

EXHAUST NOTES

Official Publication of the

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2010



PRESIDENT'S NOTES

Very nice weather has arrived. Once again thanks for all the articles from our members the past couple of weeks have been very active for the Healey Club. This will be the clubs last breakfast at Otto's for they have posted a closing sign. If you missed last month we had a super turnout for breakfast and several mini tech sessions. Lots of good information on Lucas replacement rotors and points. I hope all can come out for the last trip to Otto's.

Now it's Roundup time, looks as the South Texas Club has outdone themselves by looking at posting updates which they have sent our way. Our club has groups going up on Thursday & Friday. Let me know what time you want to leave and I will hook you up with the groups.

For May & June, the club has events to attend in lieu of breakfast. July will be our next breakfast meeting therefore we need to start searching for a new meeting place for Saturday morning. Wheels & Keels is just around the corner. Then Crawfish cook off at the Sandy's in Simonton Texas/ Then onto Molina party in June. More info in the May newsletter.

See you at Breakfast

Vince Barnell - President

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Club Name Badges

If anyone needs a name badge, new or replacement please contact The Vecellio's. The best news yet is the club is paying for these.

Vendors Corner

This section is for new vendors that you have tried and have had good success with in your dealings related to the Healey cars, related services parts or repairs:

This month vendor is British Car Specialists, www.britishcarspecialists.com Several Healey members have purchased from them high quality and great pricing for good value for the money. They sell hard to find Healey parts.

THIRTIETH TEXAS HEALEY ROUND UP-DATE

Less than three weeks until Round Up! That long awaited highlight on the Austin-Healey calendar is almost here, and it is going to be fabulous. Response has been tremendous, with all the rooms at the Fredericksburg Inn selling out weeks ago. Not to worry, there are many fine lodgings in the area. This link should be helpful:

<http://www.fredericksburg-texas.com/directory/results/lodgingresults.aspx?categoryid=192&adkeyword=motelshots>

Pre-Round Up events for Friday have been organized for those wishing to maximize their visit to the Texas Hill Country. In addition to a walking tour of historic Fredericksburg, you will want to drive your Healey on our Hill Country Winery Tour or Willow City Loop Bluebonnet Trail.

There are many interesting destinations for those wishing to strike out on their own. Enchanted Rock State Park, LBJ Ranch & National Park, Museum of the Pacific War, Luckenbach "Historic Honky-tonk District", Wildseed Farms and much more are in close proximity. Johnson City, Blanco, Boerne, Llano and Kerrville are just a short drive away, and they all have much to offer in the way of antiquing, sightseeing and dining. The excellent area roads are made for glorious top-down driving. Expect to see the best wildflower crop in many years as you experience the joy of Healey ownership.

Officially, Round Up begins on Friday afternoon, when registration opens at 3PM in the large conference center at the Fredericksburg Inn. Hospitality is in the same location at 5PM, offering a cornucopia of food and beverage. While you will certainly be able to make a meal of it, alternatively, there are plenty of local restaurants that come highly recommended.

The Austin-Healey Popularity Car Show starts Saturday morning at 9AM, nine miles east of town at the Grape Creek Winery. Discount tickets for wine tasting will be available. Voting closes at 11AM, and we will break for lunch (on your own) no later than noon.

The Five Card Stud Poker Rally will start back at the Fredericksburg Inn, with the first car out at 12:30PM. This is not a timed event and there are several scheduled stops on the route. Don't forget bottled water, sunscreen, and a full tank of gas! The rally takes about 2 ½ hours to drive and is about 70 miles in length, ending at the gymkhana site.

We have added a new twist to the gymkhana this year. Instead of negotiating the course at break-neck speed (at risk of life, limb, and vehicular destruction), the winner has only to duplicate his or her own previous time on each run. Hopefully, this modification will encourage more drivers to participate in this fun and exciting event.

Hospitality will be open again at 6PM and the gala awards banquet will begin serving at 7PM, all at the hotel conference center. We will be having such a grand time that it will be impossible to give out the dozens of trophies (hewn from solid Texas limestone!) that evening. No problem, a sumptuous breakfast will be served Sunday morning at 10AM and we will continue our ceremony then!

A complete schedule of events will be sent to the STAHC (www.stahc.org) webmaster in a few days. Included will be driving directions to all the event locations and information on sundry items such as car washing, trailer parking, etc.

See you soon!

Mike McPhail



Hosted by the Midwest Region AHCA
Conclave 2010
AHCA Heritage 1975 – 2010
 Eagle Ridge Resort & Spa, Galena, IL
July 11-16, 2010



Eagle Ridge Resort & Spa is the perfect choice for *Conclave 2010*. Illinois' Galena Territory has a beautiful sparkling lake amidst acres of rolling hills. Breath-taking views and nature's beauty abound among the miles of roads perfect for Healey driving. Eagle Ridge also boasts 63 holes of the Midwest's finest golf. Accommodations are unrivaled in variety and character with choices from rooms at the inn to homes and villas.



The **2010 Popularity Car Show** will be nestled among the quaint shops and restaurants on Main St. in Galena which has long been established as one of the premier destinations in the Midwest. Located in the northwest corner of Illinois, Galena's western edge is outlined by the Mississippi River and Iowa and bordered to the north by Wisconsin. With the tranquility of its river valleys and boundless views of scenic vistas, Galena and Jo Davies County give inspiration to Conclave 2010.



Enjoy a prime rib dinner buffet aboard the "Celebration Belle" for the Captain's Dinner and Dance Cruise. Look forward to a beautiful sunset, and dancing the night away, all in a relaxing atmosphere while cruising on the Mississippi.



Convenient to major highways from all directions.

Chicago	140 miles
Rockford	85 miles
Indianapolis	300 miles
Milwaukee	175 miles
Madison	90 miles
Minneapolis	280 miles
Dubuque	20 miles
Cedar Rapids	80 miles
Quad Cities	85 miles
Des Moines	210 miles
Springfield	205 miles
St. Louis	325 miles



Midwest Region, Austin-Healey Club of America Conclave 2010, July 11—July 16, 2010

Registration Form (Please Print Clearly)

Today's Date: _____

Arrival Date: _____ Club: _____

Name: _____ Spouse/Guest: _____

Address: _____ City: _____ State/Prov: _____ Postal Code: _____

Telephone: _____ Cell Phone: _____ E-Mail: _____

Additional Adult Guest(s): _____

Children Attending: _____

Name/Age

Name/Age

Name/Age

All attendees must be registered. The registration fee covers 1 car, 2 adults and immediate family members under 18, hospitality, popularity judging, tech sessions, rallies and other activities. (Other events may require additional fees)

We would like to participate in:

- | | | |
|------------------------------------|---|--|
| <input type="checkbox"/> Gymkhana | <input type="checkbox"/> Walking Rally | <input type="checkbox"/> Pinewood Derby |
| <input type="checkbox"/> Rally TSD | <input type="checkbox"/> Tech Session I | <input type="checkbox"/> RC Races |
| <input type="checkbox"/> Rally Fun | <input type="checkbox"/> Tech Session II | <input type="checkbox"/> Future 50 Event |
| <input type="checkbox"/> Funkhana | <input type="checkbox"/> Tech Session III | <input type="checkbox"/> Women's Event |

(Classes subject to change based on pre-registration)

Popularity Judging (Indicate Class) (If entering multiple cars, please indicate below who will be driving each.)

- | | |
|--|---|
| <input type="checkbox"/> 100 M | <input type="checkbox"/> Bugeye Sprite MK I |
| <input type="checkbox"/> 100 | <input type="checkbox"/> Sprite MK II |
| <input type="checkbox"/> 100/6 | <input type="checkbox"/> Sprite MK III & IV |
| <input type="checkbox"/> BN6 & BN7 (2 Seat) | <input type="checkbox"/> Healey Boat |
| <input type="checkbox"/> BN4 & BT7 (4 Seat) | <input type="checkbox"/> Modified Healey |
| <input type="checkbox"/> BT7 MKII (Tri-carb) | <input type="checkbox"/> Nasty Boy |
| <input type="checkbox"/> BJ 7 | <input type="checkbox"/> Diamond-in-the-Rough |
| <input type="checkbox"/> BJ 8 | <input type="checkbox"/> Other Healey |
| <input type="checkbox"/> Jensen Healey | |

Car: _____ Driver: _____

Car: _____ Driver: _____

Arts and Crafts (Indicate Class)

- | | |
|---|--|
| <input type="checkbox"/> A & C Junior Craft | <input type="checkbox"/> A & C Photo Action |
| <input type="checkbox"/> A & C Senior Craft | <input type="checkbox"/> A&C Photo Pride & Joy |
| <input type="checkbox"/> Healey Toys/Literature | |

Mail the completed registration form, with payment to:

Conclave 2010
PO Box 4677
Wheaton, IL 60189
E-mail: ctiwheaton@comcast.net

* For Concours guidelines contact :
Mike Osipik,
39 E. 55th Street, Kansas City MO 64113-1265
(816) 333-0526
E-mail: mikeosipik@earthlink.net

For the latest Conclave 2010 Information visit
<http://www.austinhealeyconclave.com>

Fees:

Registration Fee Through 4/15/10

Registration Fee After 4/15/10

Additional Car or Boat

Additional Adult

Trailer/Tow Vehicle (for Week)

Trailer/Tow Vehicle - Premium Lot

Quantity	Amount	Total
1	\$120.00	
1	\$150.00	
	\$25.00	
	\$25.00	
	\$25.00	
	\$100.00	

(Fees for the Following Events are per Person)

Presidents Buffet Dinner—Monday
(Under 10—\$20.00)

River Boat Buffet Dinner-Wednesday
(Includes Bus to/from—under 10—\$30.00)

Awards Dinner—Thursday
Select: Steak ___ Pork ___ Salmon ___
(Under 10—\$20.00)

Kids Pizza Party—Thursday

Breakfast Buffet
(4 meals (Mon -Thur.) total per person)

Women's Event

Concours Judging Fee * (per vehicle)

	\$40.00	
	\$55.00	
	\$45.00	
	\$10.00	
	\$60.00	
	\$20.00	
	\$25.00	

Total Payment (U.S. Funds)

Payment Method: Check/Money Order _____ Visa/MC _____

Visa/MC Number: _____ - _____ - _____ - _____

CCID (on Back of Card) _____ Expiration Date: _____

Card Holder's Name on Card: _____

Please Print

Card Holder's Signature: _____

No Refunds after March 31, 2010

Neil McTavish – Australian Automotive Technology Manager Castrol

In recent times we have been asked by a number of people to comment on using the latest oils in older engines. Questions have come mainly from car clubs but also from some magazines, racers and engine builders. The questions relate to wear performance on flat tappet cams. Please note, all my comments in this article are about flat (sliding) tappets not roller followers, a different story.

Firstly let me remind people, this is Australia not the USA. I have read a number of articles where the information clearly comes from the USA but you are left with the impression that it is written about Australia. The internet can be misleading if the source of the information is not clear.

I have been in the technical area of lubricants in Australia for more than 30 years. So I am familiar with engine oil formulations since the early 1970's and have seen a lot of information on oil formulations back into the 1950's.

Although Castrol is sold in more than 100 countries around the world, products and the range of products are not the same in all countries. The oils sold in Australia are not the same as the USA. There a range of reasons for that including different market needs, mix of vehicles and climatic conditions. The range and type of oils we sell in Australia are decided by people in the Australian business not by people in the USA or Europe. The people involved are a combination of Marketing, Sales and Technology. Our Sales and Marketing people are just as keen to have the best products that suit our market as we are in technology and you the customers' desire for your vehicles.

There are two main industry oil qualification systems. These are API/ILSAC from USA and ACEA from Europe. Both of these systems are developed jointly between the oil industry and vehicle manufacturers. The updates reflect the latest requirements for standard vehicles and applications. The biggest influence most recently is the "Tier 2" emission regulations in the USA and Euro 4 in Europe. These regulations do not come into place for petrol engines in Australia until between July 2008 and July 2010.

The US petrol classifications have two types, ILSAC grades for GF-3, GF-4 etc. are; SAE 0w-30, 5w-30, 1 0w-30, 0w-20, 5w-20 and the rest, not ILSAC. The ILSAC requirements require improved fuel efficiency and have chemical limits on Phosphorus and Sulphur. API performance qualifications started at SB in the 1930s, currently the highest API petrol engine specification is SM. ACEA specifications are A1/B1, A3/B3, A3/B4 and A5/B5. ACEA C1, C2 and C3 are newer low Phosphorus specifications.

The Phosphorus is limited to help maximise the life of catalytic converters for long-term emission reduction. Sulphur mainly effects base oil type so I will not discuss it further here.

The main reason Phosphorus is added to engine oil is for cam and tappet wear protection. The most widely used form of Phosphorus in engine oils is in an organometallic molecule. The material is Zinc Dialkyl Dithio Phosphate, ZDDP or ZDTP for short. Useful molecules that include Sulphur and Phosphorus, they perform most of the antiwear protection on steel surfaces. The most recent API SM/ILSAC GF-4 grades have reduced the maximum allowable Phosphorus content to 0.08% (800 PPM, Parts per Million) from 0.10%, 1000 PPM.

The 0.10% limit has been in place for approx. 15 years in the USA and since 1986 in Australia. Yes most petrol engine oils for more than 20 years in Australia have been 0.10% Phosphorus maximum. That was as a result of an agreement between the car industry and the oil industry in Australia. That engine oils for petrol engines would be 0.10% Phosphorus maximum. However most oils from the 1950's and 60's had lower Phosphorus content than even the latest passenger car engine oils, i.e. it was typically 0.06% which is even lower than the 0.08% limit set by API SM.

ZDDP is a multifunctional additive; it has powerful antioxidant effect in addition to the antiwear characteristics. The size and type of the alkyl group attached to the Thio phosphate within the molecule influences the relative antiwear antioxidant balance of ZDDP additive. Over time Castrol have used modified ZDDP's that are more intended for wear performance and substituted other materials to boost antioxidant performance of our engine oils. So looking at Zinc and/or Phosphorus levels alone does not tell the full story in terms of wear protection.

The majority of the Castrol passenger car lubricants sold in Australia are ACEA qualified as well as API qualified. The ACEA requires extra valve train wear, VTW, tests over and above API requirements. In addition most of Castrol ACEA qualified products are 0.10% Phosphorus maximum. The same as we have used for 20 years or more. So that is why some of our ACEA qualified oils only claim API SL even though they pass all API SM engine performance requirements, the Phosphorus content is above the maximum level allowed for ILSAC grades.

There has been discussion about using diesel engine oils instead of passenger car engine oils. Some of these do currently contain higher levels of Phosphorus, ZDDP, than passenger car qualified to API SL or SM. They have higher Phosphorus to help minimise soot related wear. Future generations of these oils will also have Phosphorus limits and be lower over time for the same reasons as for passenger car engine oils.

The higher level of Phosphorus is not a guarantee of satisfactory wear protection. As I said earlier, wear performance is related to the particular ZDDP being used. Also many of the diesel oils with higher Phosphorus also contain higher levels of detergent and dispersant which compete for surface area with the ZDDP which can reduce its effectiveness. During the development of the current API SM engine tests, a high phosphorus diesel engine oil was run in a flat tappet, push rod engine test and it failed the wear requirements with worse results than most low Phosphorus passenger car oils.

In Australia we have many people rebuilding older vehicles and engines. Many of these people choose to put a modified cam into the engine when it is rebuilt. That is often the case even though they do not plan to get involved with Motorsport and the engine spends most of its life at low RPM. Modified cams with higher lift often require stronger or dual valve springs. All of these modifications increase load on the valve train and increase the likelihood of wear on cams and tappets.

The first few minutes of operation for new cam and tappets are very important. Run-in is important for good long service life. Castrol have put considerable effort into understanding valve train lubrication. Research has shown one of the highest if not highest wear mode for a cam and tappets is while the engine is at idle. Running an engine at medium speed, say 2,000 to 4,000 rpm generates much less metal-to-metal contact between cam and tappet than at engine idle.

Also ZDDP is temperature activated so running the engine at low oil temperature also accelerates cam and tappet wear. Some years ago a race team contacted us after wearing out three camshafts during run-in on a dyno. They ran the oil at approx. 50°C. We recommended take the oil to 85°C, no more cam wear issues.

In summary most of the Castrol passenger car engine oils sold in Australia are still formulated to 0.10% Phosphorus maximum, the same as we have had for the last 20 years but higher than was used in the 50's and 60's.

When running in new cams and tappets avoid idling as much as possible in the first 30 minutes to hour of operation. Make sure the cam and tappets are pre-lubed with Moly grease and oil. Try to keep engine oil temperature above 80°C. Driving the vehicle or running the engine under load achieves that most quickly. The cam and tappets should be run-in by 250 to 500 km. Castrol Edge Sport 25w-50, previously Formula R 25w-50 and before that GP50, is specifically part of our performance range of engine oils for push rod, flat tappet engines.

It has demonstrated excellent wear protection on radical cam profiles. Although rated API SG it incorporates the latest detergents and dispersants for good engine cleanliness, contains 0.10% Phosphorus and retains components for strong wear protection. The off-the-shelf product is widely used in competition engines.

If a full synthetic engine oil is preferred then our Castrol Edge 0W-40 or Edge Sport 10W-60 is recommended. Again these are formulated to 0.10% Phosphorus maximum and can be used with flat tappet followers with confidence the same as Edge Sport 25W-50.

MARCH PROJECT OF THE MONTH

FROM MIKE MCPHAIL

It took three months, but now all four wheels have as-new brakes! Not so fast. What about the other stuff? Brake boosters may need some attention, and a brand new one will almost certainly improve braking. Some styles of booster can be rebuilt at home, but a new unit, or at least one that has been professionally overhauled is probably best. Brake rotors often need changing due to wear or warping, and replacements are fairly cheap.

Of course, no brake job is complete until the master cylinder has been taken care of. Unless you are a glutton for punishment, a brand spanking new one is the way to go. If you chose to recycle, repair kits are available for next to nothing. Just be sure that the cylinder bore is smooth and rust free. Pay careful attention to the surface at the end of the bore that seals off the reservoir. A leak here will cause some of the fluid to escape when the brakes are applied. Press on the pedal and watch the level in the reservoir to identify this potential problem.

A car that has been sitting for a long time will probably have serious pitting in the cylinder bore, while the cylinder from a runner will be the best candidate for rebuilding. Follow the same procedure as with wheel cylinders, although you will find that master cylinders are more complicated. You might want to look in the repair manual before getting too carried away! After reassembling the master cylinder, blow into the reservoir or reservoir line to be sure that the passage to the master cylinder bore is open when the piston is "at rest". Press the piston into the bore slightly, and the passage should be sealed off. You may be able to plug the brake line orifice with a spare bleed screw and test the cylinder's ability to hold pressure. This is pretty easy if the reservoir is attached and you are able to get brake fluid into the bore.

Speaking of brake fluid, let's talk about Castrol LMA verses Silicone. These are the only fluids that this writer recommends, so don't you dare use anything else! Most conventional brake fluids are nearly clear, while Silicone fluids are often purple or some other queer color. If you are not sure of what is in your system, add a few drops of the fluid to an ounce of water. For you metric system guys, that is about a shot glass full. The conventional fluid will disappear, while the Silicone will not mix. As you know, conventional DOT4 brake fluid is cheap and is also an excellent paint remover.

If you are using Silicone, watch the knucklehead at the state inspection station, because he will surely top you up with some brand-X fluid. Rumor has it that mixing the two will cause instant brake failure and necessitate a complete rebuild! This may be hard to believe, but I certainly would not chance it. For this reason, don't switch from one to the other except when completely overhauling the entire system.

If you are not worried about getting brake fluid onto the car's painted surfaces then there is no reason to use anything but the Castrol product. The price of a container of Silicone brake fluid is several times that of regular fluid, but there is the advantage of saving your fancy new paint job. The major disadvantage of Silicone is that air dissolves quite easily into it, giving it a spongy feel. This can be avoided by not using the traditional "pump the brake pedal to bleed the brakes" procedure. I found however, that a trip to Leadville, Colorado (elevation 10,152) will remove excess air from a system using Silicone fluid. If this is not convenient, use an alternative method to bleed the brakes.

MARCH PROJECT OF THE MONTH

FROM MIKE MCPHAIL

The tried and true method of bleeding the brakes requires an assistant that can distinguish the brake pedal from the clutch pedal and follow simple instructions without argument. This eliminates the possibility of help from the wife, so buy some more beer and give your best buddy a call.

Start with a full reservoir, and then gently tap the brake pedal to coax as much air out of the master cylinder and into the reservoir as possible. Next, go to the furthest wheel and loosen the bleeder screw after placing a clear length of vinyl tubing over the end. Put the other end of the tube into a suitable container. Wrapping the threads of the screw with Teflon tape will keep the air from passing into the cylinder around the bleeder. Have your buddy press the brake pedal to the floor when you open the screw half a turn. Close the screw while the pedal is down, and then have him let the pedal up. Do this until no bubbles appear in the fluid, or until at least two ounces of fluid come out. Check the fluid level often. Follow this procedure on the other wheels. When all four wheels are bled, check the pedal for firmness. If the brakes are mushy, repeat the bleeding process. Since you have the rear brakes adjusted up tight, the pedal should have very little play. If satisfied, adjust the rear brake drums so that they just barely drag.

If you are like me and don't have any friends, there are a couple of other ways to bleed the brakes that don't require anyone to pump the pedal. Kits are available with special caps to pressurize the master cylinder, forcing fluid out at the wheels as you open the screws. This works pretty good, but my favorite method is using the Mighty-Vac to suck the fluid out at the wheel cylinders. This is the recommended way to bleed the system when using Silicone fluid. When you are satisfied that all the air is out of the system, wipe off excess fluid, replace the caps on the bleeder screws and go for a test drive! When you get back, stick your head under the car and check for leaks. If all is well, sit down and finish that six-pack. Otherwise, same thing!



Uncorked/Appetizer & Two Buck Chuck

Gallo Family

Gallo Family Vineyards Sonoma Reserve Syrah

Sonoma County Syrah is soft in style, with a full, rich and intense palate of dark berry fruits and cassis supported by black pepper, hints of vanilla and toasty oak.

Wine & Spirits

"Impressive...it offers plenty of ripe black-cherry flavors along with cracked-peppercorn spiciness. The wine finishes fresh and bright, an honest expression of cabernet franc and of the place it grew. ", Patrick J. Comiskey Buying Guide 2007

Wine & Spirits

Rated 91 ...Cherry blossom aromas develop...along with the spice of cracked peppercorns, both green and black. A distinctive, edgy red... April 2006

California Grapevine

Highly Recommended Medium-dark ruby; attractive, fragrant, spicy, cedary, raspberry and red cherry fruit aroma with notes of green olive and new oak; medium to medium-full body; cedary, black cherry and boysenberry fruit flavors with notes of coffee and chocolate...medium-full to full tannin; lingering aftertaste. Very appealing now. February/March 2006

This traditional Gulf Coast appetizer can be made up to two days in advance. Cooked lobster or crabmeat makes an excellent substitute for the shrimp.

Serving: 8

INGREDIENTS

- 1 envelope unflavored gelatin
- 1/4 cup water
- 1 10 3/4-ounce can condensed tomato soup
- 8 ounces cream cheese
- 1/2 cup finely chopped celery
- 1/2 cup finely chopped green onion
- 1/4 cup finely chopped green bell pepper
- 1 cup mayonnaise
- 2 teaspoons fresh lemon juice
- 1/4 teaspoon Cajun seasoning
- 1/4 teaspoon Worcestershire sauce
- 1/4 teaspoon Tabasco Pepper Sauce
- 1/8 teaspoon ground black pepper
- 3/4 pound cooked shrimp, shelled, deveined, and chopped

DIRECTIONS

1. Prepare mousse: In a saucepan, sprinkle gelatin into water. Stir to dissolve and gently heat until clear. Add soup and cream cheese and cook over low heat, stirring until mixture is smooth. Remove from heat and fold in remaining ingredients.

2. Pour into a lightly greased 6-cup mold. Cover and chill until set -- about 4 hours. Unmold and serve with crackers.

Uncorked/Appetizer & Two Buck Chuck

NUTRITIONAL INFORMATION

Based on individual serving

Calories: 374

Cholesterol: 130 mg

Fiber: 0.5 g

Total Fat: 33 g

Sodium: 623 mg

Protein: 12.9 g

Three hundred million bottles later, Two Buck Chuck turns 5

NAPA — Round and round they go, hundreds of bottles of Two Buck Chuck rattling and clinking their way toward a big machine that deftly fills, corks and seals each one in a rhythmic dance of metal and glass.

It's been five years since the first of these amazingly cheap chardonnays and cut-price cabernets started rolling off the line, released by maverick vintner Fred Franzia under the formal label of Charles Shaw wines.

Three hundred million bottles later, Two Buck Chuck is still selling, and Franzia is still preaching his message of wine for the masses.

“We're not out to gouge people,” says Franzia. “What I would like to see is every consumer be able to afford to have wine on the table every day and not feel insecure about it.”

Last year, Two Buck Chuck — available only in the Trader Joe's grocery chain and priced at \$1.99 in California, hence its nickname — accounted for at least 8 percent of California wine sold in-state, said Jon Fredrikson, who tracks wine shipments through his Woodland-based company, Fredrikson, Gomborg & Associates. National market share figures are not available. A bottle can range as high as \$3.49 elsewhere.

The result — along with the cute “critter” labels and more user-friendly packaging like boxes and screw caps — has helped knock a little of the starch out of the industry, said the wine industry consultant.

“I think it shook up the business in several ways, but certainly it created this interest among consumers to seek out wine values,” said Fredrikson. “It certainly plants a seed in everyone's mind about what you get for the money.”

Michael Mondavi, founder of Folio Fine Wine Partners, a Napa Valley-based importer and producer of high-end wines, takes the wine-glass-half-full approach to the Franzia effect.

“I think Two Buck Chuck has helped to make people aware that wine is not just for special occasions,” says Mondavi, son of California wine country pioneer Robert Mondavi and a longtime friend of Franzia's. “I also believe that the vast majority of the people who originally start buying Two Buck Chuck, within a period of a year, trade up to better wines.”

Franzia's roots in the winery business go deep. His grandfather, Giuseppe Franzia, immigrated from Italy to America in 1893, buying land in California in 1912 and beginning wine production three years later.

Uncorked/Appetizer & Two Buck Chuck

In 1933, the family started Franzia Brothers Winery, producing 100,000 gallons of table wine that year. After that winery was sold in 1973, Franzia, his brother Joseph and cousin John, started Bronco. (The family has no connection with the boxed wine sold today under the Franzia name.)

Franzia has crossed legal swords with the wine establishment more than once.

More than a decade ago he and the company were fined after he pleaded no-contest to charges of mislabeling some grapes as a more expensive variety. More recently, he was engaged in a pitched court battle with Napa vintners who argued that it was illegal for Bronco to sell wines which have “Napa” in their name but are made with grapes grown elsewhere.

Franzia lost that fight. But he soon had Napa buzzing again when he rereleased one of the disputed brands, Napa Creek — this time made with Napa grapes — and priced it at \$3.99.

Making wine is expensive from the ground up, but Franzia owns a lot of ground — 40,000 acres is the common estimate. He won’t say. His Ceres-based Bronco Wine Co. also owns the crushing and bottling plants and has its own distribution company.

Until now, another company has supplied the bottles. But Franzia is talking about building a glass container plant near his Napa Valley bottling facility.

Still in the preliminary planning stages, Franzia says the plant would reduce greenhouse gases by limiting truck deliveries and through the use of environmentally friendly technology that would cut plant emissions.

He introduced plans for the glass plant this spring at an elegant lunch in Napa — the whitest tablecloths, the finest food, all washed down with your choice of Two Buck Chuck.

Industry veteran Richard Peterson, who worked for decades at E. & J. Gallo and other major California wineries and is now consulting for Bronco, sees Franzia as the guy Napa vintners love to hate.

“I enjoy watching them spar,” he says with a chuckle.

“We do business with many, many people in Napa,” says Franzia. “A lot of my friends are in Napa. Part of the fun is just rubbing their nose in it a little bit and I’m sure vice versa.”

That brings out some friendly barbs from Mondavi.

“He says no wine is worth over \$10,” says Mondavi, whose family’s wines include the new I’M line that runs from \$13 to \$20. “I say, ‘Yeah, you’re right Fred, unless they’re my wines because I’ve seen you buy ’em.’”

But Franzia maintains he is true to his principles, even when the wine in question is his. Bronco’s Napa Ridge Napa Valley Reserve often costs more than \$10 because it’s made with more expensive grapes.

TOMBALL LIONS 16th ANNUAL CAR SHOW

April 25, 2010
At Lone Star College Tomball

Hwy. 249

2 Miles North of Hwy. 2920

ENTRY FOR:
CARS \$25
MOTORCYCLES \$20

**Swap Meet &
Arts & Craft spaces
available – 10 x 20 \$70**



*Mayor's Choice
Award*



*The Best
Car Show Music
By: JD the DJ*



**FREE FAMILY FUN
CAR CLUBS INVITED**

(No Dogs Please)

Door Prizes

Parking Donation

Gates open at 8 AM

Trophies presented at 3 PM

“Come Hear ‘Em Roar”

Food available from the Lions Club

Rain Date: May 2, 2010

For more info:

Susan Kramer 281-255-9595

Larry Grotts 281-259-1856

Tim Fowler 281-351-3029

timf@tomballford.com

* Make Checks payable to:

Tomball Lions Club

P.O. Box 34

Tomball, Texas 77377-0034

For entry form go to

www.TomballLionsClub.org



TROPHIES AWARDED PER CLASS + BEST OF SHOW



78th Annual Open Car Show

Saturday, April 17, 2010
Boerne, Texas
Official Fiesta Event

Car Raffle, Silent Auction,
Prizes, Vendors, Food and more ...

**Proceeds Benefit St. Jude's Ranch for Children
And Other Charities**

For Registration and Information Contact:

www.texas-corvette-association.org

or

silver65@satx.rr.com

I would like to invite your club to our **18th ANNUAL OPEN CAR SHOW** and request that you share the information with your club at your next meeting. Would you also please add us to events your calendar? **Our show would provide you with a great "excuse" to exercise your Healeys! Healeys are great cars**

Details.....

When: April 17, 2010

What: 18th ANNUAL OPEN CAR SHOW

Where: Boerne, Texas (...we have permission to block off main street!)

We are planning a great event! Last year we had 270+ cars! This year we want 400+!

I have attached brochures for your review. Registration (only \$25) information can be found in the brochures or at www.texas-corvette-association.org.

Please contact me if you have further questions! **WE LOOK FORWARD TO SEEING MEMBERS OF THE GULF COAST HEALEY CLUB AT OUR CAR SHOW !!!!!!!!!!!!!**

Proceeds from the show benefit St. Jude's Ranch for Children and other charities.
See you at the show,

Lake Ellis - Texas Corvette Association Car Show Recruiting
210-259-8854

<p>SCHEDULE OF EVENTS</p> <p>FRIDAY - APRIL 16, 2010 SOCK HOP 6:00 PM - 10:00 PM \$25/person - Includes dinner, cash bar & live band Boerne Convention & Community Center 820 East Adler Road, Boerne, TX</p> <p>SATURDAY - APRIL 17, 2010 Registration 8:00 AM - 11:00 AM Participant Judging 11:00 AM - 1:00 PM Silent Auction 8:00 AM - 1:30 PM Spurs Coyote Visit 2:00 PM - 3:00 PM Silent Auction Pay & Pickup 2:30 PM - 3:00 PM Awards 3:00 PM</p> <p>Raffle Drawing (promptly follows awards) Happy Hour/Dinner (follows event) \$22/person - Includes dinner & cash bar at Ye Kendall Inn - Main Square, Boerne, TX</p> <p>SUNDAY - APRIL 18, 2010 HILL COUNTRY RUN 10:00 AM \$10/person - Includes lunch at Frio Canyon Lodge and Restaurant in Leakey, TX. Departs from WalMart, 1381 S. Main St., Boerne, TX</p>	<p>REGISTRATION CLASSES</p> <p>A Corvette-C1 (53-62) A-A Corvette-C1 (TCA members) B Corvette-C2 (63-67) B-B Corvette-C2 (TCA members) C Corvette-C3 (68-82) C-C Corvette-C3 (TCA members) D Corvette-C4 (84-96) D-D Corvette-C4 (TCA members) E Corvette-C5 coupe (97-04) E-E Corvette-C5 coupe (TCA members) F Corvette-C5 convertible (98-04) F-F Corvette-C5 convertible (TCA members) G Corvette-C6 coupe (05-newer) G-G Corvette-C6 coupe (TCA members) H Corvette-C6 convertible (05-newer) H-H Corvette-C6 convertible (TCA members) I Corvette-Limited Edition (except ZR1 & Z06) I-I Corvette-Limited Edition (TCA members) J Corvette-all ZR1 and Z06 models K Corvette-Survivor (20 yrs or older, less than 25% restored) L Antique Cars (pre 1949) M Foreign N 55-57 Chevy O Camaro P Chevelle Q All Other Chevrolets R GM (Not Chevrolet) S Mopar T Ford, Mercury, Lincoln U-1 Mustang (64-68) U-2 Mustang (69-78) U-3 Mustang (79-04) U-4 Mustang (05-current) V Thunderbirds W-1 Street Rods - Open W-2 Street Rods - Closed (coupe/sedan) X Trucks/Vans/SUV Y Open Class</p> <p>Please be courteous to our neighbors and respect the beautiful grounds - burnouts are prohibited.</p>	<p>ENTRY FORM CLASS:</p> <p>Club Affiliation: _____</p> <p>Name: _____</p> <p>Address: _____</p> <p>City: _____ ST: _____ Zip: _____</p> <p>Phone: _____</p> <p>Email: _____</p> <p>Make of Car: _____</p> <p>Year: _____ Model: _____</p> <p>Color: _____ Vanity Plate: _____</p> <p>How did you hear about the show? _____</p> <hr/> <p>Registration Fee: \$25 \$30 After April 10, 2010: <i>Registration Includes One (1) Free T-Shirt:</i></p> <p>Circle Size: S M L XL 2X\$ _____</p> <p>Add'l T-Shirts: (Circle Size) S M L XL 2X (qty) _____ @ \$10/ea\$ _____</p> <p>Raffle Tickets: # tix = _____\$ _____ (\$10/ea, \$50/6 tix or \$100/13 tix)</p> <p>Friday Sock Hop: # _____ @ \$25/ea ...\$ _____</p> <p>Saturday Dinner: # _____ @ \$22/ea ...\$ _____</p> <p>Hill Country Run: # _____ @ \$10/ea ...\$ _____</p> <p>TOTAL\$ _____</p> <p><small>In consideration of the acceptance of the right to participate, registrants and accompanying persons, by execution of this form, release and discharge the Texas Corvette Association and the City of Boerne, their directors, officers, employees, members, agents, representatives and anyone else connected with management or presentation of this event of and from any and all known or unknown damages, injuries, losses, judgments and/or claims from any causes whatsoever that may be suffered by any registrant, or his accompanying persons, to his/her person or property. Rain or shine - no refunds.</small></p> <p>Mail Form and Payment to: Texas Corvette Association c/o 155 Cambridge Drive New Braunfels, TX 78132</p> <p style="border: 1px solid black; padding: 2px;">Reg #:</p>
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GULF COAST HEALEY CLUB

2010 Club Calendar

April

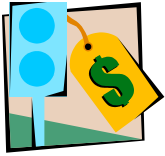
- 10 GCHC Monthly Meeting - OTTO'S**
- 15 Toad Club at the Richmond Arms on Richmond at Fountain View—7:00pm**
- 16 - 18 Round Up 2010 - Fredricksburg**

May

- 8 GCHC Monthly Meeting - TBA**
- 20 Toad Club at the Richmond Arms on Richmond at Fountain View—7:00p**

June

- 12 GCHC Monthly Meeting - TBA**
- 17 Toad Club at the Richmond Arms on Richmond at Fountain View—7:00p**



FOR SALE

15" Wire Wheels

Set of four 60 spoke painted wire wheels - Small amount of surface rust

No broken or loose spokes - Good spline grooves \$150

Contact- Bob Relick, 713-875-5757, rrelick@comcast.net



**NEXT MEETING:
SATURDAY,
8:30 AM
APRIL 10
OTTO'S BARBEQUE
5502 MEMORIAL @ RENICK
HOUSTON**



GULF COAST HEALEY CLUB
Printing & Circulation
Mike & Anne Johnson
4023 Tennyson
Houston, TX 77005