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Tech Session at British Car Specialists

Len Hartnett

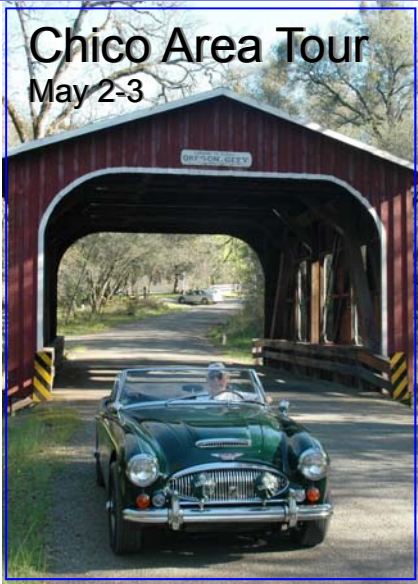


The new driving season has started and it's time to make sure our Healeys are up to the task of getting us safely to and from our destination. That means it was time for the annual Tech Session.

A good turnout showed up at British Car Specialist in Stockton on March 7th as David Nock undertook analysis of two vehicles in his shop. One was up on the hoist, the other was 'the skeleton' mentioned in the flyers.

David went from the front to the rear of the car on the hoist pointing out the areas that are most likely to cause trouble on the road from front suspension, brakes, tires, hoses, and springs to carburetor linkage, radiator, thermostat, the frame and battery.

"The skeleton" is a 1963 BJ7 owned by Phil Freese who was there with his grandson, Michael. Phil purchased the car about 1970. Although it appeared to have sat outside for some time and had internal rust, Phil drove it for a while. He then decided it was time for a frame up restoration. As displayed, it had all its running gear in place but was without any body panels. This gave an excellent view of what's under the skin of an Austin-Healey. This will ▶▶



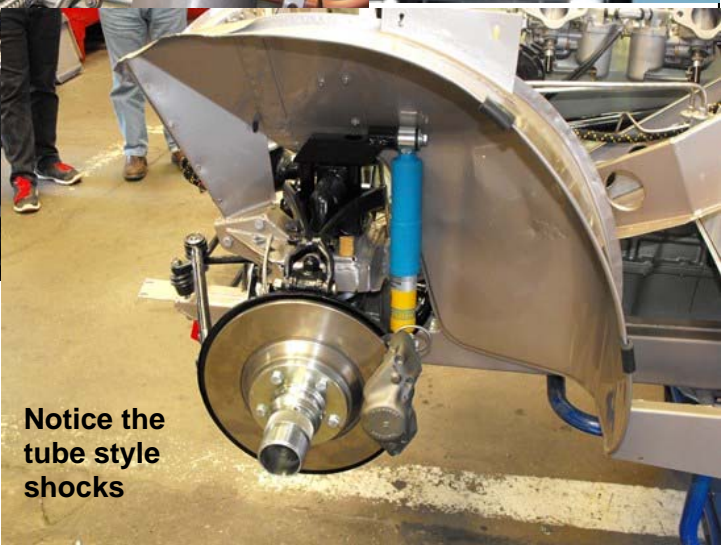
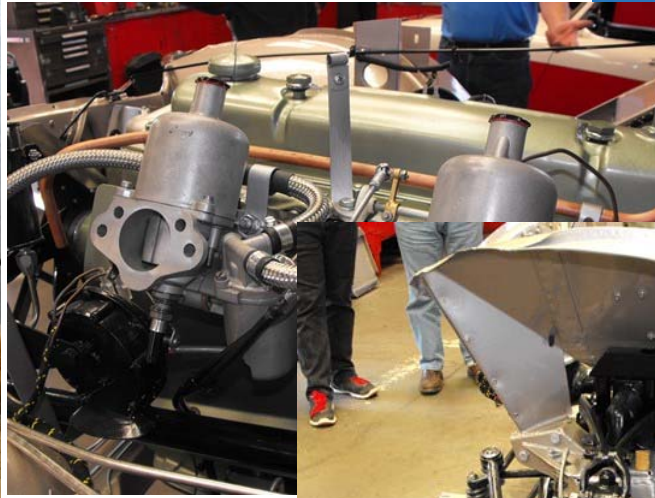
► not be an effort to return the Healey to factory specifications as many functions will be upgraded for safety and reliability. These include, in part, tube shocks, lightened flywheel, cooling system upgrade, stainless steel brake hoses, BJ8 brake booster, alternator, updated lights, and cruise control. Appearance will include Metallic Golden Beige paint, Burgundy leather interior, and Burgundy Red cloth top. More photos of this project can be found on the BCS website under *Photo Albums > Freese BJ7 Restoration*.



Continued on next page



Nessie the Sheltie



Notice the tube style shocks



Attendees

- Len Hartnett, 1967 BJ8, Fairfield
- Janelle Sahr, 1956 100, modified with 350 Chevrolet engine, Alameda
- Doug Scranton, 1962 BN7 Tri-carb, Los Altos
- Gary Anderson, 1959 BN6, San Carlos
- Steve Rudy, 1957 100-6, Sacramento
- Dennis Gilroy, 1967 BJ8, Redwood City
- Bob and Ann Grout, 1959 BT7, Elk Grove
- Ira and Carol McKee, 1966 BJ8, El Dorado Hills
- John Hellewell, 1961 BT7, San Dimas
- Steven Kingsbury, 1953 BN1, Paradise
- Lew Kingsbury, Guest, Elk Grove
- Fred Loebel, 1967 BJ8, Berkeley
- Mike Sonneman, 1966 BJ8, Sacramento
- Phil and Michael Freese, 1963 BJ7, Healdsburg

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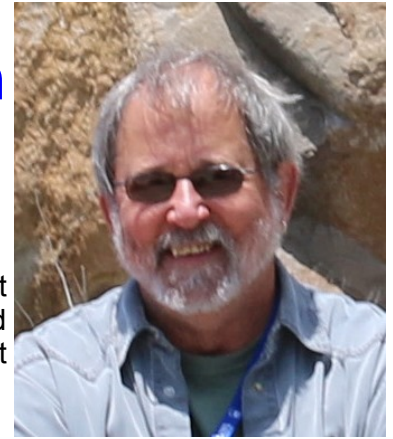
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...and more on the Tech Session

by Steven Kingsbury



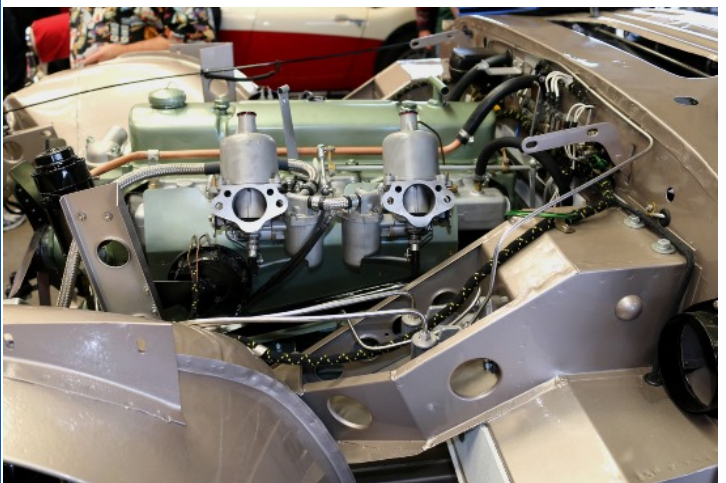
It's 7 AM and I'm heading off to Stockton in my BN1. This is going to be my first tech session in my new Austin-Healey Club and I'm interested to see how David Nock is going to present information I need to keep my car on the road. I was not disappointed.

Any information I can glean from folks who know these cars inside and out, I welcome. Having been a member of the southern California club, we had many tech sessions and at everyone, I learned something new. As a new member of the Golden Gate club, I was eager to see how the folks in the north end of the state passed their knowledge along. Let me just say, it was well worth the 2.5 hour drive.

Anytime you get the chance to walk under an Austin-Healey, I highly recommend doing so. You can see things clearly that most of the time you only hear about and as David raised the 100-6 he had on display into the air, I could hardly wait to take a peak.

David had already done a great job on pointing out things to look for when either doing routine care of our cars or what to look for when inspecting a car for possible purchase. Little things, big things, but when you can get under a car, that's when you can see the things that are often hidden from the majority of us. I know we can all jack our cars up and roll around under them on a creeper, but when you get an opportunity to walk under them and have someone who works on them for a living point out problem areas with his flashlight, that's when the aha moments go off in your brain. That's when it sinks in and you say to yourself "now I see what they mean."

There were about fifteen of us there at this session and when we had gone over the 100-6, we moved over to the rolling chassis of the 3000 David and his team are presently working on. Wow! As I looked at how easy it was to not only see everything but to actually get at all those hard to reach places, I wished there were an easy way to take the body off ▶▶



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CATHY'S CORNER

Cathy Turney

Serving a Higher Purpose

Having been volunteered to serve on the Regalia Committee, I am spending a lot of time compiling a list of irresistible Things to Buy. I know that each selection will be subject to review, discussion, and probable veto, which would render all of this effort moot, but ladies of the club, if we concede a few battles, the fellows may be more inclined to let us get a new car.

Here are several items the committee proposes for consideration. A list that would generate shock and awe over our innovative thinking, that would make the Golden Gate Club the envy of all others. Or not. But isn't the point of this exercise to show how hard we'll work...to get a new car?

Item #1: Austin Healey Designer Dog. The standard poodle is the perfect choice for Designer Dog because all that messy science has been done—poodles are perfect. Border collies are the smartest breed according to border collie owners, and they do have blue eyes which puts them on the same intellectual level as 99 percent of Healey owners, but standard poodles are Number Two and they try harder.

Did you know that poodles were auditioned to be police dogs in the 1940s but rejected because they were too playful? Several Healey owners were ejected from a restaurant at Rendezvous 2015 for having too much fun, too. See the connection? Plus, the Golden Gate Club logo would look very cool embossed on the side of a fluffy poodle.



This is an area where the Regalia Committee can provide exceptional service; I, in fact, have a direct line to Poodle Rescue. How ideal is this?

Item #2: CarCapsule. An item that would sell itself. Do the math: for one percent of what it costs to build a second garage in which to house her dependable Japanese car, a Significant Other could move the Healey to the driveway.



Item #3: Towable refrigeration unit. How could the Healey Owner argue against air conditioning that doesn't spoil the authenticity of the car? True, it would look glaukit, tomfoolish, and cockeyed, but those are all British adjectives, so objection overruled. If we must yield on this one, though, we're that much closer to...a new car.



Item #4: Emergency kit. This would include:

- Your husband's credit card
- Metaphysical gong music on an iPod
- A new car

So, Healey Owners, let us know if we're on the right track here. Would *you* buy any of these items? Should we think of more? We want your guidance and involvement, because the happier you are, the more likely we'll be to get a new car.

TWENTY YEARS OF TECHRON YIELD UNCLEAR RESULTS

By Ashlee Vance, November 26, 2014
Bloomberg Business, www.bloomberg.com

[Many of us who drive Austin Healeys prefer Chevron gasoline because our cars seem to perform better with it than some alternative brands. Is it because of the proprietary fuel additive Techron, or is it our imaginations? This author concludes that the benefits claimed from using Techron are dubious for late-model cars, but they might be relevant for cars built during the leaded gasoline era. Editor]

About 20 miles north of San Francisco, in the city of Richmond, Chevron (CVX) has built one of the most advanced fuel research centers in the world. One building resembles a car hospital, where engines are attached to dozens of tubes and electronics that measure how they perform using different fluids. In another building, chemists study gasoline samples from all over the world. In a third, researchers dissect engine parts clogged with gunk. Roughly 1,600 people scurry about the complex, one-quarter of them with Ph.D.s. Many of these people have dedicated their lives to perfecting Techron, a detergent for gas that Chevron has been working on for more than 30 years.

Since 1995, the engine-cleaning additive in Chevron's gas has been the company's main sales pitch to consumers. In its familiar TV spots, animated cars attest that Techron makes them feel good. There's little question that advanced science has gone into developing the fuel additive. The question is whether the obsession with Techron is paying off for the company or for consumers. After almost 20 years, drivers still don't really know what the product is; anyway, they tend to buy gas based on price, not technology. And these days, it's unclear whether Techron's proprietary molecule is better than those used by other fuel makers, or whether modern cars suffer many of the problems Techron purports to fix. "Most fuels have these additives, and they all seem to be doing the job," says Brandt Lucido, owner of One Stop Automotive, a repair shop in Dallas. To this argument, Chevron responds with a stock answer. "Techron is unsurpassed," says Don Walker, general manager of the brand group at Chevron. "We think our claim is pretty strong."

The need for something like Techron emerged in the mid-1970s, when U.S. Environmental Protection Agency regulations started to phase out the sale of leaded gasoline. While the policy reduced emissions, it posed problems for car and fuel makers. Lead aided the combustion process and kept exhaust valves lubricated; the use of unleaded fuels left different kinds of deposits in the engine. Makers of fuel and additives began looking for ways to fix that without side effects.

In 1980, Chevron says, it had a breakthrough with polyetheramine, a blend of carbon, oxygen, hydrogen, and nitrogen. The nitrogen bonded to engines' carbon deposits, while the rest of the molecule helped remove the gunk and burn it off during combustion. The company says it's regularly improved the formula in the years since. In 1995, the last year anyone in the U.S. could legally sell leaded gas, Chevron's marketers decided to make polyetheramine a star, using it to try to humanize the company—which posted \$220 billion in revenue and \$21 billion in profit last year—by connecting more directly with consumers. In came the name Techron and the ads with anthropomorphic cars, from Sam Sedan its gas stations. "For an oil company, it was a huge step out," Walker says. "And it gave consumers something they could relate to—a clean engine is a happy engine."

Chevron puts Techron in all of its gas and estimates that four to five tanks' worth will start to clean out an engine's insides. It also sells a concentrated version designed to be poured into a tank as a quick fix. The company cites variability in engines and driving conditions to explain why it won't quantify the effects. "If we state a number and you don't get that, then you're an unhappy customer," says Peter Fuentes-Afflick, a senior staff engineer. ▶▶



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► Major automakers, including General Motors, Toyota, and BMW sponsor Top Tier, a program to certify that gas contains higher levels of cleaning agents than the government requires. Chevron, ExxonMobil, Shell, Valero, and most common brands have met these higher standards. “It’s been documented through independent tests that the Top Tier gas is a whole lot better in terms of cleaning up the engine,” says Gary Pipenger, vice president of fuel analyst Research Laboratories. “What drives people like me crazy is the marketing fluff that follows from there.”

Newer engines, with their more precise mechanics, have less tolerance for dirt and deposits than their predecessors, Pipenger says. However, fuel quality has risen so much industrywide, because of additives and other reasons, he says, that it’s unclear Techron still provides a significant advantage over gas from Chevron’s rivals: “I don’t think they have the data to support it.” It’s been years since mechanics regularly dealt with some problems that Techron’s ads say it fixes, such as engine knock. “Back in the old days, you would definitely hear a clattering or a pinging with some cars or find gummed up fuel injectors,” says One Stop’s Lucido. “I just don’t run into those problems much anymore.”

Peter Sealey, the former chief marketing officer at Coca-Cola, believes in Techron—up to a point. He’s a car enthusiast who owns a Rolls-Royce, BMW, Mercedes, Fiat, SmartCar, and Tesla, and he says, “I buy only Chevron, because it’s a superior product.” But the effectiveness of the company’s decades-long push for Techron doesn’t justify its massive investment, he says: “It’s a campaign for car nuts. To me, the amount of money they are spending on this is not a wise marketing decision.”

Chevron says its Richmond facilities support research into a wide range of the company’s century worth of chemical breakthroughs. Richard Cherpeck, a staff chemist who’s studied Techron almost since its creation, spends most of his time running computer simulations on different molecules, searching for ways to incrementally improve the engine detergent. He becomes downright giddy when grasping a vial of Techron, draping a 3-foot molecular model of it over himself like a pet snake, or recounting the 2005 discovery of a better bonding agent. “The first time we ran a test with it, the engine valve came back so clean,” he says. “It was like, holy cow!”

The research helps Chevron protect its intellectual property. Whenever Cherpeck and his comrades tweak the Techron formula, the company can score a fresh patent and extend its legal protection of the additive. Walker, the general manager, says Chevron won’t let up on its marketing. It’s less important that consumers know exactly what Techron is than that they associate Chevron with something vaguely positive. “We have been incredibly consistent with our message and don’t chase other things,” Walker says. And whether or not the product is better than Exxon’s version, Sealey says he sees one result at his vacation home in Mendocino, Calif. “My next-door neighbor is the former head of marketing at Chevron,” says Sealey. “The license plate on his Bentley reads TECHRON.”



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May 17, 2015
Dixon Fairgrounds

Calendar of Events

Contact Dennis Gilroy to list an event:
Gilroy.crew@gmail.com. For a more complete list see
www.GoldenGateHealeys.com. You are advised to
verify the dates of events that are not ours.

April 12. GGAHC Brunch at Garre Winery followed by tour.
See page 9.

April 26, 10am-4pm. Pacific Coast Dream Machines show
at Half Moon Bay Airport.

<http://dreammachines.miramarevents.com/>

May 1-3. Rolling Thunder. Classic Sports Racing Group
vintage races at Thunderhill. www.csrg racing.org

May 2-3. GGAHC Chico area tour. See page 9.

May 17. United British Sports Car Club's all-British show at
Dixon Fairgrounds. www.ubscc.org. See ad at left.

May 16-17. Marin-Sonoma Concours and Drive.
www.marinsonomaconcours.org.

May 28-31. Sonoma Historic Motorsports Festival.
www.svra.com/events/2015-sonoma-historic-motorsports-festival/

June 6-7 GGAHC Sierra Passes Tour. Two days of driving
the Sierra passes: Tioga, Sonora, Carson and Ebbett's.

June 22-26. Healey Rendezvous at the Alderbrook Resort
& Spa, Union, Washington.

<http://cascadeahc.homestead.com/Rendezvous.html>

July 18 GGAHC Visit to SF Bay Water Model in Sausalito
followed by drive in Marin County.



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♣ **Greg Stroop — Moss customer for 42 years**

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Afterward we will take a leisurely drive over Patterson Pass through Mt. Ranch and over Marsh Creek Road toward Clayton. We will then proceed on Morgan Territory Road along the base of Mt. Diablo to Livermore, ending at Interstate 580 and North Livermore Road. There are several places along the way where you can depart the tour and head home.

Please notify David Nock by **APRIL 1** and reserve your space for this brunch and tour.

Telephone: (209) 986-5910.

E-mail: healeydoc@verizon.net

The price is \$40 each. Mail your check to (made out to David Nock):

David Nock
1235 Eastridge Place
Manteca, CA 95336



Chico Area Tour May 2-3

- Meet in Marysville on Saturday morning May 2 at 10:30am.
- **Picnic lunch and tour at Oroville Dam.**
- Drive country roads through the historic towns of Oregon City and Cherokee, with a stop for wildflower viewing if conditions are good.
- **Dinner at the home of Loren & Diana Parks in Chico. Entertainment by the Chico Saxophone Quartet (maybe).**
- Overnight at the Oxford Suites Hotel in Chico.
- **Sunday morning tour of the Abbey of New Clairvaux (monastery) including winery tour, wine tasting, and the historic Church.**
- Lunch in Corning (situated on Interstate 5) at The Olive Pit Café and Store (you pay).

If you want to join this tour you should reserve your room at **Oxford Suites** by **April 2**. Call (530) 899-9090 and provide the name **AUSTIN HEALEY CLUB** to get the special rate of \$120 (+ tax) for a Studio King Suite. A double queen bed room is available for \$155. A hot buffet breakfast is included.

The fee for this tour is \$35 each, which includes dinner with wine and entertainment at the Parks home, and a donation at the Abbey. Bring your own picnic lunch on Saturday or buy it at Subway next to the meeting point in Marysville. The wine tasting fee (you pay) is \$5 each, applied to the cost of wine if you buy.

**Please make out your check to Loren Parks and mail it to him by April 2.
384 Brookside Drive, Chico, CA 95928.**

Also, let Loren know if you will attend:

Loriparks@gmail.com or call (530) 893-8643

You will receive detailed trip instructions after you sign up.

Golden Gate Austin Healey Club Board of Directors

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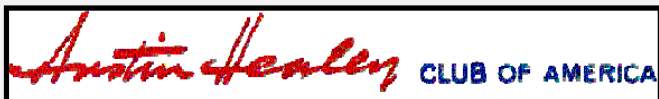
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Contact Loren Parks for advertising rates.

Healey Happenings is published on the web site with a three-month lag.

The Golden Gate Austin Healey Club

is affiliated nationally with the



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

Healeymarket

GGAHC members may submit Healey-related items—either wanted or for sale—without paying a fee.



WANTED



Right-hand side splash panel for the 100/6 and 3000 Healey. This panel fits at the front of the inner front wheel well. The panel shown in the picture is the left side, I need the mirror image of the one shown.
Doug Scranton 650-823-4338 or pdscranton@gmail.com

Creative Senior Dating Ads

Published in *The Villages* newsletter, Tampa, FL

FOXY LADY:

Sexy, fashion-conscious blue-haired beauty in her 80s. I'm slim, 5'4" (used to be 5'6"). Searching for sharp-looking, sharp-dressing companion. Matching white shoes and belt, a plus.

LONG-TERM COMMITMENT:

Recent widow who has just buried fourth husband. Looking for someone to round out a six-unit plot. Dizziness, fainting, shortness of breath not a problem.

SERENITY NOW:

I am into solitude, long walks, sunrises, the ocean, yoga and meditation. If you are the silent type let's get together, take our hearing aids out and enjoy quiet times.

WINNING SMILE:

Active grandmother with original teeth, seeking a dedicated flossier to share rare steaks, corn on the cob and caramel candy.

BEATLES OR STONES?

I still like to rock, still like to cruise in my Camaro on Saturday nights and still like to play guitar. If you were a groovy chick (or now a groovy hen) let's get together and listen to my eight-track tapes.

MINT CONDITION

Male, 1932 model, high mileage, good condition, some hair, many new parts including hip, knee, cornea, valves. Not in running condition but walks well.

MEMORIES

I can usually remember Monday through Thursday. If you can remember Friday, Saturday and Sunday let's put our heads together.