

Healey Hi~Lites



www.bluegrassclub.com

November—December 2010

You're Invited...

to the annual Bluegrass Club Christmas Party!

Monday, Dec. 6, 2010
University Club, Belknap Campus
6 p.m. Cocktails
7 p.m. Dinner and Celebration

\$25 per person. Buffet dinner.



Please RSVP by Monday,
Nov. 29 to Jack Burns with your
payment and number of guests.

416 Plum Ridge Rd.
Taylorsville, KY 40071

Prez Sez

By: Ben Moore



Just when we thought that all the driving weather had left us, November has provided a few gems. I've managed to get the Healey out a few times and the crisp fall air was beautiful. Now as we prepare

the Moore auto-barn for winter a few cars will be headed out for repairs. Hopefully by SpringThing new and improved versions will be hitting the road, just in time for a drive to Colorado!

Planning is in full swing for SpringThing 2011. There are plenty of volunteer opportunities, please contact me if you're interested. It takes more than a few people to pull off this great party every year and this is a great way to show your dedication to our Club and support its success. I'd like to hear from you so please call or email me about your interest.

Conclave 2011 in Colorado is also shaping up to be a really memorable and affordable event. Although the cost of getting there won't be great it's offset by the reasonably priced meals and banquets. This is a once-in-a-lifetime experience to get the Healey out west and I hope you'll join me, either by land or air! A big draw is the car show at the National Air Force Academy on the Fourth of July. I guess there's something ironic about a British sports car invasion that day, but nonetheless the fireworks are supposed to be spectacular. I hope you'll join us and be a part of this memorable Conclave and provide support for the Bluegrass Club as we officially launch our Conclave 2012.

At the November Club meeting we will discuss the Christmas party, SpringThing 2011 plans and have updates on the results of the fall AHCA Delegate's meeting. These are some interesting topics and I promise not to bore you with them, as always we'll liven them up to keep things moving.

Remember to get your reservation to Jack Burns for the Christmas party as soon as possible. We must make a guarantee to the UClub before our arrival. The menu for this year's Christmas party is a mouth-watering buffet selection that is sure to please and, thanks to a healthy Club treasury due to a successful SpringThing 2010 and Bev's ongoing efforts, the Club is subsidizing a portion of the meal price. I hope to see you all there!

Look for a Bluegrass Club Board of Directors meeting in December. On that note, I have received only one nomination for the BOD position, Bill Wilding. Bill has served on the Board for the past three years and has graciously accepted the nomination. We will also tackle elections quickly at the November meeting.

Happy Thanksgiving to everyone and I'll see you at the Bristol in Prospect!



Join us on **FACEBOOK**

Bluegrass Austin-Healey Club

54 MEMBERS



Austin-Healey Club of America

226 MEMBERS

From the Drivers Side... By Mike Schneider



This past weekend we traveled to Atlanta for the fall Delegate's Meeting. This is the heavy duty section of the delegate's job. At this meeting is when new laws are passed for the coming

year and many sessions spent on reviewing the past year to figure out what went right and what could be done better.

As soon as everyone saw the current financial report it was very evident that this would have to be the year that we have to raise the dues. We have not had a dues increase for 11 years. It is very rare that a club can go anything close to that time frame on one dues structure. For the last several years we were living off our savings that were developed from sharing profits from conclaves plus the first few years that ran surpluses and the biggie was Reid's ability to negotiate tremendous deals on printing and layout services for the Healey Marque. However, we have come to the time that we must do something. Had we continued at the current dues rate we would have been perilously low on funds to start the new year of 2012. By increasing the dues \$10 we will likely be able to go for 4-5 years before we have to consider another dues change. Typically the delegates try to develop a dues structure that will carry us for 5 years. It is difficult to know just how expenses will run in the near future. We have already endured 4 price increases in 2010 on paper. Plus the paper prices going up the post office is making noises about raising their rates again. Given the \$10 increase the AHCA should be on sound financial basis for the foreseeable future

There were a number of other items discussed at the delegates meeting. We voted to approve the Quebec Chapter to host the 2013 Conclave in Charlevoix, several hours northeast of Quebec. His presentation showed a very impressive hotel on the St. Charles River and a locked in room rate of \$130/night Canadian. Right now the the exchange rate is about 1:1.

A number of the clubs thanked Ben and Future 50 for providing fantastic posters that they were able to use as handouts at meets. Every person was interested in acquiring more of those posters. Ben, plan on firing up the printing press.

A review of Conclave 2010 indicated that registrations were pretty much on target with 189 and the profit totaled about \$1100, half of which has already been forward to Bev (AHCA treasurer).

There will be another run at Bonneville of the Streamliner. Steve and Helen Pike will be shipping the Streamliner to the US earlier in the summer so it can participate in a few west coast meets. Then they will take it to Conclave 2011 where it will reside in the lobby of the hotel. After that it will go into temporary storage and then be pulled out mid September for another run on the salt. Contact Dave Maxwell of the Bonneville Club if you are interested in participating. I can tell you that it is a phenomenal week.

Greg Lauser presented a calling card that can be modified by each local club and used as informational card that can be given to anyone that you meet that might be interested in getting more information on Healeys or joining the clubs.

Fred Dabney, the club's insurance chair, has managed to secure another year of insurance coverage at the same rate as last year. Fred reminds us that if we have a vendor for one of our events that requires an insurance certificate that he needs to be contacted several weeks in advance.

Sonny was up to his usual antics. In the past Sonny has made a gavel for the president of the AHCA to use during meetings. The last two were of almost average size. However, the one he made for Gary was huge. It could be used to drive spikes into the ties of a railroad. Gary was extremely appreciative of the thoughtful solid cherry gavel plus he had a lot of fun with it all weekend.

Carl Brown has completed an index for the Chatter (previous name for the Healey Marque) that will be available online in a section for members only. The index covers magazines from 1982 to 1996. With this index you can do a word search and the results will indicate which issue an article appears with that subject matter and in many cases that article will also be available online. This has been a tremendous undertaking by Carl and he deserves a great deal of thanks from the club.



Cole Getzler, member from Atlanta, has been our webmaster. He has asked to retire from that job as his real job is consuming huge chunks of his time. Gary Brierton, Carl Brown and John May are conducting a search for a new webmaster. If you are interested contact Carl for the details.

We discussed at length the longevity plaques that Edie had been sending out for years. I have yet to send any of the plaques out since I took over from Edie. However, with a lot of help from Arlene I hope to get that going again about the end of the first quarter of 2011. In the past members achieving membership terms of 10, 20, 25, 30 etc would receive a small engraved brass plaque honoring their longevity plus a mention in the Marque. Those reaching milestones of 5, 10, 15, 20 etc will receive a certificate and the option of purchasing on the clubs website either two club name tags or a brass plate similar to the previous ones. We have an agreement with the company that makes our name tags to make the ones for the AHCA. For those of you earning a longevity recognition prior to December 31 you will receive a certificate and a choice of a name tag for you and your spouse or a brass plaque and that will be at the AHCA expense. After December 31, 2010 the name tags or plaques will be paid for by the member reaching that milestone.

Greg Lauser and Gary Feldman developed a program that will have the regional shops receiving promotional material for the AHCA. That will start after the first of the year.

The Three Rivers club that was based in Pittsburgh has de-sanctioned at their request.

Jim Frakes reported that Angie's list is going to be paying the AHCA for certain reviews of national or regional classic car vendors. This is a marketing promotion to quickly populate their brand new classic car database. The opportunity for this will be a limited run. Jim will be sending out details of this.

The delegate's meeting for 2011 will be coming to Louisville. We will be the host club. Ben is already getting queued up to process the details. The meeting will be the weekend of Nov 12 and 13, 2011. This will give us a prime audience for promoting our conclave the following June.

As you saw in the Marque a few months ago the officers for 2011 would be the same ones as for 2010. The delegates approved this unanimously.

My fingers are tired. I look forward to seeing you at our next meeting and remember to keep the rubber side down and the top side shiny.

Mike

Conclave Corner

By: Ben Moore

Plans are in full swing for a grand launch of Conclave 2012 at the 2011 Colorado event. This is really the first time we will be able to heavily promote our event and get people excited about attending. I can assure you, in true Bluegrass style our launch will be unlike anything you've seen! Exciting, fun and with enough support really inspiring. We have roles for everyone, just make sure you get to Colorado to support the Club and our Conclave!

Bill Wilding is wrapping up final negotiations with the Crowne Plaza for our meals and food. Bill has been a huge help in working with the Crowne and I believe we will all be impressed with his efforts to provide value for the event.

We are closing in on some final options for the event logo. A graphic designer has been retained and is working closely with Ben Moore to provide something that will really wow our audience and provide a beacon of pride for our members. Look for some exciting unveiling news shortly!

We are still in need of some event chairpeople. Please contact me if you are interested. Remember, this is a large effort and an opportunity for our Club to provide a great party for our guests and a service to our National Club. I hope you'll join me and the many others in our ranks that have already stepped forward.

Strength in numbers!

Bluegrass Club Officers



President
Ben Moore
502-451-9450
AHCakid@aol.com



Treasurer
Jack Burns
502-477-2863
burns4x4@Insightbb.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





By Kelvin Dodd

One of the most frequently asked questions faced by the Moss Motors technical department is, "What size tire should I buy?" In response, here's a size-matters look at the four black round things that keep your sports car from dragging on the ground.

Luckily, British sports cars were originally designed with a fairly limited range of wheel and tire combinations (see OEM Sizes chart). So, we can begin lumping some applications together. In the interest simplicity, the original fittings are followed by some caveats. (Purists please note: We are quite aware of the minor production differences and have chosen the most popular OE sizes.)

Behind The Numbers

These factory-fitment tires have Numeric System sizing. The first digits indicate the nominal cross-sectional width of the tire, and the last digits are the wheel rim diameter. The approximate diameter of the tires can be determined by digging into old tire lore. An aspect ratio is the percentage of the section height to section width, and Numeric System tires had nominal 88-92 aspect ratio. Compare this to the modern tires with 50-60 aspect ratios (commonly called "series") and it becomes obvious that your classic chariot was designed to operate on tires that were very tall and skinny in comparison to the rubber strips masquerading as tires on today's sport-compact street racers.

Original-style-bias-ply (known to Brits as "cross-ply") tires have a much narrower tread width or contact patch than modern radial tires. This becomes an important issue when understanding the loading experienced by early suspension designs. With a typical tread width of less than 4", the original bias-ply tires break free easily, reducing the loading on the wheels and suspension. Watching early sportscar racing footage shows that the current sport-compact "drifting" craze is far from a modern phenomena. Going sideways around corners with the tail hanging out was the real test of sportscar driving.

Even with these early tires, wheel failure was a problem, and most manufacturers had to increase wheel strength to withstand spirited driving.

As tire technology advanced, these changes influences factory chassis engineering. Radial tires were first fitted as options, then later as standard equipment.

Radial Recommendations	
Here are tire sizes that will ensure safe handling and maintain an original look.	
A-H Sprite/MG Midget and Triumph Spitfire with stock 4" steel or wire wheels	145/80 or 155/80
Later Triumph Spitfire with 4.5" or 5" steel wheels	165/80 or 175/70
Triumph TR7/TR8	The original 185/70 tires are readily available. 205/60 tires may be safely fitted.
Early MGB with 4" steel wheel	155/80 or 165/80
MGB with wire wheels	165/80 or 175/70
MGB with "Rostyle" 5" wheels	175/70 or 185/70
MGB with 5.5" alloy wheels	185/70 or 195/65 (check for clearance on the inner and outer rear fenders)
A-H 100, MG TD/TF, MGA, TR2-4 with original early 4" steel or 48-spoke wire wheels	155/80 or 165/80
A-H 100/100-6, MGA, TR2-4A with 4.5" steel or 60-spoke wire wheels	165/80 or 175/80
A-H 100-6, MGA, TR2-4A with 5.5" 72-spoke wire wheels	175/80, 185/70, 195/70 (check for clearance on the wider tires)
6-cylinder Jaguar E-Type, TR250/6 with original 5.5" wheels	185/80, 195/75, 205/70
12-cylinder Jaguar E-Type and XJ sedan	205/70

Tire Diameter =
(Cross-Section Width X Aspect Ratio/100) X 2
+ Wheel Diameter.

The first radial tires to see service on British sportscars were labeled in the Metric Sizing System, which again did not have a stated aspect ratio. By this time, "low profile" tires were popular, and the aspect ratio ranged from 78 to 82 depending on manufacturer and date, the earlier tires being taller. Comparing the original-fitment radial tires with the earlier OE bias-ply sizes show how little diameter-and hence, gearing-changed (See Original Fitment Sizes chart).

Unfortunately, many of the original sizes are no longer available, so wider, lower-profile tires are substituted. The resulting domino effect causes changes in gearing and steering effort-and often a decrease in safety and handling. Much of these cars' charm comes from their nimble feeling, which is often lost with overly wide tires. Heavy low-speed steering and lack of crispness when cornering are symptoms of too wide a tire. At a certain point, wider isn't better, and it's important to check wheel widths and choose tires that are matched correctly to the wheel. In some cases this means ordering tires from companies that specialize in vintage tires because modern radials are too wide to be safe on the original wheels.

Matching factory tire diameter is also necessary to retain correct odometer accuracy, ride height, and final-drive gearing. Aesthetically, a tire that's too short may look out of place in the wheelwell. The Typical Modern Tire Sizes charts give calculated dimensions of available tires; compare these diameters and recommended wheel widths. (Wheel width is measured between the two bead mounting surfaces of the wheel, not from edge to edge.)

When completing a restoration many choices affect safety. Maintaining the car's original look and handling are important to many restorers, yet when it comes time to choose tires, cost and availability often outweigh aesthetics. Luckily, a few companies (some of which are listed below) specialize in stock, period-correct-bias-ply tires for British sportscars for those who want to accurately restore early cars. If driving safety is a priority, though, modern-tech radials are available that fit well and offer increased handling and safety. Just don't be tempted to install an incorrect-size tire because it's on sale. Use this article to help enjoy your sportscar the way it's engineers intended.

Prospect

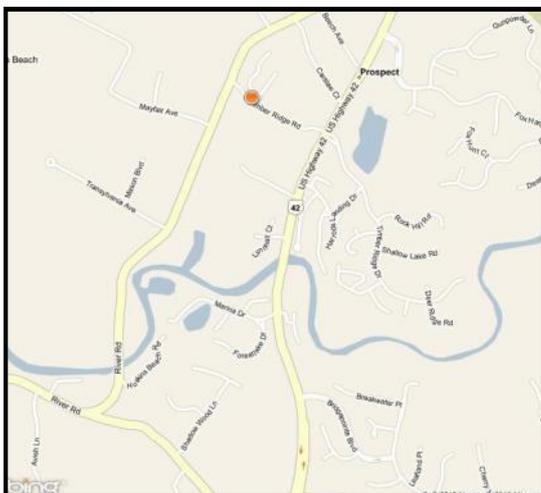


www.bristolbarandgrille.com/

Join the Bluegrass Austin Healey Club as we head east for our monthly meeting at the Bristol Bar and Grille in Prospect

Tuesday November 23 at 7 PM

The Bristol Bar & Grille is located off US Highway 42 on Timber Ridge Drive in the Prospect Village Shopping Center in the heart of Prospect. We have the Banquet Room on the right reserved with seating up to 50 guests.



Have you been searching for a polo shirt that matches the color of your car? Have you wanted a new hat to keep you safe from the sun? Ladies, are you looking for that perfect carry-all bag with the Club logo? Here's a new opportunity for you to show your team colors!

Lands' End Business Outfitters now has the Bluegrass AHC logo on hand to stitch onto any item on their Business Outfitters website. This site is full of great apparel and gift ideas. You can order online or call the 800 number and a representative will be happy to assist you. You can also sign up to receive emails about special promotions and catalogs to your home

It's time to stock up on all things Bluegrass Club.

When ordering enter Customer Number: 4626404

Logo Number: 1021629W





Events Calendar



Healey Events 2010

Items in italics are awaiting final date determination

November

23 Monthly Meeting

December

6 Christmas Party



This owner failed to set the lift correctly and the car fell off. The wrecker service used a large crane to haul it out upside down and then righted the car while in the air.



2010 BGAHC Financial Statement

	3rd Qtr	4th Qtr
BEGINNING BALANCE 1/1/10		
Savings Checking	\$2,248.44	
	<u>5,974.55</u>	
Total Beginning Balance	\$8,222.99	
INFLOWS		
Interest Inc	0.00	
Regalia	300.00	
50-50 Inc	268.00	
Christmas Party Inc	0.00	
Membership Inc	630.00	
Springthing Inc	<u>6,705.00</u>	
Total Inflows	\$7,903.00	
OUTFLOWS		
Activities	78.45	
Administrative	370.22	
Charity	500.00	
Misc	35.97	
Christmas Party	0.00	
Regalia	808.50	
Springthing	<u>5,001.46</u>	
Total Outflows	\$6,794.60	
Inflows minus Outflows	\$1,108.40	
Total Ending Balance	\$9,331.39	

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