



Proud chapter of the
Austin-Healey Club of
America since 1979.

Side Curtain News



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Gateway Healey Association St. Louis, MO

Rumblings



We are an equal opportunity club. Pass it on. Yes we focus on the revered Healey marque. The Austin Healey is so admired that the values have reached dizzying heights. A “bugeye” (that’s frogeye in British) recently sold at Barrett-Jackson for \$33,000, to say nothing of the huge values associated with the “big” Healeys. So those of you who have no Healeys but still enjoy camaraderie, humor, and a focus on the vintage car experience, come check us out! We are a club with lots of expertise and history. I was reminded of this when I saw our 2017 club calendar, which features pictures of club activities from the early 1980s! After all, what other club meets in the garage of one of the most knowledgeable British car restorers in the area? Questions—drop on by for one of our meetings!

Inside this issue:

Rumbling	1
Meeting Minutes	2
Rumbling cont.	3&4
BSA Returns	5&6
Preserve Route 66	7&8
Events	9
From the boot	10

I attended the new car show on Jan. 20. Actually I usually come away disappointed because new cars all seem to be designed in the same wind tunnel. It has become hard to tell one from the other. However, there were some highlights. I test drove the new Challenger and the new Fiat Spider.



Fiat Spider



Dodge Challenger

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Don't forget to go to the club website!

<http://clubs.hemmings.com/gatewayhealey/>

Members and Guests at meeting

Phil Ellerbrock

Bandit

Keith Bester

Jim Reiter

Bob McElwee

Richard Etz

Ron Varley

Dave Massey

Meeting Minutes

(Courtesy of Jim Reiter)

Meeting called at 7:30 pm

No Treasury report. Dan not present

Old Business - Mentioned how nice the GHA Christmas party was and special thanks to Pat and Keith for hosting it in their home.

New Business - Valentine Dinner, Sunday Feb 12 Trailhead Brewery, 6:30pm. Richard Etz mentioned several upcoming events. Please read his column for details.

The Challenger is a big, heavy car. The one I drove had the mid-size 392 CID 380 horsepower Hemi. Despite two tons of road hugging weight (to say nothing of your president's added girth) it had some get up and go! The Fiat is a facelifted Mazda Miata with a turbocharged Fiat four installed to give it that allure of Italian reliability. It seemed pretty nice, but it was too new to exhibit true sports car rattling and squeaking. Mazda has replaced its retractable hardtop Miata with a model called Miata RF (Retractable Fastback).



Miata RF

This is a targa type arrangement ("surrey top" in Triumph terms) with a sail panel roof like a 1970s Corvette. The whole rear section lifts while the roof panel and rear window fold into the trunk. This is a highly complicated system that looks like something you'd only see on a show car! It must use a zillion motors or a mighty hydraulic system to accomplish all this. There were velvet ropes all around it which prevented closer inspection.

Saturday the 21st was a fine break in the winter weather. I charged the battery and fired up the British ride. Running great, I backed it out. Oops, the brake pedal went to the floor! It wouldn't even pump up. We returned to the garage oh so carefully. So out came one of the back-up rides for a late afternoon convertible cruise.



Richard's Alternative Ride

Marilyn Salini has organized a **Valentine's dinner** again this year. It is to be held at the Trailhead Brewery in St. Charles. This is the same location as last year's highly successful event. Be sure to RSVP to Marilyn. Hang in there members and friends, great motoring weather is around the corner!

Richard

Valentine Day Dinner

Trail Head Brewery, St Charles, Mo 6:30 pm. RSVP to Marilyn Salini, msalini73@gmail.com or text 314 227 1778. **Wear Red**



Old picture of the Triumph assembly line. TR6's I think. Taken before color pictures were invented??? Thanks to Steve Grossman for the picture.

BSA, under new parent Mahindra, planning return to the motorcycle market

[Kurt Ernst](#)



1957 BSA Gold Star racing motorcycle. Photo by Jill Reger.

For decades, from the pre-war years into the 1960s, Birmingham Small Arms (BSA) was one of the largest and best-known motorcycle brands in the world. Thanks to aging designs and an influx of faster and more modern bikes from Japan, the once-renowned British marque built its last motorcycle (revival attempts excluded) circa 1973. Thanks to the recent acquisition of the BSA name by Indian manufacturing giant Mahindra & Mahindra, the brand may soon be reborn, at least in a trio of markets slated to include the United States.

Under a plethora of companies and divisions, Mahindra & Mahindra (itself a subsidiary of the Mahindra Group) is involved with everything from automobile production through power generation and defense manufacturing, but it's no stranger to the motorcycle market. It owns a controlling share in Peugeot's scooter business, and builds Mahindra-branded motorcycles under the Mahindra Two Wheelers Limited umbrella. Since 2011, the company has also built motorcycles to compete in Moto3, a 250cc feeder series for the top-ranked MotoGP class, and in 2016, 15 of the series's 52 riders competed on Mahindra-built racing motorcycles. The brand finished this last season third in the manufacturer's standings, behind Austria's KTM and Japan's Honda.

Though Mahindra & Mahindra is an Indian company, its headquarters for Moto3 bike production is in Italy, and it's believed the revived BSA motorcycles will be assembled in this plant. Mahindra, or more specifically its division Classic Legends Private Limited, will position BSA as a premium brand (once again competing against Triumph), with initial distribution in the U.S., U.K and Italian markets. As demonstrated by Harley-Davidson's vast range of accessory items, there's merit to selling soft goods as well, and BSA will be positioning itself as another "lifestyle brand."

Mahindra's Indian R&D team is expected to have input into the revived BSA's design, and if all goes as planned, the first yet-to-be-named models will hit dealerships in roughly two years. Another recent Mahindra acquisition was former Czech brand Jawa, though this deal reportedly included rights in limited markets only. As India's [*Car and Bike writes*](#), the Jawa brand will likely be built in India and sold through Indian dealers.

New bill aims to preserve Route 66 ahead of centennial celebrations in 2026

[Daniel Strohl](#)



While much of Route 66 remains in existence and in use, its decommissioning more than 30 years ago has left its fate largely to the various states through which the Mother Road passes, but a new bill proposes to not only coordinate the preservation of the highway on a federal level but also to provide federal funds for that effort. The [Route 66 Centennial Commission Act](#), also known as H.R. 66, which Representative Rodney Davis of Illinois introduced in Congress last week, not only proposes the formation of a commission tasked with celebrating the road's centennial in 2026 it also directs the U.S. Department of Transportation to prepare a preservation plan for Route 66. Bill Thomas, president of the [Route 66: The Road Ahead Initiative](#), which worked with Davis's office to draft the bill, said the road itself could indeed benefit from preservation in some places, as could the route's many bridges, what Thomas described as "architecturally iconic." "You hate to see them get torn down because what goes up to replace them these days doesn't have a lot of character," he said. However, preservation of Route 66 should extend beyond the highway itself, he said. "There's a healthy interest in preserving the idiosyncratic local character of Route 66: the mom-and-pop cafes, the weird roadside attractions, the wonderful neon signage." Current preservation efforts fall to the National Park Service's [Route 66 Corridor Preservation Program](#), initiated in 2009. According to Thomas, the program distributes about \$100,000 per year to local or state projects, based not on any sort of route-wide priority list, but on which projects have sufficient matching funds. However, that program is set to end in 2019, with no similar program scheduled to replace it. As proposed in the Route 66 Centennial Commission Act, the Secretary of due no later than three years after the passage of the Act (2020, should it pass this Transportation and the governors of all eight states through which the highway passes would prepare a route-wide preservation plan



Brick section of Route 66 in Auburn, Illinois.

year). The bill doesn't provide any specific funding for the preservation plan, but Thomas said the Road Ahead Initiative is working on other federal legislation that would. In addition, the Road Ahead Initiative has worked with Illinois legislators to introduce a [similar Route 66 Centennial Commission bill](#) there, and Thomas said he hopes to leverage that effort to get state-level centennial commissions started in the other seven Route 66 states. Decommissioned in 1985, Route 66 [remains more than 85 percent intact](#), according to the NPS, though as Thomas pointed out, little remains of the original 18-foot-wide poured concrete roadbed that hasn't been paved over or widened, and signage varies widely from state to state along the route. In 2008, the [World Monuments Fund](#) added Route 66 to its watchlist, noting that the highway's "surviving businesses are struggling, and its roadside architecture—a tapestry of 20th-century Americana—is deteriorating. Some places are threatened by development. Others are falling prey to vandals, decay, and abandonment." As for centennial celebration events, Chiotti said those would be entirely up to the committee, though the bill did float the idea of a conference on the U.S. Numbered Highway System. Thomas said it's way too early to plan any such events, but said it would be a nice centennial present to the nation to ensure that Route 66 is still there for the anniversary. A number of celebrations – most along the route, but also as far away as Germany – [marked the highway's 90th anniversary last year](#). In addition to the preservation effort and centennial planning, backers of the [Route 66 Experience](#) in Tulsa, Oklahoma, where Route 66 founder, Cyrus Avery, was based, said they expect groundbreaking for the \$23 million museum to take place in the spring, with the grand opening anticipated for fall of next year. H.R. 66 is currently in the House Committee on Transportation and Infrastructure.

Events

2017

February

Feb 12 6:30 pm Valentine Dinner. Trailhead Brewery, St Charles, MO, 921 Riverside Dr. St. Charles, MO. RSVP to Marilyn Salini, msalini73@gmail.com or text 314 227 1778. Wear **RED!!!!**

Feb 19 SLTOA Polar Bear Run <http://www.sltoa.org/> for details

Feb 28 7 PM GHA Monthly Meeting at Keith Bester's Garage, 115 N Sappington Road, Kirkwood, MO 63122. (314) 821-2372

March

Mar 28 7 PM GHA Monthly Meeting at Keith Bester's Garage, 115 N Sappington Road, Kirkwood, MO 63122. (314) 821-2372

April

April 14 10 am till ? GHA Spring Tune Up Wash Up. Keith's Garage. Bring a dish to share.

Apr 15 8:00-10:30am First 2017 Cars and Coffee Westport Plaza. I270 and Page

Apr 16 Easter Car Show. Upper Muny Parking Lot, Forest Park. St Louis, MO

Apr 25 PM GHA Monthly Meeting at Keith Bester's Garage, 115 N Sappington Road, Kirkwood, MO 63122. (314) 821-2372

2017 Cars and Coffee

WestPort Plaza I270 and Page
8:00 – 10:30am

April 15
May 20
June 17
July 15

August 19
September 16
October 21

From the Boot



Mystery solved. Gary Feldman, President of AHCA reports that this picture from 1980 AHCA Conclave in Toronto, Canada. Thanks Gary.



I have placed the GHA 2017 Calendar on the GHA Website. Please feel free to download and print. <http://clubs.hemmings.com/gatewayhealey/>

I placed on the GHA Website an interesting story on the restoration of a real AH 100S.



Jim Reiter unpacked his AH on 1/1/2017 and took an extended drive traveling from Chesterfield to Wildwood, MO. While riding south on Clarkson Rd he saw a Jaguar XKE going north on Clarkson. They both honked and waved.

Join the Gateway Healey Association

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