



New England News

*The newsletter for members in the New England Region of the
Austin Healey Club of America
NY, CT, MA, RI, VT, NH, ME & Northern NJ*

From the Editor

Peter Rafe Williams
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Got this in the E-mail

Sure was a nice weekend in Maine!!! It was great to see you and all the other folk's even if for only a short time. Got word from Paul Dunnell that Stu's problem was due to an over active (putting out too much charge) coil on his Mallory ignition system. Makes me kind of nervous as I have the same system which I have been using for at least ten years now.

Regards, Don Paye

President's column

By Frank Motta

I am hopeful that this column finds all the members of our New England region enjoying a full measure of Austin Healey driving in the beautiful summer weather. I wish I could claim to be enjoying the use of my Healey as well, but as some of you know my car is still in the shop being looked at! Last time I checked with the body shop the owner said "you know that these things take time, but I have my three best men on it" I didn't get a cake for the Healey when it had its one year anniversary in the body shop on June 28th of this year, because I felt such sarcasm might cause him to take his three best men off of the car. But maybe that would not be a bad idea, since if they were off of the car somebody might get around to working on it.

Well, I don't want to burden the rest of you with my tales of woe, but it does bring to mind that picking the right shop is primary when it becomes necessary to have extensive work done on your Healey. Making this choice is anything but an easy task to complete. The fact is that there are very few ordinary everyday body people that will work on classic cars, and as I have come learn if they do take on such a job it may not be a priority. As in any business, making money is the primary objective, and because working on a classic car is more extensive and time consuming than ordinary collision work, such shops who commonly do only speedy in and out repairs find it difficult to spend so much time on one project. To spend the amount of time necessary to do a quality job on your Healey would force them to put their ordinary customers on the back burner, a fact that is undoubtedly not beneficial to their long-term business interests. For this reason your project will tend to be in a corner collecting dust until the shop gets some slack time. The dilemma is that any shop that has enough slack time to get right on your Healey, and stay on it until it is finished, is probably not one whose work you will be happy with. If they have that little work it must be for a reason.

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LIME ROCK WEEKEND Labor Day Weekend, Sept. 2-5, 2005

Come one Come all!!!!!! How many of you have browsed your membership book lately and found members who live in your town or the next. Call them up and make a date for a day of fun at Lime Rock Park Labor Day Weekend.

YOUR club has been onsite with a membership booth for more than 15 years. WHY? Because it's fun to meet new people who want to join our club or talk about their cars and help them to get their cars on the road. Our booth is located in the B Paddock. So stop by for a break, have something cold to drink and maybe even a snack if you come early.

HERE IS SOME GOOD NEWS. A discount on tickets should be offered to those who call in and reserve their tickets in advance. There will also be a special area for just Healeys to park, so when you come don't let them park you in the grass on the far side of the track. Our parking area is across the bridge and on the right. It will be marked Austin Healey Parking Only. There is also a chance that we will do a few Parade Laps as we have in the past. The catch here is we won't know which day or hour. Pretty much hit or miss. So if you're onsite at any point during the weekend, check in at the booth for updates.

I hope to see some news faces and smiles. Any questions please call any time. 860-668-0715

Charlie Krut



Red was the color in Camden Maine

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There are alternatives to sending your beloved Healey to an ordinary collision shop, but they are not altogether positive. You could opt to try to complete the necessary repairs yourself, with a few of your friends at night, on weekends, and between beers. But unless you and your buddies have a great deal of skill, mechanical aptitude, and the proper equipment your car may end up looking like a creation from the lab of Dr. Frankenstein. Beside, even if it turns out well, it will probably take you a lot longer than it would for a professional to complete the job. I dare say that the average person does not usually have the skill necessary to do a quality restoration on their own car, and even people who do have the type of mechanical talent to effectively complete proper work, typically don't have sufficient time to devote to the project. If you choose this do-it-yourself route to complete the desired refurbishment of your Healey be ready to spend a good deal of your free time in the garage, and get used to eating cold suppers alone. I know a lot of guys say, that doing their own work is the real fun of putting a car together, and they don't mind some minor inconvenience. You certainly have the right to a little enjoyment and you can always justify the extensive amount of time spent in the garage as an attempt on your part to keep the total cost of the Healey restoration to a manageable amount. However cost is a relative precept, and it may seem cheaper financially to do your own work, but in the end it could be very costly in terms of family relationships. Unless you have a very understanding spouse, it may well be difficult to explain away both the steady drain on your bank account, as well as, your continued absence from everyday household activity.

It may make things a good deal easier in your life to choose the other alternative, and that is of course to take your Healey to a restoration shop. Here you will almost certainly be able to get a quality restoration done on your Healey, without the burdensome drain on your time. But I can assure you it is an endeavor that won't be cheap. In fact the extent of the cost to affect a proper restoration project may well astound you. The real shock is that despite the exorbitant and astronomical expense of the whole process at high-end restoration shops there are still so many other people who are looking to get their cars done in such places, that you will more than likely have to get in line. Since there is some type of wait at almost every quality restoration shop, sending your car to a shop that specializes in Healey work might be a better choice. Such establishments are more familiar with the intricate eccentricities of Austin Healey automobiles, and are likely to be more accurate in their assessment of the cost and the time frame of your car's particular restoration. If you can afford to pay the cost, you still need to find a shop that will take on your project before you go on Social Security.

So there are decisions to be made anytime you think about having major work done on an old classic Healey, not the least of which is choosing the direction to take in making your Healey both road-worthy and pretty. As with anything, such choices are often governed by money and time. It was once said "if you've got the money honey I've got the time", but today even if you have the money the repair shop may not have the time. It was once believed that "time is money", but we all don't have as much time as we once did, so don't be afraid to spend the money.

Whatever you decide is the right choice in getting your car repaired or restored, and putting yourself effectively behind the wheel of your Austin Healey automobile, don't be afraid to make it! The only thing worse than making the wrong choice is making no choice at all! *Happy Motoring Frank*

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Conclave 2007 Update

As you might have guessed not much has been done since our last meeting. But here is a list of team contacts that has been developed from that meeting, and if you remember which team you signed up for you can count on being on it. I'm sure some names might change but this is a good starting point. Keep your wheels turning with those ideas and jot them down or give your team a call.

Thanks Charlie

ART/LOGO/PRINTING TEAM	NICHOLAS ZARCADES	978-922-3956
FINANCE TEAM	DEB KATZ	860-436-9473
ADVERTISING AND PUBLICITY TEAM	BOB BENDER	413-684-3934
	BILL BERG	802-442-2777
REGISTRATION TEAM	DEB KATZ	860-436-9473
HOTEL TEAM	DON & CAROLE PAYE	413-625-6568
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TECH SESSION TEAM	DAVE ALTMAN	978-922-8553
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GYMKHANA TEAM	PAUL DUNNELL	413-339-0102
POPULARITY CAR SHOW TEAM	RICHARD "PIGGY" PIGNATELLO	802-496-5095
RALLY TEAM	BOB BRITTON	603-525-4226
SELF GUIDED TOUR TEAM	MAGGIE ALTMAN	978-922-8553
BOAT TOUR TEAM	BOB ABBOTT	603-425-3333
ENTERTAINMENT TEAM	STEVE BELL	508-947-6499
REGALIA TEAM	JANET KASTBERG	413-245-4618
IMAGING (PHOTO) TEAM	RALPH LOSIGIAN	978-256-8940
FUNKHANA TEAM	ROY BALTHAZARD	413-323-0536
RADIO/COMMUNICATIONS TEAM	DENNIS BROUGHEL	518-663-8879
ALTERNATIVE ACTIVITY TEAM	BETTY BENDER	413-684-3934
	JANET KASTBERG	413-245-4618

We need volunteers to act as Contact persons for the following:

ARTS/CRAFTS TEAM - Arrange for and display of all entries in appropriate area. select categories and provide judges.

TEAM WORKERS REFRESHMENT TEAM- Arrange for and distribute water, light snacks, etc to those people who are working as course workers during driving events, judges, etc.

Calendar of Events

Sept. 1-4

Lime Rock Vintage Racers- Line Rock, CT

Sept. 17-18

British Invasion – Stowe, VT

Dec 3

New England Region - Christmas Party 05
Bob & Betty Bender,
413-684-3934

June 18-23 2006

Conclave 2006 – Akron, OH

Summit 2006 – Maine

June 24-29, 2007

Conclave 2007 – Burlington, Vermont