



[www.bluegrassclub.com](http://www.bluegrassclub.com)

January 2014

## Presidents Letter

By: Tom Gish



HAPPY NEW YEAR

It is a new year and a new chance to improve. Last year I said I would try to call all the members of the club. That was a bigger task than expected. I did reach most of you, but some of the phone numbers were out dated or not listed . Others I could not reach but still trying. You can call me at 502-777-8764 or e-mail at [tom.bj8@gmail.com](mailto:tom.bj8@gmail.com). I have enjoyed talking with you. I am pleased that you all have been so forthcoming . I have learned a lot about the history of the club, the good and the bad. I asked members what they liked and disliked about the club. Most people told me. Most members see the club as a car club that has evolved to a dinner club. Some feel we have gotten a away from the car and how it works. I listened to the stories of what the club used to do and what they'd like to see again. Some of you want more drives others want rallies. Some want to stay at Wic's and some want to leave. Some want a tech session at a garage and others want a tech session at each meeting. Some of you want fewer meetings and some want more. Some feel the club is very warm and open, but others see it as a very closed clique . Some feel we should have a standing drive each month in the summer and meetings should be less of a meeting and more social. Some feel we should have picnics and others want a dinner in a nice restaurant. Some have suggested we change the time and day.

Why do we meet on Tuesdays? So you can see change is in the air. Let's change gears and move forward. Let's shift to overdrive and try something different. Not everyone will like change but we must change to keep the club going forward. Let's try some different ideas and shake things up. I do not want to step on any toes, but we must change. We'll take the ideas that have been presented and put them into action. We need for the members to come to the events, we need to have a reason for the members to want to come. I know not everyone will agree with the changes, but I hope you will give them a chance. I invite everyone to our next meeting, next Tuesday at Wic's. I will pull the cover off the newly restored Blue Grass Austin-Healey Club. Starting in February there will be a new place to meet, a new way to meet, a new time to meet and other changes. So come out and see what is under the cover. Nothing is set in stone and this is your chance to say yes or no. See you Tuesday. P.S. Please wear your name tag and it may pay you.

## From the Drivers Side... By Mike Schneider



If you missed the Christmas Party then you missed a very nice evening. Don and Rande Swann arranged for us to use the Hunting Creek Country Club house again this year. Food and service were very good. The company was even better. Ben did an excellent

job of thanking those that helped during his tenure as our leader. Ben is now a proud member of the red jacket group.

I recently had a chance to talk to an AHCA member who lives on the east coast. During the course of the conversation he mentioned the Simeone Museum in Philadelphia. It is a museum devoted to a collection of cars related to competition. There is just about every type of competition car in the museum that you can think of. One of the unique aspects of the cars in the collection is that they are in the same condition as when they were raced. None of the cars have had a frame off restoration. Another interesting approach this museum takes with the cars is that through the year they designate certain days as 'Demo Days'. Demo days is a day set aside for a number of the cars to be driven on the 3 acre lot behind the museum. This gives the public a chance to see, hear and smell the cars in action.

If you are going to be in Philadelphia you will find the museum worth the time. The website url is <http://simeonemuseum.org>.

This has been a busy season for phone calls. Another past member that I had a chance to chat with recently is Mark Ghelhausen. Mark was a very active member in the late 1970's to the mid 1980's. After he graduated from Speed School he worked for GE, then Bell Labs and for the last 20 years Crane in Bloomington. Mark is doing well and still interested in British vehicles. Currently he has two Land Rovers. His daughter, Erin, graduated from the Naval Academy and is now serving in one of the Ohio Class submarines as a nuclear engineer. Over the years he had to sell his 100's, Bugeye and Spitfire so his daughter could go to private schools. It seems the investment paid off. Now he is back on the trail of another Bugeye and perhaps a Spitfire. Another of his hobbies is that every other summer he teaches at the Wooden Boat School in Maine. He is still living in Bloomington, IN and gets to the British Bash frequently.

Wintertime in the Ohio Valley should give us plenty of opportunities to make plans for the next project on our Healeys. Some of the lucky members already have their Healeys on the road and looking real good. However, a lot of us still have plenty of work to do on our Healeys. One of the small modifications I would like to encourage you to do is to add a 'third brake light' to your Healey. These are bright lights that help the motoring public to notice the Healey. It is a safety issue as the stock lights are not attention getters in the modern day traffic with all of the distractions. A number of us have added the third brake light so if you are interested just ask around. In my case I bolted it to the boot lid as I don't ever intend to be without it. In other cases members have devised interesting ways of making it removable for participating in car shows. No matter your preference the information is available so please check with us. The third brake lights use LED bulbs and as such require very little current to operate.

For those of you that would like some help on a Saturday, or a weekday for the retirees, in getting your Healey back on the road please mention that to Tom so he can coordinate a tech session. There is enough knowledge in the club to get any Healey back on the road no matter the needs.

For those of you that are on the email group you might have noticed Trevor's most recent project car. It started out as a freebie. As things like that usually end up it was not totally free as he had to make some changes to the car to make it road worthy. But still, all in all, it turned out to be a whale of a deal. Most of the necessary parts he had in inventory in his basement vault. He didn't say so but it seems he is going to be able to have a Spridget for both daughters when they turn 16. That is an excellent way to foster new participants in the Future 50 movement. Nothing like a boy magnet than for a teenage girl to be driving a sporty convertible. mmm maybe I shouldn't have mentioned that part.

The upcoming meeting is going to be the first gathering under Tom Gish's leadership. It's quite possible that Tom will want to try new locations so be sure to check the newsletter for the date, time and location.

Hopefully by the time you read this you will have already renewed your membership for 2014. If not please do so A.S.A.P. You can give me the renewal form and payment at the meeting, or you can mail it or you can pay it online at the AHCA website [www.healeyclub.org](http://www.healeyclub.org). In order to do it on the website you will need to have your current email address on file here. If I don't have your current email address or don't have an email address at all then please send me an email and I will update your file so you can renew online. As usual the renewals are coming in slowly at first so I encourage you to do it soon.

Looking forward to seeing you at the general membership meeting no matter where it is. Keep the rubber side down and the top side shiny.

Mike Schneider

## In My Garage

By: Trevor Jessie



It seems that I'm a bit of a dreamer. I manage to dream up all sort of fun projects to work on out in my garage. I'm very good at estimating how long it will take me to complete the individual tasks of each project, but I'm very poor about estimating how much

free time I have left in my life to devote to the projects. Now that I've made my confession, I would like to share with you the details of one such project that I'm working on. Though it might not be of interest to many of you, I'm sharing it in hopes that other club members reciprocate. It is motivating for me to learn of the successes of others and it provides nice fodder for conversations at club meetings. So, the next time you see me, feel free to ask me about the the "Free Midget Project"

The "Free Midget Project" started almost two years ago. It started with an Internet posting on the MGExperience.net. Posted was a thread titled "Free Midget". These type posting occur quite frequently on the Internet given the nature of MG Midgets, but this one happened to be in Louisville. I decided to go ahead and respond to the offer and drag the sorry little car home. I assured my wife that if I could not make it road worthy for a reasonable sum of money/time that I would part it out. I've actually lost track of the number of Midgets I've parted out and my basement was starting to look like a scrap metal yard. It turns out that the free 1977 Midget had a burned up piston and exhaust valves recessed up into the head. It was looking like I was going to be parting out another Midget. As I was taking stock of what I had in the basement and what I might save from the free Midget I began to realize that it might be prudent to use the spare parts to just try and make the free midget into a nicer road going car. All I needed was an engine. As luck would have it, a fellow club member knew of a cheap '69 Midget that had an engine and transmission. (Actually, it was a '69 Midget AND a bunch of parts from a '78 Midget.) I bought it for a few hundred dollars and my wife was ... confused. Fortunately, I had not "promised" to part out the free midget and she relented and let me embark on the "Free Midget Project".

For those of you unfamiliar with a 1977 MG Midget, let me explain what I perceive to be the shortcomings of the vehicle and why they are often found in "free car" adverts. In 1975 the Midget switched over to the Spitfire 1500 engine. For the American market it was tuned to meet emission requirements and because the Midget was not designed for that engine, a whole slew of compromises were made. If the engine was well maintained and problems fixed as they occurred, then the Midgets did OK with this engine. However, most MG Midgets were/are purchased by people that are fundamentally "cheap" (I'm including myself) and maintenance needs were neglected. Another objection that I have to the 1975+ Midgets is the rubber bumpers. Some people are OK with them, but I find them awkward at best. My final objection is the increased ride height that accompanied the big heavy black bumpers. My plan is to eliminate the shortcomings of the '77 MG Midget using the parts in the basement and a few bits from the '69 Midget that I purchased.

So far the progress has been slow. I had to replace the battery shelf and weld a few patches into the floor pans. Removing rubber bumpers from a '77 Midget requires cutting and welding as well. Not difficult, but you do need to use some sheet metal bits from an earlier car (the 1969 midget was basically rusted in half, but it did have some solid sheet metal bits that I needed). I have the front half squared away, but will need to tackle the rear after I get a chance to pull the gas tank. I left the gas tank on the car while I sorted out all of the mechanical bits. The engine (1275 A-series) and transmission from the '69 Midget are now running well in the '77. The swap was made possible by all the assorted parts lying about my basement. I did splurge on new pistons/rings since an overbore was required, but most everything else came out of the basement parts store. The brakes are working well thanks to some new hoses and pads/shoes. And the car's ride height has been lowered with some good used springs lying about in the basement. In fact, I've sort of lost track of how many parts I've pulled out of the basement to get this car in shape. Every trip down there is an adventure as I find forgotten treasures that were stored away for a variety of reasons. At this point I have a '77 Midget that is starting to look more like a '69 and it runs and drives fine. Now I just need to make it look presentable.

In the end, I'll probably lose money on this project. However, nobody rebuilds these cars with the intention of making serious profit. I do it for recreation. I just need someone to force me to focus on the long list of projects I already have rather than letting dream up another one. For now, the "Free Midget Project" is going to be my priority because it is the one taking up the most space (although I do have a little more wiggle room in my basement now).

Anyone else like to share what's in your garage?

Cheers,  
Trevor

### **How to Log In to the AHCA Members-Only Website by John May**

Do you know how to log in to the members-only section of the AHCA website? You need two things. First is an email address, which Membership Director Mike Schneider knows about. If you have more than one, or have changed your email address and not told Mike about it, you have to do that first. Then he will update your membership record.

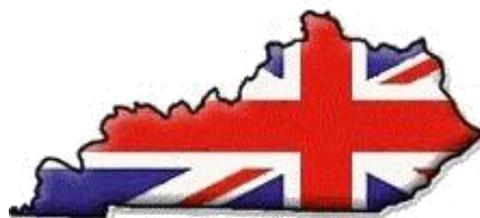
The second thing you need is your member number, which appears above your name on the mailing label of your Healey Marque. If it is 4 digits, add a leading zero. This is important because your login id is your 5 digit member number.

Now go to the web site [healeyclub.org](https://healeyclub.org) and reset your password. Even if you never had one before, you create one by resetting it. Enter your email address from above, and wait for an email. It only takes a couple of minutes. Don't wander off, because for security reasons the reset code in that email is only good for about 30 minutes. If you wait till the next day, you have to go back, reenter the email address, and get a new reset email. Click on the link in the email and it will take you to the screen where you create your own password. Then log in using your 5 digit member number and the password you created.

Right now all you can do in the members only section is use the very valuable Magazine Technical Index. Soon you will also be able to use it like a searchable membership directory, from your phone. There will be more members-only content added in the future.

**Just a reminder that the renewal deadline for the Austin Healey Club of America is January 15th, 2014.**

**You can renew online at <https://healeyclub.org/renewal/>**



### **Kentucky Implements New System to Collect Motor Vehicle Property Tax**

The Kentucky Motor Vehicle Property Tax Assessment office is in the process of implementing a new system by which vehicle property taxes are processed (KAVIS). While the system has changed, the legal tax assessment has not been raised. The assessment remains as a percentage (\$.25 per \$100) of the valuation recorded in the NADA guide. Given that the new system is not capable of processing valuations for vehicles older than 25 years old, these valuations will be entered manually by the county property valuation assessors (PVAs). Previously, and in conflict with the law, the PVAs had substantially undervalued these vehicles for tax purposes, which resulted in vehicle owners paying a minimal fee. In an effort to collect taxes on the real "fair-market value," the PVAs have now been directed by the Department of Finance to value these vehicles consistently at the low end of the NADA valuation guide. These valuations are still higher than the valuation that had previously been put on these cars, resulting in a higher tax obligation for owners.

However, the vehicle owner is able to lower the assessment by providing evidence to the local PVA that the vehicle is now being overvalued. PVAs are authorized to override the NADA-based assessment and adjust the tax. Such evidence would include photographs, repair estimations or competing valuations. According to the Department, after the valuation has been adjusted, it will not change going forward regardless of the updated condition of the car.

Again, there has been no change to the law. The Department is attempting to enforce the current law through stricter administration and greater adherence by the PVAs. For details, contact Steve McDonald at [stevem@sema.org](mailto:stevem@sema.org).

## 2013 BGAHC Financial Statement

	2nd Qtr	3rd Qtr	4th Qtr
BEGINNING BALANCE 1/1/13			
Checking	\$17,518.61	\$17,518.61	\$17,518.61
Savings	<u>2,313.88</u>	<u>2,313.88</u>	<u>2,313.88</u>
Total Beginning Balance	\$19,832.49	\$19,832.49	\$19,832.49
INFLOWS			
Interest	0.00	0.00	9.42
50-50	118.00	281.00	281.00
Christmas Party	0.00	0.00	700.00
Conclave	1,175.00	1,175.00	1,175.00
Regalia Inc	52.00	52.00	52.00
Membership	850.00	850.00	850.00
Springthing	5,144.00	5,144.00	5,144.00
Total Inflows	\$7,339.00	\$7,502.00	\$8,211.42
OUTFLOWS			
Conclave	1,017.05	1,268.25	1,268.25
Administrative	207.00	217.32	217.32
Charity	2,590.00	2,690.00	2,790.00
Activities	0.00	419.33	419.33
Springthing	4,833.00	4,931.23	5,041.23
Memberships	500.00	500.00	500.00
Misc	31.07	31.07	72.03
Gifts given			137.15
Christmas Party			1,714.06
Total Outflows	\$9,178.12	\$10,057.20	\$12,159.37
Inflows minus Outflows	(\$1,839.12)	(\$2,555.20)	(\$3,947.95)
Total Ending Balance 12/31/13	\$17,993.37	\$17,277.29	\$15,884.54



# Homestead Conclave 2014

June 15-20 - Hot Springs, Virginia



Something truly special is taking shape in the beautiful Allegheny Mountains of Virginia. The Carolinas Austin-Healey Club has chosen the upscale Omni Homestead Resort in Hot Springs, Virginia, because of the numerous amenities, activities and resources that make going to Conclave a memorable adventure. In fact, The Homestead Resort is America's first resort and premier destination since 1766, and is the perfect location to host a classic car event like a Conclave.

Beginning as a resort featuring its hot springs, over its nearly 250 year history, The Homestead Resort has continually added amenities that now make it an amazing wonderland of southern charm with family-oriented activities. Some of the activities offered at The Homestead include championship golf courses, an equestrian center, a world-class shooting club and water related offerings like spectacular trout fishing, canoeing and the new Allegheny Springs pool complex that beckons guest to enjoy soaking in the warm waters or whirlpools, float along the 400-foot lazy river or plunge down the two 100-foot water slides at Mountain Rush. Even the hot springs baths have now been expanded to include the new full-service Canyon Ranch Spa Club that offers a stunning, adult-only spa garden.

But *Homestead Conclave 2014* attendees are a mobile folk who like a fast drive and nowhere in America provides us with better mountain roads with beautiful scenery than the Allegheny Mountains surrounding The Homestead. Just getting to the resort is special with mountain streams meandering alongside the roadsides and rural countryside. Once you enter the resort grounds, you'll be parking all week on the beautiful front lawn where we'll have a week-long festival atmosphere under the stately trees.

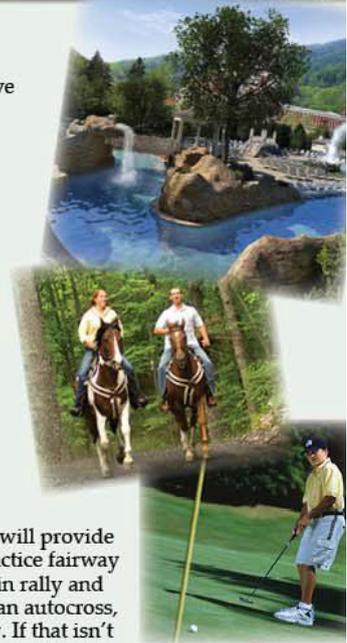
Individuals and clubs are encouraged to bring tents and canopies as the lawn will provide a wonderful extension to hospitality all week. The car show will be on the practice fairway of the historic Old Course golf course. Then there will be a fun-filled mountain rally and a full-day at America's highest commercial airport (3,793') where we'll have an autocross, a funkhana and a challenging acceleration run on the airport's 5600' runway. If that isn't enough for you, the resort offers carriage rides, mountain bicycle trails, Segway tours and even an off-road mountain driving experience.

The Homestead Resort also offers the *Homestead Conclave 2014* unparalleled convention capabilities that include amazing banquet and food options with several restaurant choices from a casual coffee shop to a sumptuous breakfast buffet. The convention center has a 270-seat movie theater where we'll be showing Austin-Healey oriented movies each evening and a wonderful hospitality room large enough to host our Pinewood Derby and RC Racing events while providing fellowship space to renew old friendships and make new ones. Southern Charm abounds at The Homestead with an afternoon tea in the main lobby each day and we're offering a special Kitchen Safari hosted by the resort's executive chef.

Please join us at the *Homestead Conclave 2014*, June 15-20, 2014, by filling out the attached registration form. With this event being within a one or two day journey for more than 65 percent of our club's membership, we anticipate a big turnout, so make your plans early and send in your registration by May 15, 2014, to guarantee the discounted resort room rate of \$129. Also, there is the special B&B rate of \$159 per night for 2 adults with an incredible breakfast buffet included.

To view regalia items and see additional details of all events and menus, go to <http://www.homesteadconclave2014.com/>.

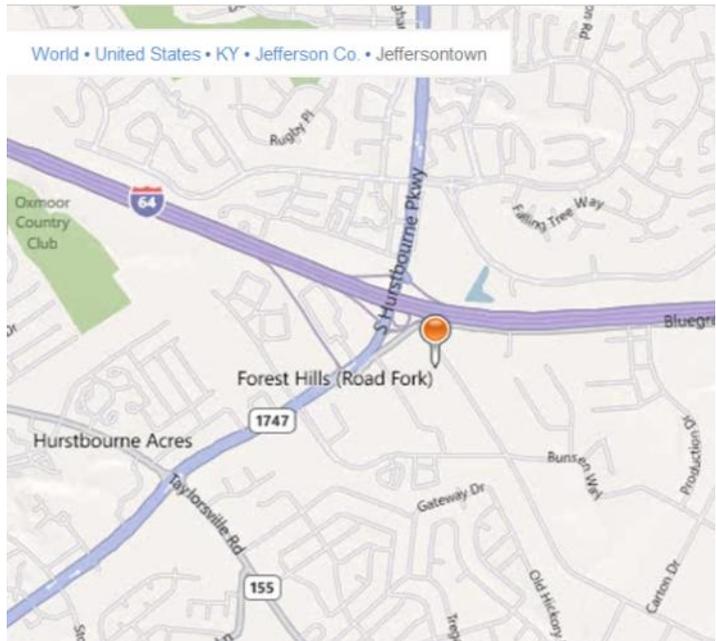
Then, layout your trip across some of the most beautiful roads in America, as they all lead to Hot Springs, Virginia, and *Homestead Conclave 2014*.



# Events

## The Bluegrass Club Meeting is Tuesday

Join us at Wick's Pizza located in the Ramada Plaza Hotel at 9700 Bluegrass Pkwy in the Bluegrass Industrial Park. Wick's features great pizza and a full menu of other items sure to please. Located just off Hurstbourne Parkway near I-64, a great central location with a fine restaurant that offers something for everyone!

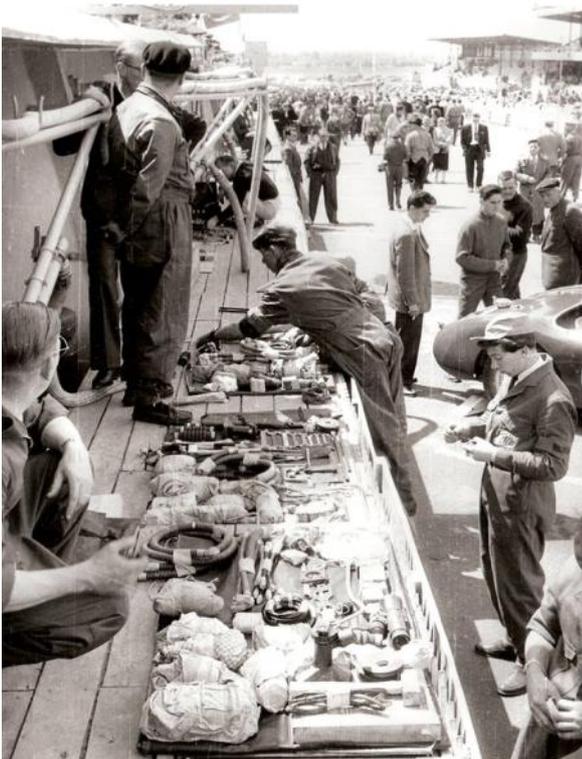


### Hurstbourne Info

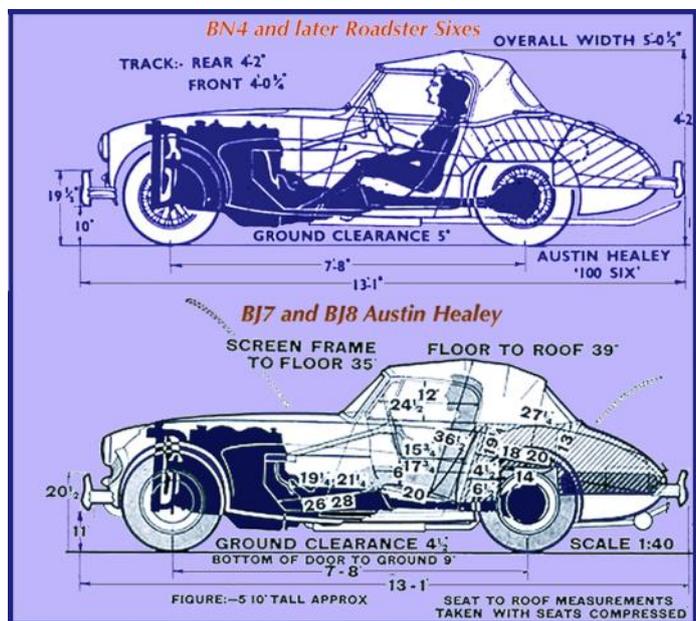
**Telephone**  
502-409-4257

**Address**  
9700 Bluegrass Pkwy.  
Louisville, KY 40299

## Austin Healey Historic Photos



Today a lot of people thinking they need a lot of spare-parts for a short trip.....  
In the past they drove 24 hours at Le Mans with these parts...





# Events Calendar



## Healey Events 2014

*Items without dates are awaiting final date determination*

### March

8-9 Spring Kyana Swap Meet  
15 St. Patrick's Day Parade

### April

Texas Healey Round-Up

### May

Bluegrass British Bash  
Springthing  
31 British Car Week

### June

7 Marques on the Green  
8 Ault Park Concours  
15-20 Conclave

### July

Cincinnati Car Show  
19 Keeneland Concours

### August

3 Dayton Car Show

### September

Sir Brit Car Show, Newburgh IN  
Indianapolis British Car Show  
11-13 September Round-up

### October

#### October

5 Louisville Concours  
*Corydon Car show*

### November

7-9 Delegates Meeting

### December

Christmas Party



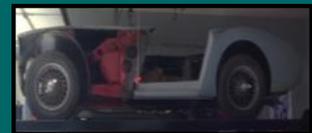
## Bluegrass Club Officers

### President

Tom Gish

502-777-8764

tom.bj8@gmail.com



### Treasurer

Jack Burns

502-477-2863

forgivn@twc.com



### Membership National Delegate

Mike Schneider

502-896-2832

mikebn2@att..net



### Technical Director

Bernie Lamp

502-243-3572

bernie.leslee@

insightbb.com



### Newsletter Editor

Jim Werner

502-459-6794

bluegrassclub@ aol.com



### Webmaster

Trevor Jessie

502-339-9598

trevor.jessie@gmail.com



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