

HEALEY HIGH ROADS

THE NEWSLETTER OF THE
CAPITAL AREA AUSTIN-HEALEY CLUB

April-May, 2008

PRICELESS



BRITAIN ON THE GREEN

UPCOMING EVENTS

May 16-20: Sprite Jubilee at Carlisle, PA

May 31-June 8: *British Car Week* worldwide

June 1: "British Car Day" show at Lilypons, MD

June 6-8: Gold Cup Races at VIR, Alton VA

June 13-15: Capital Classic Cumberland MD

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Though the weather forecast was for sunny skies, dawn Sunday broke cloudy and cool following a night of rain. But a wet field and less-than-perfect weather did not keep some stalwart Capital Area AHC members from attending the Capital Triumph Register's "Britain On The Green" at Collingwood Library and Museum nearby Alexandria, VA. Rainwear, convertible tops and side curtains were in evidence!

Parlett and Kathy Bliss; Dan Healey (driving his BRG car with new softtop), John Elliot, Sam Campbell, Dean and Sue



Turner, Mike Goldman and son, Allen and Marian Feldman, Bob Langford and Mary, Michael and Jack Oritt. A brief meeting was held.

Those present included Bill and Nancy Favor, the first outing in their recently-returned-to-the-road BJ8 (see this month's "Member Profile"), Pam and Jack White (in their newly acquired and stunning BJ8), Eric

Eventually the weather cleared and despite the soggy field a good time was had by all. Eric and Kathy's car swept the 100 class and Sam Campbell, Mary Oritt and Jack and Pam White took first, second and third place respectively in the 3000 division. Thanks to all for coming out and congrats to the winners.

CAPITAL CLASSIC 2008 REGISTRATION CLOSES (And the Early Registration Contest Winner Is.....?)

Sign-up closed on May 10th and we will have a nice manageable number of folks—15 registrations for 29 people and at least one dog. Some of you will remember that when I was plugging this event back in March I announced there would be a “Special Prize” awarded to one of the first ten registrants in recognition of his /her willingness to commit to the event early on and thus make planning easier for the organizer. I know I did not announce any selection parameters and apologize if any of those in the running have spent sleepless nights wondering “*Did I win and if so what?*” So it’s time to break the tension:



Engine 734 on the turntable at the Frostburg station getting ready for the return trip to Cumberland.

The organizer is of course not eligible, leaving 14 possible winners of the prize to be awarded during lunch at Weaver’s Restaurant following Sunday’s drive. Oh, did I mention that you had to be present at lunch in order to win? Well you do, and since it is possible that some folks now in the running may elect not to join us for lunch and thus take themselves out of the contest it is pretty nigh impossible for me to announce a winner at this point! So I guess if you are registered then you will just have to be at Weaver’s to see whether you won or not

Seeya there and hope you get lucky!

PRESIDENTIAL PONDERINGS By Allen Feldman, President/CEO

For a flyer go to: <http://www.vintagerestorationsltd.com/index.html>.

The Original British Car Day, 31 years, is June 1 at Lilypons Water Gardens, Adamstown Maryland and the Austin Healey Sprite is the featured marque. It was 50 years ago that the Bug Eye was introduced to the world. I would hope that all Sprite owners and for that matter all Healey owners try to come out. This is always a fun event. You may even want to buy a commemorative T-Shirt showing the Bug Eye. I hope they have a big enough size for me. http://www.chesapeakechaptermgtclub.com/OBCD_main.htm. Speaking of Sprites and their 50 years of existence, do not forget that Sprite Jubilee in Carlisle PA is from May 16 to May 20. This big event is held for Sprites every 5 years. ALL Healeys are invited to attend, if even for just the day. See our March newsletter for a full explanation of the event.

We have been invited to Depot Day at Union Bridge Maryland. Vintage Restorations Limited, which has moved from Mt. Airy, is having an open house to celebrate their new facility. There will be plenty of food and drink courtesy of Vintage Restorations.

Our Capital Classic this year is in Cumberland Maryland, June 13 to the 15th. There is a steam train ride planned along with two meals included with the registration, what a deal? There also is a walking tour of Cumberland that will be in conjunction with the city’s Heritage Day Festival. Our cars will be on display at this event. There also is a great ride planned for our way home Sunday, ending up at a very nice restaurant in Hancock Maryland, where a special award will be presented to some lucky member. See the March issue of the newsletter for a full description of this event.

Lastly, I want to mention our Photo Contest—see the separate article giving all the details elsewhere in this newsletter.. The deadline is August 1, the contest is open to all members, Board of Directors included., and having a picture published earns you more points in our Point Participation Contest.

So dear members get in those cars and drive them as if you stole them! (Yes, I stole that saying from a Montréal Healey driver I know.)

A PRIMER ON BRITISH CAR KEYS

Submitted by Pete Groh—Member, CAAHC

Editor's Note: Pete Groh is a member of CAAHC and an AH owner. You'll often see him selling keys at LBC car shows and swap meets. We're indebted to him for this interesting article on a small but important aspect of our cars: KEYS! BTW you can reach Pete at: Keyguy4@yahoo.com or at 410-966-8432 (days) or 410-750-2352 (evenings). His webiste address is: <http://britishcarkeys.com>.

Read on for everything you never realized you wanted to know about LBC keys.

Austin-Healeys were delivered with Wilmot-Breeden "UNION" keys. Early cars had one key that worked all of the locks. Later BJ7's and BJ8's had two keys, one to work the ignition switch, and a second for the other locks. For cars from around 1963 thru 1965 no key code number is stamped on the face of the ignition switch.

If you did not have an extra set of keys, owners replaced the lock insert in the ignition switch, or got a car build record from the UK. The drivers handbook for some British cars had information on where to find the extra key that was hidden on the car. For example, TR2's and 3's had an extra key in the lamp over the license plate. For TR4's the extra set of keys were in the passenger side rear tail lens. I once met

a TR4 owner whose car had only 5,000 miles on it and I showed him the handbook and when he removed the lens, two keys dropped to the ground!

Austin Healeys take the FA series key, round head with number range 501 thru 625. The number was stamped on the face of the switch. Later cars used the FP series key, number range 626-thru 750. The BJ7 and BJ8 cars used the FS series keys, number range 876 through 955.

The head shape for FS series, were round, hexagonal and T head shape. The purpose of the different head shapes, in the dark can tell which key is for the ignition switch. You will find some car owner were issued key in the same head shape, therefore a file was taken to put a mark on the key to tell which key was for the ignitions switch.

I have a ring of pre-cut keys, FA, FP and FS that I can send to car owners to determine the key that will work the lock. For the trunk lock, boot you can find the key code by looking in the area of two access holes around the lock. You will see letters, NF and if you turn the handle some more, just three numbers (NO Letters). This is the key code for the boot lock. I have seen car owners request both FA and FS keys for the same car. When cars were restored, many have had a better handle that they

used because the chrome was in better shape.

The current parts supply house will sell you a new lock insert for your ignition switch if you lose your key. The current lock insert has a key, flat on one side with a 5 digit number on the key. The aftermarket American key is a Ilco; LF10 or LF 5 (round head).

If you want to go back to the original lock insert, the key code number should be listed on the build record. Over the past 10 years I have been purchasing the used switch for the lock insert. For the later cars, I can re-key the lock to take any FS key number.

The cost of a car build record is 50 pounds or you can get a locksmith to do a service called "Impressioning" the cost can be from \$39.00 to \$100.00 for this service.

Some interesting articles can be found on the internet at:

Jaguar keys: <http://jag-lovers.org/saloons/keys.html>

Key interchange list: http://www.team.net/www/healey/tech/big_hly/electric/keys.html

"LOCKS AND HOW THEY WORK" <http://www.team.net/www/rootes/sunbeam/alpine/mk1-5/techtips/keys.html>

Member Profile: BILL FAVOR

A few years back I met Mary and Michael Oritt—they were driving a BN7 that caught my eye. I owned a BJ8 that had not run since 1981 and though seeing a Healey actually on the road made me feel guilty I followed them until they parked at a nearby hardware store.

By the time I approached their car Michael was already out and into the store so I introduced myself to Mary, explained why I followed them and told her about my Healey. Michael soon appeared and after a short conversation said he would like to see my car so we exchanged phone numbers. A few weeks later Michael and I hooked up and drove to the garage where my Healey was stored.

I uncovered the car and Michael was pleasantly surprised to see a genuine Austin-Healey. (I guess in the past people had told him about their Healey only to show an MG or some other British auto.) He inspected the car and said that it wouldn't take much to get



her running again. He introduced me to Jon Edward, a local British car expert who agreed that my Healey could definitely be resurrected. *Perhaps it is a good thing that neither Jon nor Michael went into any detail as to the amount of work—much less the expense—that might be connected with such a task as I might have given up on the car there and then.*

A couple of years passed, during which time Mary and Michael coincidentally moved into a house two doors down from us. Michael offered to help me with my project, and my son Tom, who remembers as a kid riding in the back seat of the Healey, constantly urged me to get the car running. I think Tom's vision helped me acquire the initiative I needed and I began working on the car.



Tom was visiting us in June 2006 when on a whim we decided to get a new battery and spin the engine over. Tom sat in the car and turned on the ignition and the engine turned, though it would not fire off. I should mention that Tom is a member of the U. S. Marine Corps and I believe I was using the fact that he wasn't around much to help me with the car as an excuse for my lack of progress. Actually, I just wasn't mentally dedicated to getting the car back on the road!

In January 2007, Tom deployed to Iraq. Once there he wrote a letter to my good friend and next door neighbor, Dan Gabriel, and urged him to help me get the Healey on the road. He told Dan that he wanted to drive the car when he returned for two weeks leave in August. Tom's letter was the jump-start that I needed and I made the mental commitment to see the project through.

I purchased a new aluminum fuel tank. I had it Line-X'd to prevent corrosion. I installed new fuel lines and made the engine ready to start. In June 2007, with help from Dan and Michael, we fired off the engine for the first time in 26 years. Lots of smoke and noise emanated from the garage, but after a few adjustments she ran smoothly.

July and part of August were consumed by rebuilding the brakes and clutch systems. I pulled the axles and rebuilt the rear hubs. Steve Byers from Havelock, NC, sent me some tools for pulling the hubs and torquing the "Big Nuts" on the rear axle.

The front bearings were replaced along with rebuilt calipers. I hadn't rebuilt calipers in a long time but with some advice from friends the job went smoothly. The radiator was rebuilt by a shop in Topsham, Maine. I also replaced all the brake lines along with all of the master cylinders to include the clutch system.

In August, 2007 Tom visited us and this time I was ready! He helped with a few last adjustments and with him at the wheel we drove around the neighborhood. Mary Oritt happened to be outside her house when we went past—when we came back she told me how great it was to hear "that Healey sound." I was one proud guy with one happy son!



I am continuing to do the work to make the car reliable and Nancy and I will be taking our first long trip to Capital Classic in Cumberland. Maybe someday I will do a frame-up restoration, but for now I'm just having fun! It has taken a while—much longer than I ever expected— but it's good to be back!



Editor's Note—Our club isn't made up of cars but rather the people that own and love them.. Mary and I have become good friends with Bill and his charming wife Nancy—it's great having both another Healey and another paid of Healey enthusiasts just two doors down the street!

OVERDRIVE WOES

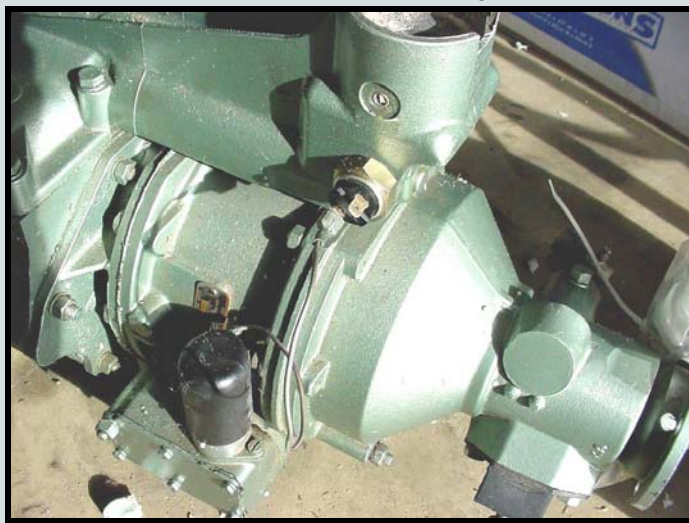
By Gary Hemphill

Have you ever been driving in 3rd or 4th gear and engaged the overdrive, only to have it immediately disengage?

Some time back I had my rally car out for a drive, and after I got up to about 50 miles per hour I engaged the overdrive. I was cruising along, just fine, when all of a sudden the overdrive disengaged. There is never a dull moment in driving this car, and between its having triple 2" carbs, a stiff suspension and being right hand drive, it can be a handful. Anyhow, I was on a roll and having a little fun with the beast, when the OD came out. My first thought was, oh no, something else to fix. I sometimes feel like I am taking care of a fleet of cars – having 3 Healeys licensed at this point in my life. Am I crazy?!

My “trouble shooting” mode kicked in immediately—just instinct at that point. My first thought was “low on oil” or maybe “the electrical system isn’t delivering enough juice to the solenoid”. WRONG. ***I got too “comfy” and had allowed my leg to rest against the shifter lever. This car, being right hand drive, had allowed me to accidentally push the shifter to the left and disengage the overdrive.***

You may ask “How did that cause the OD to go out?” Well, BN2 through the BJ8 models have an “interrupter switch” that will allow the overdrive to only engage in 3rd and 4th gear. This also serves as a safety device to keep the OD from being engaged in reverse. It seems as though the inners of the overdrive do not like turning backwards.



Interrupter switch installs at base of shifter tower on BJ7's and BJ8's and in the side cover plate of earlier cars.



New and used interrupter switches—note the wear in the unit on the left. Also shown are the fiber washers.

The interrupter switch screws into the shifter tower on the BJ7's & BJ8's and the side cover plate on the early side-shift cars (Models BN2 thru BT7's). Every time you shift into 3rd or 4th gear the switch is engaged, whether you use the overdrive or not and over a period of time this causes excess wear on the detent part of the switch.

The detent is nothing more than a bullet-shaped plunger that pushes in to activate the switch. After hard use, the end of the “bullet” becomes flat. This in turn means that the plunger is not depressed as far as it was when the switch was new. Therefore a little movement in the shifter handle toward neutral can allow the switch not to activate and do its job. This is exactly what happened to me when I rested my leg on the shifter and pushed it to the left.

There is one more thing that will keep the interrupter switch from doing its job. There are usually 2 fiber washers under the switch, between the body and the shifter tower. As the switch wears, you can take one of the fiber washers out thus allowing the detent to move closer to the shifter lever. If there are too many washers, the detent will not be close enough to allow the switch to activate or it can cause the OD to engage and disengage with the least bit of movement in the shifter handle.

Next time you are out driving, engage the overdrive in either 3rd or 4th gear. Once you are sure it is activated, pull the shifter handle to the left, while keeping it in gear. If your switch is ok, nothing will happen. If you disengage the OD, you may have a problem starting to develop.

I have only touched on one small thing that can cause the overdrive not to work properly. The interrupter switch is one of the easier things to repair.

CRUISE CONTROL FOR YOUR HEALEY

An Article By Lin Rose

The February-March edition of "Healey High Roads" included a great article submitted by Linwood Rose about the many custom touches he included in the restoration of his BT7.



Here are a couple of shots of the car and his handiwork—outstanding, huh?



Lin recently sent me an extensive write-up about the cruise control that he installed on the car. It is twelve pages in length with numerous pictures, well beyond the scope of an article for this newsletter. However Lin suggested that I pass along a link to his home page where the article may be found, so for anyone that has

ever entertained such a project you can find some great information at: <http://tiny.cc/dcu4C>
Simply type that address into your internet browser and it should take you to the article. Here's an example of what you'll find:

"Installing the Audiovox CCS-100 Cruise Control in a 1960 BT7"

"I decided to install a cruise control system in my car near the end of a complete restoration. The engine was in place, but the front shroud, wings and doors were yet to be installed. It seemed like the perfect time to add cruise control. Having seen the Audiovox unit installed in several cars at some recent Conclaves and Encounters, I knew it was the one for me simply because I love my modifications to be discreet when possible (my car has many "personalizations").

The Audiovox control module fits inside the gear-box coverchrome ash tray, and can be completely concealed. Knowing that other Healey owners had reported that the Audiovox unit performed in a satisfactory manner, I placed my order from J. C. Whitney and started thinking about how I would install it on my car. **My car has been converted to negative ground.** I have prepared this "tutorial" to try to be of help to those who might be interested in adding cruise to their Healeys, but a word of caution is appropriate. **My notes are no substitute for the very comprehensive instructions provided in the kit, especially when it comes to the wiring. As I mentioned, my car has a number of modifications and that means that your experience may well be different than my own.**

The full article will soon be posted on the Club website and you can also follow the following link to Lin's full restoration site:

[http://web.mac.com/linwoodrose/y_AH_3000_BT7 / Home.html](http://web.mac.com/linwoodrose/y_AH_3000_BT7/Home.html)

We are indebted to Lin for sharing his experience with us. Lin and Judith are registered to attend Capital Classic in Cumberland next month and I cannot wait to see this car in the flesh.



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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

MAKE YOUR GARAGE AND YOUR CAR FAMOUS IN THE CAPITAL AREA AHC PHOTO CONTEST

CAAHC President Allen Feldman announces a Photo Contest for CAAHC members. The subject of your entry is simply: Your Garage AND Your Healey—you take it from there. Your photo can be color or black and white, it can simply be a picture or it might make a comment, whether serious or humorous, It can show order and organization or lack thereof, it can depict a pristine setting or a mess! Anything goes, and creativity and quality will no doubt catch the judge's eye. That judge is none other than Reid Trummel, Editor of "Healey Marque", who will select 1st, 2nd and 3rd prize winners and will subsequently publish them in a future issue of the magazine.

The Rules:

1. Send entries to Herman Farrer by August 1 via email only to: herman@capitalhealeys.org.
2. Pictures must be in digital jpeg format, large resolution preferred with a limit of two pictures per entry. In case spouses/joint members each enter the contest only two pictures per club membership will be accepted. Entries not meeting these rules will be rejected.
3. Photos will be sent to the judge without attribution to any member so please do not depict your name in the entry—e.g. do not include a sign saying "Joe Blow's Garage", etc.
4. All members including the Board of Directors are eligible to participate and win as well as earn credits in our Point Participation Contest.
5. Winners will be announced as soon as the judge makes his decisions known.

Put on your thinking caps, charge up your cameras and start shooting!