Mans Start” re-enactment, they achieved 7th overall among a field of 69 cars, including D-Jaguars, Ferrari Testa Rossas, 250 GT SWB Berlinettas, Lister Jaguars and Aston Martins. Running in this plateau was the same Aston Martin DBR1 that won the 24-hour race in 1959 with Roy Salvadori and Carroll Shelby driving. The Aston achieved fastest lap of the plateau in practice and a respectable fourth overall in the combined three segments of the plateau.



As is often the case with both contemporary and vintage endurance racing, an “index of performance” formula is applied to the final results. Referred to as “compensated” results, these formulas produce some pretty cockeyed outcomes. While I make no claim to understanding how the formula works, it is presumably designed to even the playing field for all cars, based on a number of factors that may include engine displacement and power-to-weight ratio, although I’m only guessing. No one, except perhaps the organizers, seemed to know the formula. Nice as that might be for the more mundane autos, it produces some final race results that are pretty outlandish.

For example, the 3rd plateau-winning Jaguar D-Type that came in first in the actual finishing order and recorded a best practice lap of 5 minutes, 11 seconds, or 99 mph for the 8.5 mile course, was listed as seventh in the final, “compensated” tally. Meanwhile, the 3-cylinder, two-for the more mundane autos, it produces some final race results that are pretty outlandish.

For example, the 3rd plateau-winning Jaguar D-Type that came in first in the actual finishing order and recorded a best practice lap of 5 minutes, 11 seconds, or 99 mph for the 8.5 mile course, was listed as seventh in the final, “compensated” tally. Meanwhile, the 3-cylinder, two-stroke 850-cc Saab 93 sedan (one of the loudest – if not THE loudest -- cars in the race) that came in 38th in the overall standings and clocked a 7 minute 5 second best lap, or 68 mph in practice, was awarded *first place* overall in the 3rd plateau, based on application of the “compensation” formula.

For comparison’s sake, the fastest Healey – the Dutch car #64 – turned in a respectable practice lap of 5 min 27 sec., or 97 mph. On the “compensated” roster, the



best Healey of all plateaus – a 100M driven by Mike Thorne and Johnny Todd-- scored a 6th place overall in the second plateau.

Some observations from the perspective of a Healey watcher:

- Three of the four-cylinder cars ran as roadsters, i.e. without a top, fiberglass or fabric. Two 100M’s used fiberglass tops. Conversely, *all* of the six-cylinder Healeys ran with one of the handsome fiberglass factory hardtops, and most with sliding Perspex side curtains. On this occasion, cockpit overheating did not appear to be a problem, since the air temperature was very cool, and downright chilly at night.
- Most of the 3000’s had the now-familiar triangular fender vent cutouts in place of the chrome flash, and most had the rally-style air scoops on the scuttles.
- Virtually all the 100M’s had disc brakes, at

least on front, and most of the 3000's, the 100-Six and – of course – the 100S had four-wheel disc brakes.

Speaking of the 100-Six, it was listed as a 1956 model, but I doubt it contained much of its humble original Longbridge mechanical components. Its four-wheel disc brakes and impressive speed were indicative of its obvious 3000 upgrades (including, I would wager, triple Weber carburetors), so it was grouped with the 3-litre Healeys in the 1957-1961 plateau. I would also guess that most of the cars had alloy bodies and cylinder heads. It is not uncommon for these race-prepared Healey 3000's to achieve over



155 mph on the straights in this race. You may ask, “How did the racing Healeys sound?” If you know Healeys, you know they sounded great! One notable absence among the racers: no Sprites. Not even one of the quick prototype Sprites that went so fast at Le Mans back in the 60's.

Several European Austin-Healey clubs combined to caravan and meet at Le Mans, and more than 100 Big Healeys and a few Sprites assembled in the paddock. What a collection of wonderful Healeys, including street racers, replica rally cars, beautifully restored roadsters and convertibles. The brilliantly executed replica of the one-off mid-engine 1968 Healey SR-1 sports racer was there, too, although it did not race.

The Healey owners were their usual cheerful and welcoming selves, many of them from England, but also many Dutch, Germans, and French – all of them exhibiting camaraderie and general good will. For competitive speed events, the Dutch seem to have become the unofficial keepers of the Healey faith on the European continent, but they have plenty of friendly rivals



from France and England. The “Healey Meets Le Mans” group, headed by the Dutch team, provided a pavilion tent replete with Healey souvenirs for sale and Stella Artois beer on tap. One of the hosts, Rinus Sinke, the Dutch team leader who seemed to be the glue that held everything so nicely together, was as pleasant as his car is fast, and he graciously provided me with a Healey Meets Le Mans 2008 cap.

I cannot recommend highly enough a trip to the next Le Mans Classic. It is a vintage car smorgasbord not to be missed and some really fine racing, the way it used to be. Every interesting car make had a paddock collection of enthusiasts' own cars. The combined Porsche clubs, in typical Porsche fashion, attempted to assemble 911 (that's nine-hundred and eleven) Porsches, in honor of that popular model. By the looks of the acres of cars parked in the vast Porsche field, it appears they succeeded.



See you there in 2010! Try a visit to the Healey Meets LeMans website and make sure you check out the “movies” section:

<http://www.healeymeetslemans.nl/home.php>

CAAHC GARAGE PHOTO CONTEST

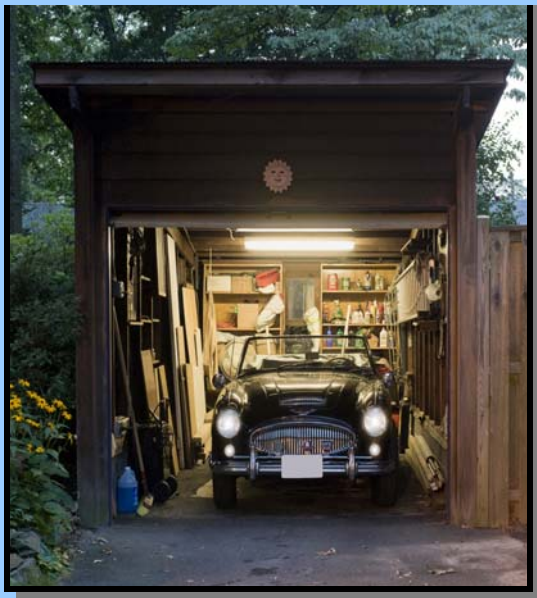
A few issues ago we announced a photo contest—CAAHC members were invited to submit shots of their garages which would be judged by AHCA's magazine Editor Reid Trummel and the winning picture would appear on the cover of "Healey Marque".

Webmaster Herman Farrer won and his photo and the other club members' submissions appear below.

Congratulations Herman!



DEAN TURNER



HERMAN FARRER



ALLEN FELDMAN



BOB LASATER



MICHAEL ORITT

OUR VISIT TO BEAULIEU By Allen Feldman, CAAHC

I had heard of the Beaulieu Autojumble for many years and thought it was time to see for my self. Beaulieu is a tiny village in south-eastern England, between Southampton and Bournemouth. Beaulieu is located within New Forest, a beautiful verdant area which includes the largest remaining tracts of unenclosed pasture-land in the heavily populated south, and has a National Park status. There are many small villages dotted within it, Beaulieu being one of them.



What is unique about this area is that donkeys, horses and cows roam free within the confines of the park. Many times when we were driving through this area, we had to slow down, almost to a crawl to allow the animals to saunter along the roadways. One donkey thought I had something to feed it and followed me because I was taking its picture.



The Beaulieu Autojumble area is an incredible collection of combination of a museum, (The National Motor Museum), an estate, (The Palace House), and a cafeteria area and gift shop all rolled into one and all related to automobiles and motorcycles.



The Museum houses a fascinating and varied collection of over 250 vehicles including a reconstruction of a 1930's garage. There are remarkable cars there such as a land speed record holder and a Le Mans Healey.



This Autojumble is held the second whole weekend in September and you really need more than one day to see everything. The museum was wonderful in itself but the Autojumble had over 2000 vendors as well as over 200 cars for sale. There also was an auto auction run by Bonham. We did not attend the auction, as there was too much else to see. A monorail takes you to the Palace House where the Montague family has lived since 1538, the

gardens, the Beaulieu Abbey and the secret army exhibition that documents the training school for Special Operations during WWII, for agents sent to work with the Resistance Occupation in occupied Europe.



People came in groups from other countries by car, motorcycle and “caravan”. Although the weather was warm and sunny most of the trip, it did manage to rain the day before the show, but people were prepared and wore their Wellies. It was not unusual to hear French, German, Greek, Japanese, Italian, Dutch and Hebrew spoken. It was amazing to see how universal the enthusiasm is for cars.



This event is hyped as the largest outdoor sale of motoring items their side of the Atlantic. Last year they say over 30,000 people attended. One reason we went, was that we were told that there would be all sorts of “stuff” for Healeys that never made it to the

US. We did see a few unique items, even a porcelain box with a Healey on the cover etc. This show is not just for English vehicles, there were many things for other manufactur



ers as well as many vehicles that were never imported into the U.S. It is easy to make the comparison that Beaulieu is like the show at Hershey’s Antique Automobile Club of America held in October every year. Of course, the difference is that the Hershey event is maybe 75% domestic production while the Beaulieu event is probably 99% European and 1% American.



.Beaulieu has different events monthly from a Boatjumble in April to a Smart Car Rally in November, Mini Cooper Rally in June and Morgan Centenary Celebration in July. After spending the weekend at Beaulieu, we went on to London for a week before retuning home. The trip was a great adventure.



OFFICERS AND DIRECTORS

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The Capital Area Austin-Healey Club is an Area Club of the Austin-Healey Club of America and serves the District of Columbia, Maryland and Virginia.

Our club meets at various locations around the DC Metropolitan area and has functions at various venues in the area we serve.

For further information on our club and its members please visit our website at:

www.capitalhealeys.org

A NOTE FROM THE EDITOR....

Many of you have had the pleasure of meeting C AAHC member Lin Roseo and his lovely wife Judith, who hail from Harrisonburg, VA. Earlier this year Lin completed the restoration of a BT7—named “The Bloody Beast”. The Rose’s first rolled *The Beast* out at Capital Classic 2008 and the car is a stunner to say the least with an incredibly high level of fit and finish and many upgrades done so they do not intrude on the car’s classic appearance and yet enhance its convenience and performance. Lin has generously contributed several well-written and extremely informative articles about this vehicle that have appeared in earlier issues of this newsletter.

Thus I was very pleased when Lin offered to take over the editorship of “Healey High Roads”. He will, I know, do a great job and I look forward to what I am sure will be an exciting publication.

I want to thank the many members who have submitted interesting articles and great photos during my editorship and I encourage you to give Lin the same support.

Best—Michael Oritt