



North Texas Austin Healey Club

Summer 2014

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NTAHC Website

www.ntahc.org



Cooper Aerobics Center "Autos in the Park 2014"

Autos in the Park 2014 turned out an AMAZING array of cars and great people. It was certainly one of the best shows of the show's 9 year history. The weather was a bit warm, but we dodged the rain; and, as usual, the magnificent grounds of the Cooper Aerobics Center campus were a beautiful backdrop to the cars.



Congratulations to the WINNERS of the 9th Autos in the Park Car Show: It was the largest field of cars ever, and the quality of the cars was amazing!

Best of Show:

Mike Ura - 1980 BMW M-1

Italian--

Pre-1980:

1. Greg Brendel - 1972 Ferrari 365 GTC
2. Val Herrera - 1971 Alfa Romeo Montreal
3. Steve Lusso - 1973 Pantera...

Post-1980:

1. Larry Freeman - 2013 Ferrari 458
2. Jerry Webber - 1999 Ferrari Maranello
3. Don Patty - 2009 Ferrari 430 Scuderia

British--

Pre-1980:

1. Tom Morey - 1937 Rolls-Royce Phantom 3
2. Tom Harrison - 1959 Triumph TR3-A
3. Joe + Jackie Novotnak - 1965 Jaguar E Type

Post-1980:

1. Dana Blue - 1995 Lotus Espirit S4
2. Dave McDowell - 1987 Jaguar XJ6
3. Ray + Faith Stazzoni - 1992 Rolls-Royce Cornich

American--

Pre-1980:

1. Steve Thornton - 1966 Mustang GT 350
2. Andrew Simmons - 1965 Corvette
3. Dan Wallace - 1965 Cobra

Post-1980:

1. Dan Jacobs - 1999 Corvette
2. John Ehrle - 2010 Mustang Roush 427R
3. Ryan Reed - 2014 Mustang GT

German--

Pre-1980:

1. Chuck Lawson - 1962 Porsche 356 Carrera2
2. Lou Harris - 1962 VW Sedan
3. Umesh Oza - 1976 BMW 2002

Post-1980:

1. David Nelson - 2011 Porsche TurboS
2. Walter Otsott - 2012 Audi R8 GT
3. Don Sebert - 1993 Porsche RS America

International--

1. Wilfrido Rincon - 2013 Nissan GTR



[Autos in the Park - June 1, 2014 - Dallas, TX - Non-Profit Organization | Facebook](#)

Team Healey Texas

Musings from the Paddock....by Chris Kellner

Ah....summer time. Taking a break from all of the racing venues and trying to get the Little Red Racer ready for the fall season of racing. We'll be at Texas World Speedway in September, Hallett, OK in October, with the season wrap up back at TWS in November. CVAR has learned that Texas World Speedway will close to racing for ever after the February 2015 event, the owners having decided that the property is more valuable for housing development than as a racing venue. There are several new facilities around Texas as well as in Louisiana so there will be new tracks to learn and trips to make. It's hard losing the first track you ever raced on...kinda sad.

The spring event at Hallett was a fantastic weekend, the Red Racer ran perfectly all weekend posting some of her best lap times there ever. We skipped Eagles Canyon again this year. Many of you know that place is bad Juju for me so we just don't go there anymore. Well anyway back to Hallett and the "after the track goes cold" bench racing discussions over a cold one or other adult beverage. Discussions came around to what I was going to do with "Austina" my 66' Healey owned for 45 years. I'd been thinking about what to do with her for quite a long time and that I might actually sell her. One of the guys hanging with us was Jim Collier-Porsche 911 racer extraordinaire who said he'd be interested in the car. That conversation began a several month discussion with Jim culminating in his purchase of Austina. Now, Jim is a car guy with a nice collection of cool cars and his plan for Austina is that she'll stay up at his museum in the Rockwall area going out for the occasional Sunday run. She couldn't have gone to a nicer guy with a wonderful venue to stay in. Jim is now a member of the NTAHC club and I'd encourage you to take a moment to visit with him at an upcoming venue. I believe you'll find him to be top notch. And I can tell you he's a dammed fast driver too....just ask Tom Taff.

Speaking of Tom my fellow racing buddy....he has had a 65' Healey for quite some time and decided to restore it going for the AHCA "Gold". So Tom, Bret Blades, Don Koos, and I have been hard at it with a beautiful result. We got very close however simply ran out of time. So Tom didn't take it to conclave this year however we'll finish it in the coming months and he'll go for his "Gold". I believe he will get the Gold level award hands down.

Continued on Page 4.....



TEAM HEALEY TEXAS

Chris Kellner



Photo: Ernie Tacsik-Haute Photure

For more information :

<http://www.teamhealeytx.com/>



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Many of you know Fred and Jeanice Crowley. Fred is a very fast 3000 driver, not an easy feat I can assure you. He and Jeanice have purchased a RV and sold their house in Plano. They're going on the road for a while to see the USA and Canada. Not sure what Fred is going to do Healey "racing" wise at least for the time being. If you see them out and about wish them well.

I've been formulating an idea for some time now about setting up the little Red Racer so that I can switch it back and forth back from race to rallye form so she can compete in both types of events. There are several rallies in the US; the Copper State 1000, the Colorado Grand, The Texas 1000 and so on which are basically charity events. The entry fees go in large part to the charity chosen by the event sponsors which I think is a wonderful idea. You get the pure fun of the drive, meeting other car owners, to stay at neat places and get to enjoy some great foods and wines while at the same time helping folks less fortunate. Bret and I have been discussing the things that need to be done to make this happen. Pre-oiler, switching the front end setting back and forth from positive to negative camber, and more. I've asked Tom Taff to be my navigator/co-driver and he's in. so it should be an entirely new and exciting avenue for the car, driving through mountain passes, high vistas and plateaus.....well, I'd better stop dreamin' and get back to work on the racer.

Where did I put that spark plug wrench.?

Chris Kellner

About Petrolicious

Petrolicious creates quality, original videos and articles for classic car enthusiasts. We celebrate the inventions, the personalities, and the aesthetics that ignite our collective lust for great machines. We are fans and fanatics, collectors and racers.



We seek to inform, entertain, and inspire our community of aficionados and pique the interest of those who have been missing out. If you'd like to learn more, submit content, or join our team, email us at info@petrolicious.com This email address is being protected from spambots. You need JavaScript enabled to view it. .

Take a ride. Entertain your passion. Drive tastefully.

<http://www.petrolicious.com/aboutwebsite>

REMEMBER! Always check the website: <http://www.ntahc.org/> for the latest updates & corrections, omissions or mistakes I made 'cause I wasn't paying 'nough attention!

THE PRESIDENTS CORNER

by Patrick Yoas



Summer 2014

The best thing about summer is that everyone is busy with car club activities and the Austin-Healey group is no exception. It is also the least desirable time to drive an Austin-Healey too because of the heat...go figure!

Tech Sessions

We had a Tech Session at Dick Solomon's garage awakening one of his Healey's from a long deep sleep and the session was organized by Bret Blades who also submitted an excellent article about doing this and we included it in our Newsletter. We will also be posting the article at a later date on the NTAHC website for "all" to read and photos I took at the Tech Session will be included.

Continued on Page 13

Contact us: +44 (0) 1543 472214 | sales@bighealey.co.uk



31st July 2014



Denis Welch

17th December 1944 - 27th July 2014
"Died doing what he loved best"

It is with great sadness that Denis Welch Motorsport has to inform all our customers and friends that Denis Welch, age 69, had a tragic motor racing accident on Sunday 27th July 2014 in a race for HGPCA pre-66 Grand Prix at the Silverstone Circuit and passed away as a result of his injuries.

Denis Welch was at the wheel of a Lotus 18 which was involved in a multi-car incident on a slow part of the track, the Village/Loop complex.



Denis Welch Motorsport was established by Denis and Tina in 1977 on the site of a petrol station. Due to his passion for Big Healeys, Denis developed high performance parts to keep the heritage of the Austin-Healey going. In the early 1980s he expanded the business into race preparation. Denis retired eight years ago to continue and to broaden his passion for driving race cars. Denis was very proud to be a full member of the BRDC.

The company Denis Welch Motorsport was bought by Denis' son - Jeremy Welch in 2006 who is continuing the development and supply of high quality parts for Austin-Healey, Jaguar E-type and other brands as well as providing race support and transportation for customers around the world.

The strong Team at Denis Welch Motorsport is here to support Tina, Jeremy and the Family as well as the Business at this difficult time.



DENIS WELCH MOTORSPORT

Sudbury Road, Yoxall, Burton on Trent, Staffordshire, DE13 8NA, England

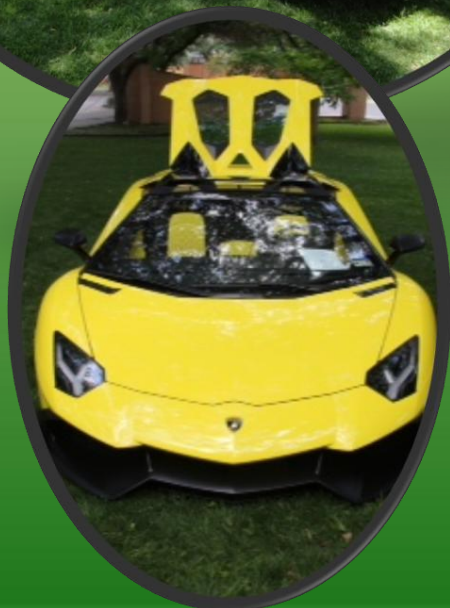
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Autos in the Park

2014



Reprinted with permission from the Atlanta Austin Healey ClubTech

Barry Rosenberg
British Car Service.
June 2014

There has been some discussion at the shop recently on fuel additives. Let me give you my three cents worth. The only thing you should be putting in your gas tank is 1) gas, 2) BG44K, and 3) Stabilizer. Now there may be a 4) EFS Combust and 5) BG Ethanol fuel system drier.

To those that do not know of BG products let me give a quick explanation of their BG44K. One can in a tank of gas every 20,000 miles or once a year in an old British car, will dissolve the gunk build up in your tank, pump, carbs or injectors and remove the carbon buildup on your intake valves. I know this stuff works from the days when we worked on cars with fuel injection.

In those days, you used to have a shop use special cleaners to clean out your injectors. Some worked fine but never cleaned the cold start injector as the car was always hot when worked on. At that time, BMW was having to pull intake manifolds to clean the carbon deposits from the intake valves with crushed walnut shells under extended warranties. This was costly. One Atlanta dealer started using BG44K at service intervals and they never had to pull another intake manifold.

Now they could charge a customer for a product that saved them money. This convinced me to try it and we sold it to our customers instead of cleaning their fuel injectors. We never had to connect our injection cleaning stuff to another car because BG44K works so well at cleaning all the injectors and the carbon deposits on the valves. Back then, it costs \$12 per can and injection cleaning cost cover \$120, a great savings.

On our old British cars, we did not have injectors but we did get a gunk buildup in the carbs and a lot of carbon buildup on the intake valves. Why? With the poor design valve stem seals most of the old LBCs have, oil drips down past the guide and lands on the backside of the valve. There, the heat evaporates the volatile components of the oil and leaves behind the carbon. This carbon acts like charcoal in your grill; you have to saturate it with lighter fuel to get the coal to light.

Trying to start your MG or Healey is the same, you have to saturate the carbon buildup before much gas gets into the combustion chamber to start the engine. I have seen the buildup so bad, it clogs the intake opening by 50%. It also disrupts the smooth flow of fuel/air into the cylinder. And if you are one that is running the manganese-bronze valve guides that require .004" clearance so they do not seize the valve, then you need BG44K more than those with stock guides.

Customers have reported a 2 to 4 MPG increase from using BG44K because it cleans so well. Put one can in at a fill up and drive the car until it almost empty. Doing this before a long drive works great. It only restores fuel mileage back to what it should be; it will not add any more miles.

(Continued on Page 14)

Start Your Engine !

[1965 Austin-Healey 3000 MkIII Gameplay \(May TopGear Car Pack\) - Forza Motorsport 4 \(1080p Full HD\) - YouTube](#)





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MONTHLY TECH SESSIONS

Our Monthly Tech Sessions are not always attended by the "well heeled" but unless YOU attend you will never know what you're missing!

Show up about 9:30 am on the Second Saturday of each month for a morning of good company, coffee and donuts and lots of Healey tech stuff.

If you have tech stuff to share or to be worked on, bring it! For current location please check website!



www.britishcarspecialists.com

Tech Session at Dick Solomon's "Breathing Life into a Comatose Healey"

By Bret Blades

This month at Tech Session, we decided it was time to breathe life back into Dick Solomon's 62 Tri-Carb. He had never intended for it to sit for 4 years without being started, but time gets away from us all. If you have a car that is in a similar situation don't just put a new battery on it and crank away. The damage that you will do is expensive to repair, and can be minimized with a little preparation. (You'll have to do all of this eventually, so you might as well do it up front.)

Clean the Fuel System - Drain the fuel tank and flush the fuel lines. Now is a good time to consider replacing the fuel tank. Many people have had their tanks "sloshed", which sometimes causes the exact problems it was supposed to prevent. If you have the original fuel tank in the car, it is essential that the tank be replaced. A replacement can be had, including shipping, for around \$300. If you don't want to do this, you can run the car from a temporary tank. If you are running a temp tank, remove the power from the fuel pump.

Disassemble and Clean the Carbs - This can be scary, especially if you haven't successfully tinkered with your carbs before. They needn't be removed from the car, simply remove the bells, springs and pistons, (Keep them in sets.) and remove the tops and floats from the float bowls. You may find that the needles on the pistons are stuck in the jets. If this is the case, gently work them in the carb body until they pull free. Clean the needles with Scotch Brite, and treat them with care. A bent needle will cause many issues.

Next, clean the jets. In order to do this, place a paper towel in the float bowl, place the plastic tube from the carb cleaner into the jet, place your hand over the carb body (to prevent the cleaner from getting into your eyes), and blast the jet clean. After the cleaner flows freely, use paper towels to dry the float bowls.

Now, for the tops of the float bowls. The needles and seats that allow the fuel to flow into the carb is probably stuck in position. This is due to the residue from the old fuel that needs to be removed. Clean them with carb cleaner until the needles operate freely. Fill the float bowls about half full, and reassemble. Check the oil level in the carbs, and refill as necessary. Check that the linkage operates easily.



"Breathing Life into a Comatose Healey" Continued.....

Pull the Spark Plugs - Number the spark plug wires, if not present. Remove the spark plugs and inspect. Now is a good time to replace your plugs, but if you are cheap, clean them well, and set them aside. Now is a good time to put a little penetrating oil in the cylinders. If you do this, you will want it to sit a day or two in order to maximize its' effect. Also, a towel over this side of the engine will prevent the spraying of the fender with oil when you turn it over with the spark plugs removed.

Change the Oil - Oil that has been sitting in an engine will break down, and should be replaced. Fill the oil filter about half full, and install. Fill the crankcase. This will take 7 - 7 1/2 quarts of oil. Use a good quality oil with zinc. I use Valvoline™ 20-50 Racing oil.

Spin the Engine - Disconnect the power from the coil. If you have an electronic ignition, and don't do this, you run the risk of damaging the unit. Spin the engine, as if trying to start it, and keep an eye on the oil pressure. Once the oil fills the passages and rocker shaft, the engine will slow slightly. This is normal, and you will detect movement on the oil pressure gage immediately thereafter. Once you see at least 30psi, your engine is lubricated. Your starter should not get hot during this freewheeling. If it does, it may be time for service.

Start the Engine - Reinstall the spark plugs, reconnect the wires, and reconnect the coil. Now, take a deep breath, choke the engine, and crank it off. It should spit and sputter to life, popping and smoking a little, but it should run and will soon smooth out.

General Service - After a little running, it will start much easier, and the idling will smooth some. At this time, consider resetting you valves and tuning your carbs. You may find the brakes or clutch not working to their full potential, so test them before roaring around the neighborhood.

Once you have your Healey running, drive it regularly. It is the best maintenance you can perform. Also, put fuel stabilizer in with every tank. If you don't, time will get away from you, and you will have to do all this over again.

We were lucky enough that Dick's car fired off without too many incidents. One of the needles stuck open, and we ended up with some gas on the floor. It had a dead miss, but a spark plug wire was at fault. After a few minutes, and a couple of restarts, it ran pretty well. It needs a valve setting and carb tuning, but it seems to have good oil pressure and suffered no major damage from its' hibernation.

If you have a Hibernating Healey, and want to wake it up, you can contact me at 972-762-8148 or bretblades@gmail.com for help.



ACTIVITIES CALENDAR 2014

July

Tech Session	July 12
Pool Party	July 19
Thirsty Thursdays	July 31

August

Tech Session	August 9
Driving Tour	August 16 or 23
Thirsty Thursdays	August 28

September

Train Ride	September 6
Tech Session (Gilleland's)	September 13
Thirsty Thursdays	September 25

October

Tech Session	October 11
Drive	October 18 - 19
Thirsty Thursdays	October 23

November

AHCA Fall Delegates Meeting (Plainfield, IN)	November 7-9
Tech Session	November 8
Drive - Horse Country Revisited	November 15
Thirsty Thursdays	November 20

December

Christmas Party	December 7
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www.healeyclub.org

Healey Trails is the publication of the North Texas Austin Healey Club, and is published for the benefit of its members. Material which appears in Healey Trails represents the opinions of the authors and does not express the opinions of the North Texas Austin Healey Club unless specifically noted. We do our best to insure accuracy, but cannot be held responsible for omissions or errors.

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PRESIDENT'S COLUMN

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All British & European Car Day - May 4, 2014

White Rock Lake Park

We had very good turn out for this event and even had a few Healey's show up at the Healey spot that weren't members of the NTAHC. We hope they decide to contact us about joining our Club! We must have had 6 or 7 BugEyes that showed up and all of them were in excellent condition!

The following Healey owners received awards:

First Place	Second Place	Third Place
1967 3000 Mk III J. Pilversack	1959 Healey Bugeye Sprite S. Batman	1958 Healey Bugeye Sprite S. Batman

Photo links posted to the Kip Motors website.

Kip Motors: <http://www.kipmotor.com/abcd/abcd-2014-winners.htm>

<http://www.imagemaker.cc/Cars/2014/ABCD%20White%20Rock%20Lake%2005-04-14/index.html>

<http://www.valentine-photography.com/Cars/British-Show-Cars/ABCDE-Show-White-Rock-05-04-14/i-3hJMCrw>

More photos that I took of the Austin-Healey area are in our Newsletter.

Cooper Aerobic Center

"Autos in the Park 2014" - June 1, 2014

After attending the 2013 car show and seeing the setting, cars and meeting a lot of great car enthusiasts I decided to see if we could make this a club event for 2014 and with help from Chris Kellner I was put in touch with the "man" responsible for organizing it, Jack Griffin, and working with Jack we made it happen. I met with Jack a few weeks before the event and together we picked a great spot for the Healeys to be displayed with plenty of shade trees and a great location. We also set-up the NTAHC clubs tent structure and added new "Austin-Healey" banners across the front & back for identification plus purchased two Union Jack "feather flags" for display in our area to let folks know they're in the Austin-Healey, "British" area. Many people know what an Austin-Healey is but not so much it's history so I decided to do a short informative Austin-Healey information graphics panel and contacted Reid Trummel, Editor of the Austin-Healey Club of America and he supplied me with a short but informative written text which fit the bill. Refreshments and snacks were provided by the NTAHC for all members attending.

We had a total of seven "big Healey's" show up for the car show but we sure could have used some Sprites there too.

Members who displayed their cars:

Bob Gilleland	Clark Hubbard	John Abel	Floyd O'Rear
Jack Pilversack	Bob Russell	Pat Yoas	

Two NTAHC members' cars received an "Honorable Mention" recognition and receive

Pat Yoas and Jack Pilversack.

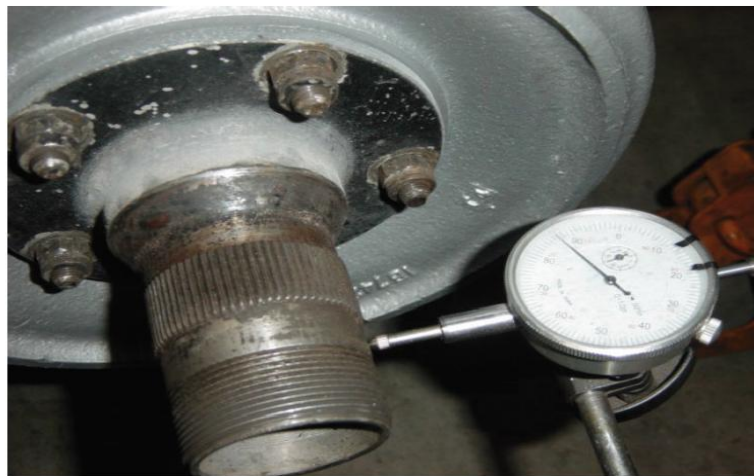
Photos that I and Carroll Mayhew took(car enthusiast and former owner of two Healey's) of the Austin-Healey area and other areas are in our Newsletter.



HENDRIX WIRE WHEEL

SUMMERS HERE !

Time to drive..... Here is a short tip on one more thing that can cause scuttle shake.



CHECK YOUR RUN OUT ON REAR HUBS.

You should have .010 or less. If you have more than this you will have a wheel hop. All you do is remove hub and relocate to the next position. Do this till you get the lowest amount of run out.

**R.Allen Hendrix
336-852-8909**

<http://www.hendrixwirewheel.com/>

From the Atlanta Austin Healey ClubTech

Continued from Page 7

Fuel stabilizer has been around for a long time and the best is still Sta-Bil. They have a new one for ethanol and in our LBCs, it is a good idea to use it. Most of our cars are not driven daily and some sit for weeks at a time. Sta-Bil dose help, especially if your car sits over the winter with very little use. If storing your car for a few months, fill your tank as full as you can and add the stabilizer at the gas station. Drive the car straight home and park it. This method gets stabilized fuel into the pump and carbs to offer the best protection for fuel system. With the tank full of gas, there is less room for condensation to build up and create rust and water problems.

This leads me to the BG Ethanol Drier. Again, everyone knows that ethanol is bad for our cars. And some will say it is bad for the economy and many other things unless your are an environmentalist. The corn farmers seem to like it. But for car enthusiasts, it is bad. In simple terms, ethanol absorbs water from the air; the saturated ethanol drops out of solution with the gas and forms water bubbles on the bottom of the tank. These get sucked into the pump and cause all kinds of corrosive problems along their way to the combustion chamber.

The BG product takes the ethanol/water droplets and allows them to be completely reabsorbed into the gas. There is stays until it is burned in the engine. No more water problems from ethanol. The demonstration compared several top competitors such as Heet, Seafoam, and several others. Seafoam caused the water/ethanol mixture to form a cloudy mixture but the BG mixed it so well, it was as clear as fresh gas, no sign of the separation like the others.

If you drive your car like my wife and I, 150 miles a day to and from work, you may not need this as the gas never stays in the tank long enough to cause the separation problem. But, with a LBC that sits most of the week or month, there the separation can occur and you need this to protect your fuel system.

Lastly, there is EFS Combust. Like most experts, I have always said that fuel additives alone can not improve power. I never recommend octane boosters or any of that crap. It is good only for your ego and the bottom line of the producers. However, along comes EFS Combust and Grassroots Motorsports and I may have a second opinion. This product works best with 87 octane fuel so you can quit using highest in your LBC. It says one ounce of this per 12 gallons of gas is all you need.

According to Grassroots Motorsports, on a test they did on a rental car showed a 5 horsepower increase and a bigger torque improvement. This was a computer controlled engine and it will improve as the computer learns how the engine is reacting. The computer will change the mixture and timing as needed over a few tanks of treated gas.

In our cars, there will still be an improvement but to get the most, you will need to retune the engine. You will be able to advance the timing and lean out the mixture. Combust causes all the gas to burn, not just 85% of it. Once all the gas is burning, performance increases with less fuel. A cooler internal temperature created by the complete combustion in the engine allows an increase in timing. This can cause an increase in fuel mileage.

It may be a little like taking medicine, take too many and they react with each other or counteract each other and more harm can result. I cannot say about using more than one of these at a time. The BG44K is a once a year thing so it should be ok to use with the Combust. So is the BG Ethanol Drier a once a year thing so it should be safe together. You can add the two BG products and on your next tank start trying the Combust. One would think that the Sta-Bil can work with them all but it is used when your car will be sitting for awhile. It should be ok also.

From the Atlanta Austin Healey ClubTech

Continued from Page 15

I only recommend products that I have seen work and these do. I do not know where you can get the EFS Combust but Google it and it will turn up. Do I consider all other products snake oil, yeh, I do. Save your money, use these and you will help your car run better, save on repairs, and help the environment by using less fuel (does that satisfy the environmentalists). I own no stock in any of these companies!

See yall somewhere soon.

Barry Rosenberg
British Car Service.

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SAN SECURES U.S. SENATE RESOLUTION DESIGNATING JULY 11th AS “COLLECTOR CAR APPRECIATION DAY”

Lawmakers Acknowledge Importance of Collection and Restoration of Collector Cars

The U.S. Senate passed Senate Resolution 493 (S. Res. 493) at the request of the [SEMA Action Network \(SAN\)](#) designating July 11, 2014 as “[Collector Car Appreciation Day](#).” The date marks the fifth commemoration in what has become an annual event to celebrate and raise awareness of the vital role automotive restoration and collection plays in American society.

A growing list of scheduled events, like car shows, cruise-ins and parades, will be held in support of this annual celebration. The SAN is maintaining the event list to commemorate the day at [semaSAN.com/CCAD](#). Individuals, car clubs and business owners interested in publicizing events can submit the details [using this link](#). Companies should consider hosting a “drive your collector car to work” day for staff members. More event ideas are available [at this link](#). If you are unable to celebrate on July 11th, SAN encourages events to be scheduled throughout the month of July. Event organizers will be sent a copy of the official Senate Resolution for display at each event.

States, cities and Canadian provinces joined the U.S. Senate last year by passing their own proclamations and resolutions. This year, the state of Louisiana and provinces of British Columbia and Nova Scotia have each made their own declarations in the spirit of this celebration. Several other jurisdictions are pursuing similar initiatives.

For questions, contact SAN Director Colby Martin at 909/978-6721 or san@sema.org. You may also download the official logo and flyer from [the homepage](#) and help promote this special day. As always, the SAN welcomes any level of participation and encourages everyone to spread the word about our hobby’s “holiday.”

With July’s Collector Car Appreciation Day celebration just around the corner, SEMA Action Network (SAN) members are sharing the video PSA about the “holiday.” Featuring Spike TV’s Powerblock host Courtney Hansen and her 1957 Ford Thunderbird, this video may be posted by everyone using the following link:

<http://echo.bluehornet.com/ct/8651200:3497864084:m:1:100663952:5C5BE22021C00FA39E35144488F37C38:r>



The North Texas Austin Healey Club Classifieds

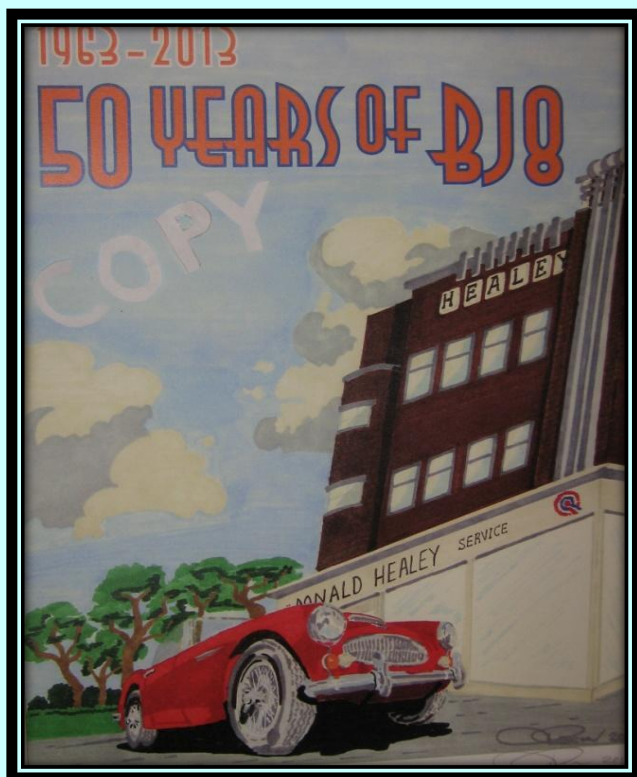
Our two timeshares in the UK are available for rent this year.

One is located in the scenic Cotswold region of England. It sleeps 4/6 and is available September 20 thru 27.

The other is located on the scenic west coast of Scotland, October 25 thru November 1. It also sleeps 4/6.

For further information contact Bob or Stella Gilleland at (817) 447-0429 or rwgilleland@att.net.

Thank you,
Bob and Stella Gilleland



Posters commemorating the 50th Anniversary of the BJ8 model.

The poster depicts a late model BJ8 in the foreground with the Warwick Theatre used by Donald Healey as a showroom in the background. The poster measures 11" by 14" with a 1/4" border all around and is suitable for framing. We have received a limited number of the posters, 10 in total, all numbered and signed For Sale to club members at \$20.00 plus shipping. **Contact Pat Yoas for info.**

NTAHC STUFF FOR SALE

Contact Patrick Yoas (469)401-3801 or visit club website" WWW.NTAHC.COM for pictures.
Send checks to NTAHC, 519 Mimosa, Denton, TX 76201

NTAHC Shirts For Sale

North Texas Logo Embroidered on a quality cotton shirt with open neck collar.

Royal Blue (same as Blue Logo) \$20.00

Be sure to indicate size(s)

Medium, Large, X-Large, XX-Large

Healey Girl Picture

Leggy Blonde peers into the engine bay of a Big Healey, 8x10 color. Suitable for framing.

So tasteful (no naughty bits showing) even your wife may approve. \$10.00 each.

2 for the amazing bargain of \$19.95

Name Badge

2 Color HTAHC logo, with your name. \$6.50 each

Sports Wrist Watch

Gold plated case and hands, black dial, white "Healey Wings" and numerals, with red "Austin healey" script.

Like the front badge on early cars. 1 year warranty.

Satisfaction grudgingly given.

\$39.95 post paid USA.

BARGAIN BIN

Prepare your ad and email it to editor.ntahc@aol.com and hope for the best!

I could use a Trunk Lock Handle for a BJ8.

PeteMiesch@msn.com
214-734-1800 Cell
830-792-4750 Res

Monza Exhaust System (1956-19640, all hangers but no headers. New in the box. Originally \$329.95 without freight. Buy for \$300.00.

Call: 817-455-6073 or e-mail: brussell16@verizon.net

ENGINE ENAMEL: Green metallic, formulated by Sherwin-Williams

Automotive Paint Division.
Aerosol cans, always available at TECH sessions! \$15 per can (NOT mailable - Available ONLY at Tech Sessions)

Bret Blades
(H)972-264-5400,
(M)972-762-8148

For Sale. 1960 Bugeye Sprite.
1098 engine. Excellent overall condition.
\$9,950.
Bob O'Neil



PARTS FOR SALE

***NEW Center Shift Trans Cover for 3000 Series Cars \$40.00**

***NEW Exhaust Down Pipes Early 6-Cylinder Cars (BN4-BJ7 Cars) \$75.00 each**

4 - 60 Spoke Wire Wheels Excellent Rubber Make Offer

Pat Yoas
469-401-3801
pyoas@yahoo.com

Austin-Healey 100-4-6-3000-Sprite Shock Absorbers

Front, Big Healey..... \$102.00 ea.
Front, Sprite..... \$102.00 ea.
Rear (All models)..... \$70.00 ea.
Heavy Duty Upgrade..... \$10.00 ea.
Shock Link (New or Rebuilt)..... \$Call

Brakes Sleeved and rebuilt

Big Healey Master 100-4, 6, 3000..... \$95.00 - \$175.00
Big Healey Booster Servo..... \$395.00
Big Healey Caliper..... \$105.00
Sprite Master 1957-66 Twin..... \$195.00
Sprite Master 1967-79..... \$125.00
Sprite Caliper..... \$85.00
Cylinders sleeved only, brass or SS..... \$50.00
Kingpin Swivel Axle rebushed.... \$40.00 - \$80.00
Front end A-arm (Sprite)..... \$95.00

Carburetors

COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets and FLOW BENCH TESTED.....\$445.00/pair
CAR BODIES REBUSHED and new throttle shafts...\$85.00 ea.
Prices shown are for Exchange or Yours rebuilt. Core harges apply if items are ordered prior to(and are refunded after) our receiving old units.

Free catalog. www.applehydraulics.com

Apple Hydraulics, 1610 Middle Road, Calverton, NY 11933

For sale:

100-4 cold air box---Unused and needing a home. \$100

Bob Frye

817 233-3741

beauxfry@sbcglobal.net

For Sale; Air Condition your Healey. Use this kit as the basis for installing an air conditioning system in your 6 cylinder Healey.

Basic kit includes, bolts & belts.

Basic Kit \$250.00.

Used alternator \$55.00

New alternator \$110.00.

Contact Bret Blades-972-264-5400
razorblades@mindspring.com