

The **FLASH**

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OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

CONTENTS



THE FLASH

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ON THE COVER

Tom Mulligan's 3000
- out for the last drive
of the season.



What's In The Flash

Steve Jekogian

October was a great month with lots of car shows, and AHSTC events as reported in this month's *Flash*.

For those of us who have not had the luck to get to the Healey museum in Amsterdam check out Randy's article.

Another fall classic event, Lime Rock Vintage Race is reported in Don's article.

You've been invited to view "Americas 2015 British Reliability Journal." To view "[Americas 2015 British Reliability Journal](#)" [click here](#).

PHILADELPHIA

REGION



Our group in the Ice House Tour.

Marlyn and I recently returned from two weeks in Paris and Amsterdam. We saw many incredible sights and museums, such as the Picasso and Rembrandt museums, but one that stands out from the others is the Healey Museum in Vreeland, Netherlands.

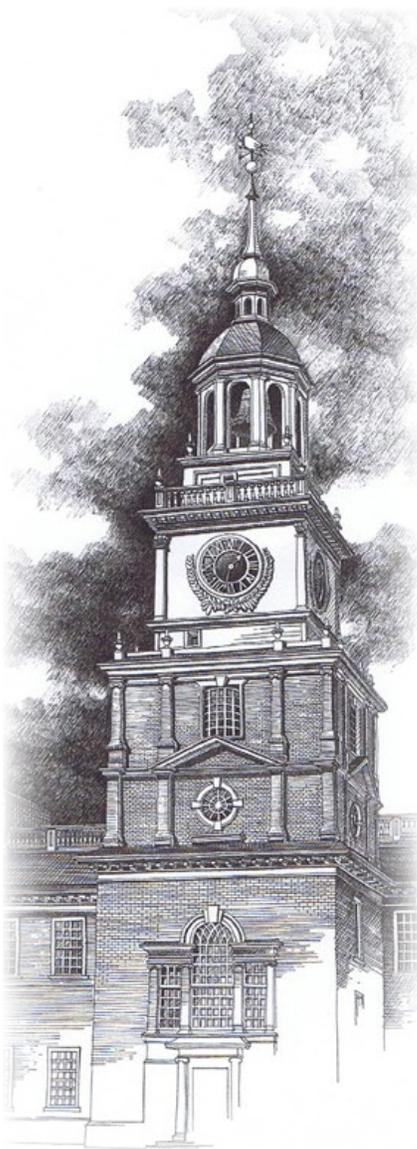
We spent most of a day looking and learning from Hans van de Kerkhof and his wife Ria about the museum and the cars on display. From the entry way with photos from DMH's life, to the cars on display and other memorabilia, we were mesmerized.

From the 1947 Duncan Healey to the 1968 4000 powered by a Rolls-Royce engine, the museum covered many years of DMH's production line. (SEE SEPARATE ARTICLE AND PHOTOS.)

The second series of the Autobody Class has begun, and we are working on actual projects. Ray Donovan is reconstructing a Bugeye front end from three separate bonnets, Nick Ferrant is stripping, preparing, and getting ready to paint and finish a Bugeye hardtop. I have two projects to be worked on, a new bonnet for my Sprite, and the evaluation of my new 3000, and the process to prepare the car for refinishing.

John Heffron and Terry McNelis are becoming very proficient with body hammers and dollies, engaged in straightening part of Ray's bonnet. I have to say they do make music with those hammers.

Saturday, October 10th was the "Brits at the Village" car show in Lahaska, PA. There were about 15 Austin-Healeys from both our club as well as from the North New Jersey area that made the trip down the NJ side to Lahaska, and were going to return via 32 to Frenchtown.





There were more than 100 cars overall. Our own members, Tom Brabson and George Baxter, won 2nd and 3rd place respectively in their categories. It was a beautiful, crisp day in Peddler's Village, with a good turnout of cars and viewers in attendance.

On Saturday, the 17th, under clear skies but with lower temperatures, Leo and Marty Kob, Tom and Kathy Brabson, Nick Ludovic, Rich Berman, Ray and Lois Dunckley, and Marlyn and I traveled mostly back roads in PA and NJ out to West Chester to visit the Antique Ice Tool Museum.

It is owned and established by Peter Stack, who has been associated with the ice industry for over 35 years. Peter graciously greeted us as we arrived and explained the origins of the ice trade in Boston which transported ice to the far reaches of the world in the 1800s. The ice industry was the second largest export from the US, only surpassed by cotton.

While viewing the three floors of the museum, and a good documentary made by Edison, we saw ice boxes made in the 1800s, ice picks of all kinds, ice plows, ice saws, too many ice tongs to count, various old vehicles that delivered ice to the consumers, and other instruments for gathering large quantities of ice from lakes and ponds for shipping produce, seafood, and meat to the cities of the world.

After about 90 minutes in the museum, we drove into West Chester to have lunch at Doc Magrogan's Oyster House for great food and conversation. As always, the talk turned to Healeys and there was no lack of tales to be told.

On Monday, October 19th, our monthly meeting was held at the Metropolitan in Montgomeryville, with 16 members in attendance to dine on the good food there. We heard from members about the past month's adventures. Jim Leshar attended the Hershey AACA Eastern Division National Fall Meet, and won first Junior Division, 25A-Sports vehicles pre-1960 for his 1957 BN4 in his first year of competition. Congratulations to Jim and his car for this achievement.

Nick Ferrant joined Jerry Kunkle in his Healey for the British Car Reliability Run on the weekend of October 16-18.

At the meeting I spoke about the Healey Museum in Vreeland, Netherlands, and about the Ice Tool Museum Tour this past weekend. Mark your calendars for the annual Christmas Party to be held at John Heffron's home on Saturday, December 12. Be sure to see the written report and photos on the Healey Museum while there. More information will be sent in an E-Flash.



Brandywine REGION



Well, here I am again writing this month's Flash report. Our jet-setting editor Ernie Leser is off traveling the world this month too. The October event was usually the annual picnic at the Lesers, but with them out of the country again that did not happen. Several events were proposed, but all of them fell through. In the end we did not hold an event in October.

November's event will be held Thursday November 12 at 7pm. The venue for this meeting is Stoney's British Pub, located at 3007 Concord Pike (rt. 202), Wilmington, DE. Owner Mike Stone says "Here I use all my Mum's recipes, I make this food the same way she made it, from scratch, in our kitchen at home in England." Of course the selection is rounded out by beers from Great Britain. Mark your calendars for this event, and maybe run for office. 

MOSS

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HARRISBURG REGION

Article provided By Fred Bennett Special Hershey Meet report by Joe Spear

Images by Charlie Baldwin

Special Valve Cover Races pictorial report by Jim Cox

IN MEMORIAM

Our friend and a great Healey enthusiast, Jack Sanders, passed away on September 21st. Those who knew Jack and his wife, Irene, could not help but be impressed with their courage, love, and dedication as Jack heroically battled to recover from the devastating effects of a major stroke. Jack was determined to regain his health so that he could play golf and drive his Healey again. Rene was right there with him every difficult step of the way. Our thoughts and prayers go out to Rene and the family. An excerpt from Jack's obituary printed in the Lebanon Daily News follows:

Jack L. Sanders, 78, passed away peacefully on Monday, September 21, 2015. He was the husband of Irene Miller Sanders to whom he was married for 59 years.

Jack was a 1955 graduate of Lebanon High School and graduated from Williamsport Technical Institute with Federal A&E certification. Jack served in the U.S. Navy. He worked for American, Mohawk, Allegheny, and USAirways in various positions over 39 years. He also worked at Manheim Auto Auction.

Jack was active in his church and in his community. He was a member of the Austin Healey Sports and Touring Club and the Hershey Region of the Antique Auto Club of America. Jack loved vacationing at the beach with very special friends, was an avid Steelers fan, and loved Formula I racing, NASCAR, and golf.

Contributions in Jack's memory may be made to Trinity Lutheran Church of Colebrook or Wounded Warrior Project.

When I talked with Rene and the children at the memorial reception, they all emphatically stated that Jack was already "up there playing a round of golf." Well, Jack, I hear there are no sand traps or water hazards and the greens are never too fast up there. Also, I'd like to believe that the roads are smooth and winding, and that old Healeys would never dare to leak on God's garage floor. We'll miss you, Jack!

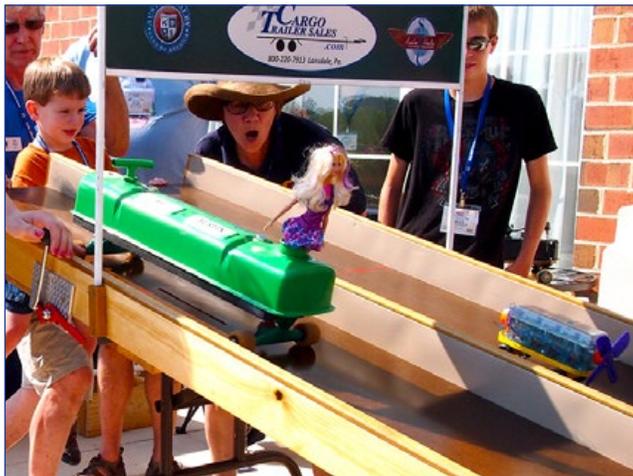
ENCLAVE VALVE COVER RACES



Drew Laverty (1st Place Stock Junior) shows the absolute tension of the competition!



Top two competitors in the Stock Senior Class Jim Hockert (1st) and Robbie Hagedorn (2nd) with Jim Begin watching.



Connor Lowndale (2nd Modified Junior) and grandmother, Paulette.



Joey Spear (Best Decorative Design) and Jack Tocci (2nd Place in Modified Senior) ready to start.

Jim Cox has provided us with some terrific pictures of this iconic competition from Enclave 2015. With a brand new racing surface, outrageous and creatively designed cars, and a group of enthusiastic participants, this was an event not to be missed! For those of you who couldn't be there to witness all the fun and excitement, Jim's pictures and commentary will have to suffice:

HERSHEY WEEK

Our Grand High Exulted Mystic Ruler, Joe Spear, reports on the Harrisburg region's participation at the Hershey

A.A.C.A MEET:

"Many members of the Harrisburg region attended the A.A.C.A Eastern Fall Meet October 7th through the 11th. Don Nalley, Fred Sherk, Joe Spear, and Jim Cox are shown in the following photo with their awards.

"Del and Liz Border, Don and Flora Schneider, and Sonya and Fred Bennett also received awards at the meet. Charlie Baldwin, our official Harrisburg region photographer, was also in attendance. Up from Philadelphia were Ray Donovan, A.H.S.T.C's Grand Pooh-Bah, and his sidekick, John Heffron. Our own Fred Sherk was co-announcer for the race car event inside Hershey Stadium on Friday morning and even took a couple of laps in his award-winning Bugeye racer.

On Saturday the weather was picture-perfect, all the cars were beautifully prepared, our good Healey friends were there, and the hot sausage sandwiches were delicious, providing an ideal combination for a great day."



A rare, German-spec. B18 (note the double beehive lights in front).



Fred's Bugeye racing out of the final turn for the checkered flag! (photo by Jim Cox)

FALL DRIVE

Liz Brockman and her grandson, Ryan, guided us through beautiful northern York County on October 17th for a memorable afternoon. As usual, Liz outdid herself by designing an outstanding rally route, taking us across numerous, picturesque one-lane bridges, along the Yellow Breeches and Conowego creeks, and over high ridges with gorgeous vistas of farmland and forests in full fall foliage. The tour group included Jon and Edie Arndt, Joe and Barb Spear, Fred and Sonya Bennett, Fred and Donna Sherk, Don and Flora Schneider, and Charlie Baldwin and his sister, Margaret. The temperature at the start of the rally was 41 degrees, with a high of 48 predicted. All the Healey drivers had their tops up, except for the Brockmans. We were all thinking that Liz and Ryan were way more gnarly than the rest of us, until Liz admitted she didn't even know where the top was. Fortunately, except for a very brief rain/sleet event, the skies remained mostly sunny and the Brockmans stayed mostly dry, if not particularly warm.

Following the rally, we all enjoyed an excellent lunch at the Inn 94 restaurant, where the monthly meeting was held and the election of officers was duly accomplished. Then it was off to the Eastern Museum of Motor Racing, located in York Springs off Route 11/15 just south of Dillsburg. The museum is truly a hidden gem, with an impressive collection of vintage racecars, particularly midgets and sprint cars representing the rich racing history of Central Pennsylvania and the Northeast. They also have a fine collection of Indy, NASCAR, early stock



Ready to roll!

and dirt, and drag racing cars, as well as several beautiful Indian racing motorcycles. There were lots of helpful and knowledgeable volunteers on hand to explain the details of the various cars and to point out interesting pieces of memorabilia located throughout the museum. Fred Sherk gave us a lesson on the secrets behind the highly successful Offenhauser engine, of which the museum has

several examples. Turns out that when Fred was a lad he had the opportunity to work on one of these wonderful machines.



Fred Sherk explains how the special engineering and quality of the Offenhauser motor made it so formidable on the track.

The Eastern Museum of Motor Racing has limited hours of operation, so if you are planning a visit you should check their website. Admission is free, but donations are always welcome. Plan to spend at least 3-4 hours- there's a lot to see! I haven't been to a dirt track in over 40 years, but after seeing all those great cars and the drivers I remembered from my childhood, I'm seriously thinking of going to the races next summer.



Early Model-T racer. This beast had no gear box and no brakes, "to save weight."



Believe it or not, this little pocket rocket used to race inside the Hershey football stadium.



Actual doors and facade from the original "Gasoline Alley" at Indy. Just inside is one of the deadliest race cars to ever compete there, having claimed the lives of three drivers.

EVENTS/ IMPORTANT DATES

Saturday November 7th at 6:00 PM- Annual Awards Banquet at Harpers Tavern in Annville

Saturday December 12th at 4:00- ? PM- Progressive Dinner. We'll start with cocktails and appetizers at Russ and Connie Thomas', followed by the main course at Don and Flora Schneider's and the desserts and "crazy" gift exchange at Bob and Pam Preston's.

Final Thoughts

By the time you all read this, the 2015 driving season will, sadly, have come to an end. With apologies to Herman Melville, let me offer some solace:

Call me Healey Guy. Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul and my hypos get such an upper hand of me that it requires a strong moral principle to prevent me from deliberately stepping into the street and methodically knocking people's hats off, I account it high time to get to the garage and putter around.

This is my substitute for pistol and ball. With a philosophical flourish Cato throws himself upon his sword; I quietly take to changing the oil and winterizing the fuel system. There is nothing surprising in this. If they but knew it, almost all car guys in their degree, some time or other, cherish very nearly the same feelings towards their Healeys with me.

HAPPY HOLIDAYS!



Long Island REGION



Bear Mountain Bridge



West Point

Why do a million things pop up the night I have to write the copy for the Flash article? Does this happen to other newsletter editors/presidents? I started this hours ago but now it's 9 o'clock in the evening and I'm only getting back to it.

With a little help from my friends, I had an epic (for me) journey. Right after the bomber flights were auctioned off at the Enclave Charity Auction, Diane Squillari said she'd like to take a flight in the B-24. It came to pass that the Collings aircraft would be in White Plains in the first week of October so we made a reservation for an afternoon flight for Sunday, October 4th. It was a beautiful day and we had a great flight. We flew over West Point and the Bear Mountain Bridge (see photos). Now the next stop on the tour was Harrisburg. That got me to thinking two weeks or so before our scheduled flight: I know people in Harrisburg and Joe Spear had expressed interest in flying in the B-24.



Joe and myself in Harrisburg.

If I could get myself to Harrisburg, I could fly with Joe, too. As a Collings Foundation member, I can fly free between cities and, with the help of the Schneiders and Spears, I hatched my plan. After the flight with Diane, I stayed overnight with the "flying circus" and planned to fly on to Harrisburg with them in the B-24 the next morning. Instead, I was bumped from the B-24 flight and offered a seat in the Collings P-51C dual control Mustang. My camera died that morning so, as words cannot describe what flying in the P-51 was like,



My ride to Harrisburg.



Diane Back on the Ground



Reunited

you'll have to use your imagination. Then a flight on Tuesday afternoon with Joe, and my little vacation was perfect! Three flights in as many days! Thanks to the Squillaris, Schneiders, and Spears for all their help!

Back here on the ground, Rich Miot's engine and BJ8 were finally reunited. Maybe this summer...




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My inability to attend several events in October because of family commitments led me to deputize George Crombie to provide me with information on the Brits at the Village car show and the region's tech session on October 17. Many thanks to George who again will be resuming responsibility as regional Newsletter Editor come January 2016.

The annual Brits at the Village car show in Lahaska, PA saw Jerseyites George Crombie (AN9), Steve and Lynn Jekogian (BJ8) and Ian and Sue Kessen (BT7) meet at Wegman's on Rt. 202 and drive a scenic route that included having the road to themselves for much of the drive to Peddler's Village. John and Helen Moore joined them shortly after the group's arrival in their BJ7 while Joe Bardon (BJ8) also drove across the state line to represent the North Jersey Region. In all, there were four Sprites and nine big Healeys at Lahaska. Members taking away some hardware were Ian and Sue - 1st Big Healeys and Joe Bardon - 2nd Big Healeys. George also reports that this is a pleasant and informal show with some interesting cars (and people!) that should be on everyone's list to attend. It is about the last show of the season and we hope to see more NJ members there next year as it is a delightful drive, not too far but far enough to treat our Healeys to some good exercise.

New member Ernie Marateo stated that he wanted some help in evaluating the BJ8 which was his father-in-laws but hasn't run for several years. On October 17, George and Sarah Crombie, John Moore and his son, Jeff, and a friend of the family who owns a Jaguar XK120 showed up to lend assistance at this tech session. The group accomplished about 75% of Ernie's goals. With a lot of banging and prying (and no small amount of silent cursing!), the group managed to free up the parking brake and get the rear wheels to turn. Ernie feels he can now push the car in and out when he wants to work on it. With the battery hooked up and no gas in the tank, the engine cranked and turned over. Naturally, it didn't start because the fuel pump was silent; the spark plugs were (intentionally) removed; and a not-so-comforting (actually, rather severe) knocking occurred when cranking. Collectively, the group then gave Ernie a few "next step" suggestions and a lot of encouragement. All in all, a good team effort!



North Jersey

By Steve Feld



• On October 13 we held our monthly meeting in Denville, NJ. Attending were George Crombie, Frank Dapiran, Rich Ippoliti, Ian Kessen, Ernie and Marion Marateo, Ralph Scarfogliero, and yours truly for a total of seven members. Business consisted primarily of election of officers for 2016 and discussion of future events. As reported last month, Ian (and Sue) decided to get on with his life and relinquish the regional president position. Call me crazy or just naive, but I agreed to seek the office. In light of no opposition, I was unanimously elected as regional president with all of its privileges and benefits! Also unanimously elected were George Crombie as Newsletter Editor and Larry Gersten as Treasurer.

- We had a long discussion about the Red Mill British Car Show for Sunday June 5, 2016 which our region previously had agreed to take over from the MG Driver's Club. A meeting with the Red Mill Museum will be held in November and publicity will start early in 2016. We will need the assistance of many members to make this annual show a success for us and the museum.
- George floated the possibility of a "Polar Run" where we drive topless when the temperature is below 32. A lively discussion followed with several members saying that they would participate but no one fully committed to such an event. Stay tuned and dress warmly!

I had expected to report on America's British Reliability Run in this month's The Flash. However, a death in the family caused me to withdraw from this adventure just days before it was to start. Fortunately, my co-driver, Nick Ferrant, still was able to participate by joining Gerry Kunkle in his big Healey. I understand that although the weather was brisk with a short burst of snow showers and some light rain, the 600 mile Run was completed by all and over \$20,000 was raised for the charity. See www.britishreliability.org for more information.

- Upcoming regional events include our monthly meeting on November 10 and our annual holiday party on January 9, 2016. Don't miss either one!



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By Ken Beck

Lehigh Valley



Gerry and E.J. Kunkle in their AH 100



Photos by Chaz de Bourbon

Robert A. Whitbeck from Stewartsville, NJ in his 1967 AH 3000.

The Lehigh Valley Austin Healey region led an autumn winery tour to Sorrenti Cherry Valley Vinyards near Saylorsburg, PA. What started out as an Austin Healey event (there was a Bugeye in the lead) grew to include a 1931 Buick street rod, a Bentley, a Jaguar, an original Mini and other assorted sports cars and street rods. Of course there were some big Healeys as well on this October 11th event. The tour started at the Best Western hotel, which was the site of the 2014 Encounter.

On an absolutely perfect fall day the route wound through the twisty back roads of Northampton County. It crossed the Appalachian Trail and into Monroe County at the top of Blue mountain. Coming down the north side of the mountain caused some smoking brakes, but every one survived. More twisty back roads and spectacular leaf colors accompanied us on the final leg of the trip to our destination.

At the winery we were greeted by the owner and treated to a free sampling of their wines. Most people purchased their winter's supply of wines to take home and consume while waiting for Healey friendly weather to return.



Grouping of participants in this wine tour event.



Photos by Chaz de Bourbon

The group gathers in the parking lot of Sorrenti Vinyards before entering the restaurant.



AMERICAS BRITISH RELIABILITY RUN



I FINISHED THE 2015 ABRR TO BENEFIT ST. CHRISTOPHER'S HOSPITAL (AND SO COULD YOU)

Article and images provided by Gerry Kunkle

This year's Americas British Reliability Run started with a gathering for brunch at the home of Dave and Charlene Hutchison at their home north of Quakertown on Friday October 16, 2015. There were thirty three cars registered for this three day event.

I left home at 9 A. M. in my 1964 Austin Healey 3000 and stopped for gas and then headed down the Richlandtown Pike. The fifteen mile ride to Quakertown took me about a half hour. When I arrived at least fifteen of the participants had arrived. They came from as far as North Carolina and Massachusetts. A kickoff brunch was provided and teams got their route books, vehicle placards and instructions. The cars were gathered in a semi-circle in the cull de sac in front of the Hutchison's home for a panoramic photo. I put the top down on the Healey. My co driver was Nick Ferrant from Yardville, New Jersey. Nick had agreed to be my co-driver after Steve Feld and his 1959 Austin Healey 3000 had to withdraw. A goody bag was also provided all teams and it included snacks and a \$50 gift card from Sunoco.



The Healey Gerry drove.

Friday: Quakertown PA to Watkins Glen NY

Our first day destination was Watkins Glen, NY. The first group of six cars took off at 11:00 AM. I was in the third group. Our leader was a husband and wife team from North Carolina in a 2004 Jaguar X Type. Our preplanned route went through Coopersburg. Due to an accident in Shimerville, we made a detour through Emmaus before we got on to route 100. We connected to route 309 at Pleasant Corners. At our first pit stop I sold my ABRR cap to a local man who wanted something unusual compared with hunter orange hunting cap. I got \$10 for the St. Christopher's Hospital.

Traveling two lane roads we went thru Pleasant Corners, New Tripoli and Tamaqua. At Hometown we headed west to Mahanoy City. We crossed the North Branch of the Susquehanna River at Bloomsburg. Then we traveled to Beech Glen and at Dushore we stopped for gas. As we headed to South Towanda it began to rain as we were going over 45 MPH and the rain went over our head and

then the rain stopped after what seemed about ten miles. After another eight miles it began to rain even harder but we kept going. The rain stopped again. Our team made a wrong turn and while our leaders were checking the direction Nick and I put up the top on the Healey. We traveled on unmarked county roads to Bentley Creek and soon crossed the state line into New York. We headed north through Elmira, Horseheads and finally Watkins Glen a total of 225 miles. It was dark by the time we arrived at Seneca Lodge. After checking at the Lodge (\$188 including breakfast) we had a couple of beers while waiting for a table. The bar is rather unique with its decades of Watkins Glen racing memorabilia, arrows from the champions who participated at the archery range and school pennants from colleges all over the country.

After dinner some of us watched a video on a TV about the early years of the U.S. Gran Prix Afterwards we heard from Bill Green who has served as historian for the Watkins Glen race track for many years and is on staff at the International Motor Racing Research Center. Bill was at all but two of the Gran Prix races (1965 and 1966). If you get a chance go to the museum and if he is there talk with him. His knowledge of post war racing in the United States is truly remarkable.

Saturday, Leg 1: Watkins Glen to Norwich NY

The next day we ate breakfast, juice was extra, and then I checked the oil in the Healey. Had a half empty quart of Brad Penn which I emptied into the Healey. We then drove the Original American Gran Prix Road Course, fueled up at the Sunoco station in the Glen and took off for Norwich NY via Geneva. Traveling north we passed many wineries and vineyards. The highway paralleled Seneca Lake. In Geneva we saw the beautiful Seneca Lake State Park. We headed south again along Seneca Lake. At Willard we headed east towards Cayuga Lake. My brakes were really tested going south into Ithaca. The screeching coming from the front rotors was alarming to those ahead of us. From Ithaca we headed east thru Whitney Point to Norwich where we visited Northeast Classic Car Museum. There were over 150 classic automobiles (no foreign). They did have a great collection of motorcycles including Triumphs. If you are in the area of Norwich be sure to stop by the museum. We had lunch at the museum.



Healey at Lotushack in Chester, NY..

Saturday, Leg 2: Norwich NY to Chester NY

We started on leg 2 of our tour to Precision Motor Sports aka Lotushack. We were in the heart of the lower Catskills. Back roads were the norm. No interstates. Hills and more hills but the scenery was fantastic. Perfect week end for viewing the changing colors of the leaves. The engine of the Healey sounded great.

We arrived by night fall at the Lotushack in Chester, NY. About a dozen of Lotuses were surrounded by two race prepared Porsche's, a recently restored white TR6, two BMW 2002's and a MGB hidden behind the other cars which needed serious restoration. The \$10 we paid for

the catered evening meal was delicious. I had about a dozen shrimp, cheese and veggies. For the main course I had the meat balls which were the ones my mother used to make. This man's cave is owned by David Nagler who described the various Lotus cars in his collection. David invited us to sit in any of his cars which some of those in our run took advantage of. His garage had a nice collection of books on restoration in a separate office. We were invited back anytime we are in the area.

Later in the evening we were off for a ten mile run to the Americas Best Value Inn – Central Valley, NY. Near Harriman State Park (300 plus miles for the day).

Sunday: Chester NY to Milford NJ

I was up bright and early. Temperature was 28 degrees. The Healey started right up but Nick and I heard a vibration. Sounded like maybe the choke cable was hitting the bonnet. Turned off the engine, opened the bonnet and could not see any problem. Jumped back in the car and it would not start. No electricity. No lights, horn or clicking. Now what? Opened the bonnet again and then the trunk lid. The battery seemed good, it was new from the Summit at North Conway, NH a few years ago, and the terminals all seemed to be tight. Pete Cosmides came over and checked

ARTICLE | ABRR

the electricals. Battery and all electrics were ok. We played with the battery on off switch a couple of times. Got back in the car and it started. Pete did not take any credit for getting us on the road for breakfast at the Bright Star Diner.

Had a delicious breakfast and off we went south to Harriman State Park. This was also a sunny Healey sports car drive. The road meandered here and there along a chain of lakes including Lake Tiorati. At the picnic area we stopped as the E Type Jaguar engine was missing. Turns out the expansion tank had a few pin holes in it and was leaking on to the distributor, causing a short. The distributor cap was pulled and the points were dried and then we returned to the drive. The road leads us along the west bank of Greenwood Lake. Nick and I were surprised as to the number of marinas and boats along the lake.

The remainder of the trip we took routes 517, 616, 611 and 519 to our final destination which was the Ship Inn in Milford NJ which is noted for its British Fare. (125 miles for the day).

Awards were given for the oldest car driven, the 1950 Rover, driven by Dirk Burrowes owner of Rover America and David LaChance from Hemmings Sports and Exotics. Americas British Reliability Run raised in excess of \$23,000 for St. Christopher's Foundation for Children. The teams raising the most money were recognized and allowed to select gifts from the sponsors who were Sunoco, Hagerty Classic Car Insurance, Ragtops & Roadsters, Motorcar-Garage, Victoria British Ltd., Moss Motors,, Little British Car Company, The Roadster Factory, Morphy auctions, Cargo Trailer Sales, Hemmings Sports & Exotics Car, Motor Car Studios, LB Limited, The UPS Store and Black Bass Hotel. The clubs I belong to DVJC and AHSTC each gave \$500 for a total of \$1,000!!!



Home at last 675 miles.



Jaguar being serviced at Harriman State Park.

British Ltd., Moss Motors,, Little British Car Company, The Roadster Factory, Morphy auctions, Cargo Trailer Sales, Hemmings Sports & Exotics Car, Motor Car Studios, LB Limited, The UPS Store and Black Bass Hotel. The clubs I belong to DVJC and AHSTC each gave \$500 for a total of \$1,000!!!

I arrived home at 3:00 PM having traveled a total of 675 miles. The Healey was given a bath. I scheduled maintenance for the screeching brakes and my dim right head light which evidently needs a better ground. The battery on off switch will also need to be cleaned before the next America's British Reliability Run.

This was my second ABRR. My first was in 2013 when we went to Indiana, PA, The Roadster Factory and the Flight 93 National Memorial in Shanksville. Hope you will join me next year in the ABRR.



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Letter to the Editor

Wow, it really works! Somebody read my article about shock absorbers.

Steve,
In a word - rebuild.

Since they are already off of the car, are 30+ years old and 50,000+ miles on them - do it now so you won't have to do it later (you will). When you move the arms up-and-down when they are off the car, it is difficult to determine how much resistance you should have or how they will work once installed on your car. And yes, you will notice a better ride and handling with new or rebuilt shocks.

Apple Hydraulics is an advertiser in the Flash and rebuilds shock absorbers.

Jack Merryman of Merryman Modifications in Hanover, PA has been working almost exclusively on British cars for over 30 years and has World-Wide Auto Parts (1-800-362-1025) rebuild all of his shocks. They are located in Madison, Wisconsin, have a 2-week turnaround and will valve them to your specs. —Del Border 

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Photo by Chaz de Bourbon

AH line up at the British Motorcar Gathering 2015 held in Hellertown, Pa..



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MEMBERS CORNER

By Rick Brodeur

We have some new members this month

North Jersey
Jerry & Molly Lebold
Morristown, NJ 07960
'66 BJ8

Lehigh Valley
Bruce Lawrence
Easton, PA
'60 BT7

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed, and I can send out a copy to any member who requests one. My email address for the Club is membership@austin-healey-stc.org. If you have any questions about your membership please contact me. Contacting me is the quickest way to solve a membership problem. My phone number and email address are on the inside front page of the Flash and also on the web site.

WEBSITE INFORMATION

If you haven't renewed your membership, your access to the website has been stopped. Please renew your membership now.

As events are announced we are posting them to the website. Click on the 'events' tab to see the calendar.

If you haven't signed up to the website you should so you can get access to member-only content. When you sign up on the website as a member I'll get an email. Within a day or two I'll verify you're a member and authorize access to the member only area which includes past Flash newsletters.

When you log in to the site you will be at your 'Profile' page. Here you can add information about yourself, change password, etc.

From there you go to the website by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.



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Holiday Gift Giving Guide

Austin Healey items for the upcoming gift giving season? The holidays are coming soon so get them the 'goods' they need to keep the Healey in their thoughts. Grand kids and female items are also available.

The following is a current listing of the inventory of Austin Healey related items we have in our Regalia stock.

To purchase send a check for the item amount and \$6 .00 for shipping and handling.

- Make check out to AHSTC
- mail it to me at Cargo Trailer Sales, Inc. - 801 W. Eighth Street, Lansdale, PA 19446
- Or contact Trish Woglom TWoglom@cargotrailersales.com



Item	Description	Quantity O...	Price
FLEECE:1/4 Zip Sweatshirt	- Large Heavyweight 9 oz. Poly/Cotton w/ soft suede finish...	1	35.00
FLEECE:1/4 Zip Sweatshirt	- Medium Heavyweight 9 oz. Poly/Cotton w/ soft suede finish...	2	35.00
FLEECE:1/4 Zip Sweatshirt	- Small Heavyweight 9 oz. Poly/Cotton w/ soft suede finish...	3	35.00
FLEECE:1/4 Zip Sweatshirt	- XX-Large Heavyweight 9 oz. Poly/Cotton w/ soft suede finish...	1	35.00
FLEECE: Adult Hoodie	- Script - L Adult Hoodie - (Full Zip) Gildan - LARGE 6		30.00
FLEECE: Adult Hoodie	- Script - L Gray Jerzees Fleece - Full Zip Hooded Sweatshirt - Aus...	1	30.00
FLEECE: Adult Hoodie	- Script - M Adult Hoodie (Full Zip) Gildan - MEDIUM	2	30.00
FLEECE: Adult Hoodie	- Script - M - Gre Jerzees Fleece - Full Zip Hooded Sweatshirt - Aus...	1	30.00
FLEECE: Adult Hoodie	- Script - XL Adult Hoodie - Script (Full Zip) - Gildan - X-LARGE	3	30.00
FLEECE: Adult Hoodie	Script - S Adult Hoodie - (Full Zip) Gildan - Script - SMALL	2	30.00
FLEECE: Youth Hoodie	- Script - L - Red Full Zip Soft Fleece w/ Hood - AH Script Logo	1	22.00
FLEECE: Youth Hoodie	- Script - L- Navy Full Zip Soft Fleece w/ Hood - AH Script Logo	2	22.00
JACKET: Men's Zip Jacket	- L - Navy Men's Full Zipper Mild Wind & Rain Jacket - A-H S...	1	45.00
MISC:2010 ENCOUNTER DASH PLAQUE 2010	Encounter Dash Plaque 11		1.00
MISC:2013 ENCOUNTER DASH PLAQUE 2013	Encounter Dash Plaque 21		1.0
MISC:2014 ENCOUNTER DASH PLAQUE 2014	Encounter Dash Plaque 14		1.00
MISC: Can Koozie - AH Script Can Koozie	- Foam Insulation - Folds Flat for Stor... 151		1.50
MISC: Cutting Board	Solid Wood Cutting Board with Club Logo 14		7.00
MISC: Lanyards Lanyard	- Black w/ White A-H Script 44		3.00

BUSINESS | REGALIA

MISC: Rallye Crew Pin Badge Rallye Crew Pin 3		4.00
Shirts: Ladies Full Zip Sweater - Blue Ladies - Full Zip Ribbed Sweater A-H Script Embr...	1	35.00
Shirts: Ladies Polo - Script - Lime -XL Devon & Jones 100% Cotton - Austin-Healey Scri...	1	25.00
Shirts: Men's Mechanic Shirt - Black Men's Mechanic Shirt - 100% Cotton, A-H Script o...	2	32.00
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Shirts: Men's Mechanic Shirt - Lt. Gray Men's Mechanic Shirt - 100% Cotton, A-H Script o...	1	32.00
Shirts: Men's Mechanic Shirt - Navy Men's Mechanic Shirt - 100% Cotton, A-H Script o...	2	32.00
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Shirts: Men's Polo Shirt - W&W - S Men's Polo 0 Devon Jiones - Wing & Wheel Logo	1	25.00
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Shirts: Windshirt - Mens - L - Tan MicroFiber Longsleeve V-Neck Windshirt, Side Se...	1	35.00
Shirts: Windshirt - Mens - S - Black MicroFiber Longsleeve V-Neck Windshirt, Side Se...	1	35.00
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DRIVING LIGHTS

Article and images provided by Don Schneider

A REAL GEM



Ferrari 250 GTO.

This year at Enclave Mark Goodman encourage me to attend the vintage sports races and Sunday Concours event at Lime Rock Park in northwest Connecticut. This event is always held on Labor Day weekend.

I said to Mark that it would be fun to do but I don't have a place to stay and I'm not familiar with the area in that unique corner of New England. Mark didn't hesitate an instant and said why don't you stay with Ilene and me. We are only about an hour from Lime Rock Park.

So with a little persuasion of my bride, we agreed to make the trip this past Labor Day weekend.

The plan was to load my 1962 Tri-Carb in the trailer and head to Mark's place in Cortland Manor, NY on Friday. Our plan was to leave early and hopefully miss the holiday traffic especially around New York City. Armed with Map Quest directions we were off early as planned. No sooner had we started driving when we both felt a vibration but couldn't find the cause. On Route 78 near Somerset NJ we found the cause as the trailer started swaying back and forth until we I got it stopped on the shoulder of the busy highway. We had a trailer tire delaminate and by the time this happened all we had were shreds left on the rim.

Changing the tire, fortunately on the right side, on busy I78 was a challenge but we got it done and thanks to our smart phone, Flora found a tire store in Flemington, NJ. They had just two tires our size and we took both as the other tire on the same side was beginning to delaminate as well. The guys at the tire store were anxious to see what we hauling and once they understood it was not an early Corvette we got excellent service as they got to work.

After this two hour delay during which time we ate our luncheon sandwich in the tire showroom we were on our way and surprisingly traffic was still fairly light.

We did fine following Map Quest until we were ready to get on the Palisades Parkway when we saw the "cars-only" sign. That caused a recalculating of the route to the Saw-Mill Parkway only to have the same issue.

We were fortunate to get off I287 after crossing the Tappenzee Bridge and double back to NY Rt. 9 and headed north to Mark's place up the east side of the Hudson through Sleepy Hollow.

We finally arrived at the Goodman home about 4 pm and Ilene was there to greet us and provide me with a much needed cold beer. Mark was home shortly thereafter having spent the day working as a pit-out marshal at the race track.

Saturday was spent with Mark at Lime Rock and what a fabulous track it is. Sterling



Flora enjoying the day.



Pit Marshal Goodman.

Moss was the honored guest along with Joachim Mass and I was able to get their autographs and some photos as well. (Look for a signed Poster in the charity auction at the 2016 Encounter Meet). While standing in line for the autographs I saw club members Gerry Kunkle and Bob Snyder who made the trip to spectate. Mark was busy all day directing race cars at his position at pit out and he looked very professional and capable doing it. Mark also got rides in the Pace Car for Gerry, Bob, Flora and I which was a real treat to see the track up close. I was amazed at the quality and caliber of cars racing there. Pre-war Alfa



Mark at pit out.

Grand Prix cars, Blower Bentleys and a wide variety of Healey's, MG's, Triumph's, Jag's, Vette's and anything else you could think of.

Sunday was the Concours featuring Mercedes-Benz and the cars that Sterling Moss drove. Present were his 1955 Milla Miglia winning M-B 300 SLR, a 1955 M-B Grand Prix car and a 1939 M-B grand Prix car plus two other earlier M-B race cars from 1909 and 1914. Great Stuff!

Mark was somehow confident that I would do well in the Concours show and I was indeed very happy to win my class, sports cars 1962-



Pre-war Alfa Grand Prix vintage race car.

1967. Bob Sharp of Datsun racing fame was the Head Judge for our class. The Concours cars were displayed the entire length of the main straight. Local cars clubs were there in force and basically covered all of the remaining asphalt around the entire track. This is a truly great event and a beautiful venue.

I urge more members to put this event on their to-do list. Watching the races, walking the pits, meeting celebrities – all were possible and easy. The view of the course from the hill behind the pits was first rate. Lime Rock Park is a Gem.

However, the Real Gem among us is our good friend Mark Goodman who does so much for our club. When you see him, thank him for all he does.



Sir Sterling Moss, Lady Moss and Don.



ON A BEAUTIFUL FRIDAY IN AMSTERDAM IN SEPTEMBER

Article and images provided by Randy Alkins

On a beautiful September Friday in Amsterdam, Marlyn and I took the train from Central Station to visit the Healey Museum in Vreeland. For those not familiar with the museum, it was founded by Hans van de Kerkhof and his wife, Ria, to collect, preserve and exhibit vehicles and materials related to the Healey brand. This extraordinary museum is on two levels. (SEE PHOTOS)

We arrived at the museum, taking a short taxi ride after the train. Upon arrival, we saw a beautiful area, with a windmill gracing a canal. Near the museum is a polo club, and we saw some of its strong and sleek horses.

We were met by Hans as he arrived to open the museum, offering us coffee and tea around a table where we talked travel and cars. Hans has owned Austin-Healeys for over 40 years and was very willing to talk about his past ownerships.

After coffee, Hans gave us an individual tour of the museum's holdings. He began near the entrance door where photos chronicled DMH's life, from early childhood through the war years, to successful automobile manufacturing and racing years. When we looked up, we saw the undercarriage of a bright red Bugeye.

Upon exiting the narrow entrance hallway, we saw the actual collection, which was astounding. To the left, were early DMH contributions. First was the silver 1947 Duncan Healey convertible, which is one of the possibly three known





in existence.

Next in the row were the red Sportmobile and the white Silverstone. At the end of that display is an orange Sebring Sprite in full race regalia. We were treated to a full explanation of the historical significance of each car in the line.

We then went to a small theater to view a long-lost film narrated by Bic Healey about the Healey family. Much insight can be gained about the family and its infatuation with speed from viewing the short film.

After the film, Hans and his wife graciously called us to the table to have lunch with them. We chatted for about an hour while eating a good lunch. Then it was back to the museum area, where Hans showed us various restored Healeys, and brought us to an unusual car on display.

It turned out to be a BN3, the only one produced as an example of a four-seater model that was shipped to the US distributor, and later deemed not usable. It had a Rolls-Royce engine and transmission, as all remaining Austin engines had been used up. It did require much modification of the original BN2 to accommodate the new engine and transmission, including removing the front end to install the running gear. Subsequently, it was sold unfinished to someone in Toronto since the RR engine would require too much modification to make the car feasible to produce. The car was restored and is now a major portion of the museum display.

From there we viewed a series of cars produced from 1953 to 1967. There was a unique car that had been produced for the Coronation of Queen Elizabeth



which had a special color, called “Coronation,” a rich, light-beige cashmere hue. There were only a few of this color produced by the factory, making this one a unique 100.



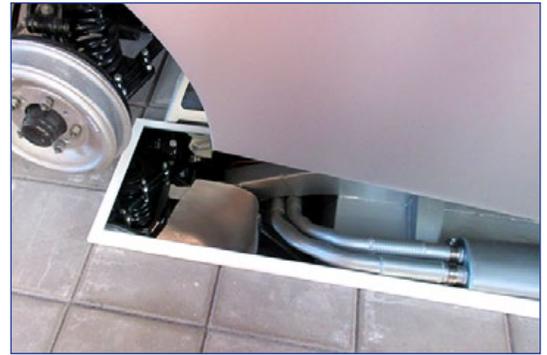
Moving farther into the museum, we saw many display cases filled with model cars collected by Hans over the years, and various club badges, including the AHSTC, which is prominently displayed on the top shelf.

Also on display in one cabinet are the drawing instruments used by Gerry Coker to design various cars and parts, and an artistic drawing by him of the original Healey badge. In the corner of this area, are the original desk and cabinet of Geoff Healey that was sold at auction and acquired by the museum as well as the cabinet above that holds many of DMH’s trophies, which are incredible finds.

Placed in a more private area, a series of file cabinets and vertical safes held books, pamphlets, and most of the documentation from the original factory floors. Hans shared these documents with us.

During our entire five-hour time in the museum, we felt like royalty because of the incredible warmth that Hans and Ria showed us. We had their undivided attention and they could not have done anything more to make us feel welcome.

At the end of our day there, Hans kindly drove us to catch our train back to Amsterdam, taking us on a scenic ride through his lovely hometown. We recommend that all members of our club experience this extraordinary museum. 🇬🇧



For Sale / Wanted



FOR SALE 1965 Austin-Healy Sprite. Near complete, new paint, needs finished I have the hard top and parts for a convertible. \$4,000 Call David Hutchison 717 3504253 cell , Enola, Penna. 17025. Home 717 7320048 Will send pictures. David Hutchison wing912@aol.com



FOR SALE: I am a Healey owner for about forty years now and desiring to sell or trade my **1953 100-4**. I live in Bayport New Jersey (near Sayville.) I can be reached at either [631] 521-1347 or [631] 457-9518 Sal Lamia timberwolfli@aol.com

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I dismantled an AH 3000 last year for ground up resto. chassis was shot I don't want to fork out \$12000 for a new one So I am selling it. 32,000 mls on 3 carb overdrive engine. whole car sans seats and chassis highest offer gets all. I need room for 1937 MG-VA ground up resto. Ian Arnott. Must sell soon don't make me e- bay it guys. Boeinglad1@yahoo.com

"1963 Austin-Healey 3000 Mk II Replicar with Corvette power... 400 HP Corvette engine (8 cylinder/350 cc) / 342Corvette rear Fuel Injection...Manual transmission...Titled as 1989...25,376 miles...

Asking price is listed as \$15,900.

It has been on the lot since the end of September.

This is one of the Sebring Kit Cars offered by Classic Roadsters, Ltd of MN in 1989/1990."

Contact Gene. The name of the dealership is Quickway Auto Sales; 908-850-5700...(quickwayauto.com).



Modified 1958 100-6 Healey. Upgrade list, resto finished rust free in 2010, 350 chevy V8, 700R4 trans, 9" posi rear, 4 wheel disc brakes,chrome wheels, all chrome is new, hardtop, soft top & cover, large oil cooler. Looks stock until you push the button.

Call John Koch 302-439-3932 John Koch johnhealey106@yahoo.com

Asking \$34,000



1965 Austin-Healy Sprite . Near complete , new paint, needs finished I have the hard top and parts for a convertible. \$4,000 Call David Hutchison 717 3504253 cell , Enola, Penna. 17025. Home 717 7320048 Will send pictures. David Hutchison wing912@aol.com

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delborder@comcast.net

HARRISBURG REGION

President	Editors	Meetings
Joe Spear	Fred Bennett	3rd Tuesday, 6:30PM
717-272-8343	(717) 635-8083	Watch E-Flash
bjspear1@verizon.net	thinwaterpaddler@yahoo.com	for Location

LEHIGH VALLEY REGION

President	Editor	Meetings
Ken Beck	Mike Bradley	3rd Monday
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	mkb1983@aol.com	for Location

PHILADELPHIA REGION

President	Editor	Meetings
John Heffron	Randy Alkins	3rd Monday, 7pm
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BRANDYWINE REGION

President	Editor	Meetings
Chuck Ott	Ernie Leser	Watch E-Flash for Date,
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NORTH JERSEY REGION

President	Editor	Meetings
Ian Kessen	Steve Feld	Watch E-Flash for Date,
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ian.kessen@gmail.com	stevenergy@optonline.net	

LONG ISLAND REGION

President	Editor	Meetings
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CONTRIBUTIONS

AHSTC encourages the submission of articles to the Editor for publication. There is no restriction on content, other than it should be of interest to the readership and Healey related.

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The AHSTC is a non-profit, Pennsylvania corporation dedicated to the preservation of the Austin Healey marque. Contact Rick Brodeur or a region president to inquire on membership.

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CONTRIBUTING EDITORS

Send contributions and ads to Steve Jekogian stevejekogian1@gmail.com

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