

The *FLASH*

NOVEMBER 2016 | ISSUE 465



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

November • 2016
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THE FLASH

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ON THE COVER

*Ian Kessen's car on the "last tour" in New Jersey
Parked in front of the Hopewell Valley Winery*

*This winery will be part of Encounter 2017
THE 40TH ENCOUNTER*



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What's In The Flash

Steve Jekogian

This is the last issue of 2016. What a great year. Great driving weather all year long. A great Encounter lead by the Brandywine region and the first in Delaware.

You all do it. Every time you finish driving the car and park it in the garage you do it. What is it?

Putting the car cover on!

How do you do it?

How do you know where the FRONT is? How do you fold it?

I always seem to fold it and then put it on wrong.

So here is the contest. Write up "your" car cover installation directions or film how to fold and put it on the car.

Come on, your 12 year old grandchild can load it up to *YouTube* for you.

What will you win?

Well first of all the admiration of other members. The knowledge that you have elevated other member's experiences and they will think of you every time they put the cover.

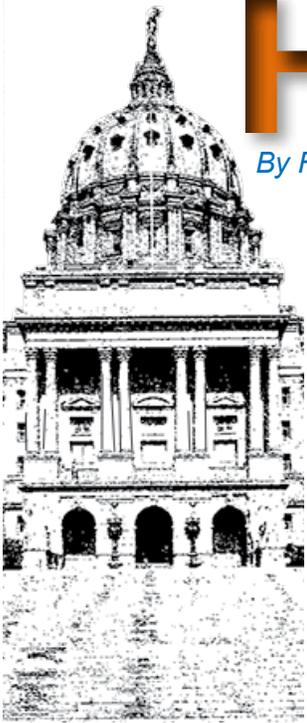
Also check out this month's Tech Article. I am sure you have an easy idea you do all the time.

Like the things above. Please send them to me, and I'll write them up and put them in the Flash for all to benefit from.



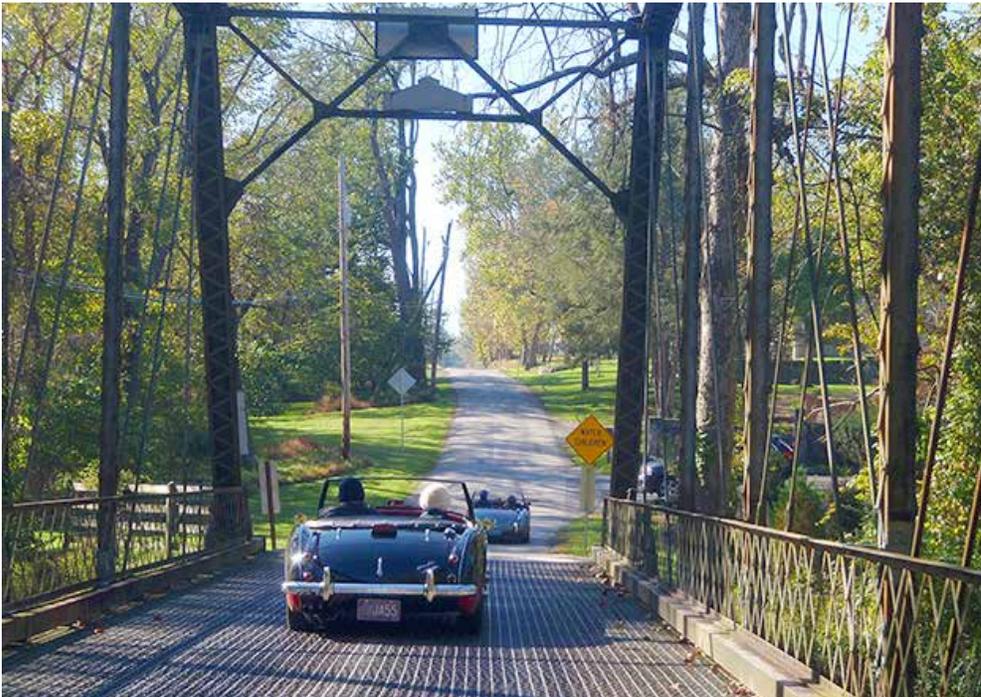
HARRISBURG REGION

By Fred Bennett



The twisting back roads of Cumberland and Adams counties in Central Pennsylvania resounded with the roar of six Healeys on Saturday, October 15th. Disturbing the peace that day were Joe and Barb Spear, Liz and Scott Brockman, John and Edie Arndt, Don and Flora Schneider, and Fred and Sonya Bennett in the big Healeys- along with Priscilla and Dave Hooper in their plucky little Bugeye.

The day dawned clear and cold (32 degrees on our porch thermometer!), but it gradually warmed to a Healey-friendly 65 with clear blue skies and light breezes. Perfect! Liz and Scott, as usual, laid out a terrific tour route that crisscrossed the Yellow Breeches and Bermudian Springs Creeks on narrow, tree-lined roads that took us past beautiful farms and homes, many of which dated from the 1700s. By my count, we crossed eight one-lane bridges as we wound our way through forest and field, scattering leaves beneath our Healeys and leaving behind the sweet scent of inefficiently burned hydrocarbons, unadulterated by the addition of fuel injection or catalytic converters.



After a delicious lunch break and our annual meeting to nominate officers at the Inn 94 restaurant near Hanover, we headed off through Adams County to buy pumpkins for our traditional pumpkin roll (more like a pumpkin demolition derby) at the Brockmans'. About twenty minutes into the drive, the Hoopers' plucky little Sprite decided she'd had enough and died. After performing the usual diagnostics, Don Schneider

REGION | Harrisburg

hunted down the problem- the points were not opening far enough. Easy enough to fix, except that the set screw on the points would not budge! Among the six cars' tool kits, none of us had a short enough screwdriver to get a good grip on the recalcitrant screw head. Fortunately, a guy mowing his lawn across the road had exactly what we needed.

Even with the right tool, it took Don over a half hour to break it loose. After watching him stubbornly go at that #%\$&@ screw under that cramped Bugeye bonnet I completely understand why all Don's cars are so

exceptional. This is a man who never "settles." By the time he got the screw loose enough to adjust the points, Don's back was cramping up, so he handed the feeler gauge off to me and hobbled off hoping to be able to stand erect at some point in the near future. [Note: Those of us who regularly work on our Bugeyes have developed a special set of muscles in our back and calves to withstand the inconvenience of maneuvering under that infernal bonnet. You Big Healey folks wouldn't understand.]

After the points were properly re-gapped and cleaned, a protracted search took place for the rotor cap. Apparently, Don had handed it to Dave, who had given it to Priscilla, who had given it back to Don, who had absentmindedly put it into his tool bag, where it had decided to hide under a pair of pliers. While everyone checked and re-checked their pockets in search of this not-so-insignificant component, Don finally discovered it in his tool bag- along with a short screwdriver! Turns out, we had the correct tool all along. There's a lesson here: Go through your tool kit once in awhile, clean things up, and take an inventory so you'll know what you have in there, in case of a roadside emergency.

So, after two uncertain and reasonably dramatic hours, the Sprite sputtered back to life and we were on our way. Unfortunately, it was growing late in the short, fall day, so we had to skip the pumpkin roll. The Hoopers made it home without further problems. All's well that ends well.



Hershey Meet Report

It was a good week at Hershey for the Harrisburg Region. Fred Sherk garnered a preservation award for his '59 Bugeye racer, Don and Sue Nalley received a Second Junior for their recently restored BJ8, Joe Spear took an award for his BJ8 as well, and- although they didn't bring their Healey- Jim and Linda Cox got a coveted "Original" HPOV award for their 1989 BMW convertible.

Upcoming Activities

December brings the end of the driving season, but certainly not the end of club activity. Our **Annual Progressive Dinner** is scheduled for **December 3rd** (Note: The date was erroneously reported as the 10th in the October Flash). We will enjoy cocktails and hors d'oeuvres at the Hoopers', the main course



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BRITISH MOTOR TRADE ASSOCIATION



at the Sweeneys', and dessert and the "Crazy Gift Exchange" at Dot Hoffer's. Last year's turnout was outstanding, and we're hoping for more of the same this year. **Progressive Dinner** is an event not to be missed, so mark your calendars now! After all, if you're not there, you'll be missing your chance to win the "re-gifted" painted toilet seat or the giant porcelain chicken, or any of a dozen other "treasures."

A Final Exhaust Note...

As winter approaches, I am reminded of Robert Frost's iconic poem, "Stopping by the Woods on a Snowy Evening." The narrator speaks of having metaphorically chosen "a road less-traveled" pursuing the things he valued in his life and how that has changed everything for the better. For those of us who drive our little, anachronistic British cars down the "less-traveled" back roads, I've always found Frost's words to be absolutely on point!

"Two roads diverged in a wood, and I,
I took the one less traveled by,
And that has made all the difference."

Happy Thanksgiving, everyone. And remember: Keep drivin'! It ain't over until the "fat lady" puts down the salt! 

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PHILADELPHIA

REGION

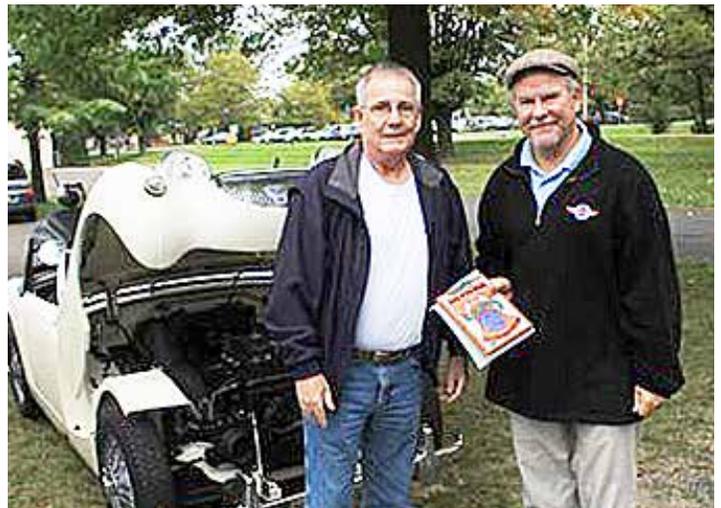
October is off to a good start. I went to Ray's garage to help him with a minor oil leak, and ended up pulling out the new radiator in order to replace the water pump which we found to be leaking profusely. Obviously, from sitting for three years, the seals and possibly the pump shaft had dried out or rusted to the point that replacement was necessary.

After about an hour, and a few well-chosen words, all the bolts had been removed. Fortunately, Ray had a new spare pump to install which went in quite easily. It turned out that the radiator was a little more stubborn to install, but after a bit of coaxing with a screw driver, all was well and back in place.

We filled the radiator, made sure that the fan belt was tight and fired up the engine. Success—no more leaking of oil or water—we hope.

During our recent trip to the Grounds for Sculpture in Hamilton, NJ, my passenger-side door was coming loose whenever we hit a bump in the road. After investigating it for a while, I determined that the door striker mechanism was not operating properly. I removed the mechanism and found that the rubber insert had deteriorated to such a point that it would not hold the striker solidly in a position to keep the door closed. After removing the plate and replacing it with one from my spare parts box, the door now closes and stays closed properly.

On Saturday, October 8th, under threatening skies, the Brits at the Village Car Show was held in Lahaska, PA. In attendance were Nick and Alice Ferrant, with Nick's Bugeye complete with his newly-restored hardtop and Alice's bright red and tan 100/6. Also attending were Dave and Barbara Siwa in his supercharged Bugeye, Mike Rupp who was last year's Sprite winner, in his baby blue Bugeye, Pete and Ann Cosmides in Pete's 1964 MG1100 four-door sport sedan, and Marlyn and I in our BT7, as well as a plethora of MGs, Triumphs, Jags, a



few Lotus, an AC ACE, and many other British cars.

We had a good showing of winners, as Alice won first place with her 100/6, Dave's Bugeye took first place in Sprites, Nick's Bugeye took second, and my BT7 took third in big Healeys.

The same weekend, Jim Lesher took his 100/6 "Harry" to the AACA Meet in Harrisburg, and received a Senior Award for the 2016 AACA National Fall Meet.

Congratulations to Jim.

The club meeting on October 17th was well attended with about 25 members enjoying a good dinner and conversation. Dave Siwa spoke about the upcoming tour of Castle Valley Mill in Doylestown on October 30th, with lunch following at the Pineville Tavern. More details will follow in e-flashes.

The tentative date for the Holiday party will be Saturday, December 3rd. Again, watch for an e-flash.

We are looking forward to a few tech sessions in the future, one to install an electric cooling fan in my car and installing new rugs. Also, we will be scheduling a tech session to install a wiring harness in Dave Siwa's Bugeye. We are looking for those who have specific jobs to be done for future tech sessions.

I plan to go to the Middle Bucks Technical School to discuss the possibility of re-establishing the auto body course. More details to follow.

In the meantime, since the weather promises 85 degrees for at least two days, get the Healeys on the road. 



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British Motor Tour Association

Brandywine

REGION



Jim Martin and his BJ8 with Pete, Dave and Chuck.



Chuck Ott's restored BJ8.



Rich, Jim, Pete, Dave and Chuck "on the rail".



Having fun with the railroad.

Our annual Brandywine Picnic was postponed from Saturday Oct. 8th to Sunday Oct. 9th because of rain. The weatherman hit it right, with sunshine appearing about noon on Sunday. It was bright, cool fall day after all the earlier rain.

The ribs, burgers, and hot dogs were again prepared by BBQ chef Andrew Leser assisted by his wife Lydia. In tune with the season, Oktoberfest beer, wine, and apple cider were the libations. In addition, the attendees brought a variety of dips, salads and desserts.

Partaking of the festivities were: Pete Roberts and Dee Caffrey; Jim Martin; Rich Hinterleiter; Tom and Suzann Jaagus; Chuck and Sue Ott; Brian, Emily and Ben Ehret; Tom, Katie, Lia and Claire Coletti; Dave and Ann Ehret; Andrew and Lydia Leser; Joan and myself. Three BJ8's and a Bug Eye Sprite also attended. Of particular note was Chuck Ott's restored BJ8, made its debut at Encounter. A beautiful car.

A side trip to the basement to check out the Leser Railroad provided fun for both the young and old "kids" in the group. The locomotives, rolling stock and accessories date from the late 1940's to the present. The layout itself is classic 1950 – 1960 vintage.

Our next event is the annual election of officers. Come out and take over one of the positions. New ideas are always welcome!

UPCOMING EVENTS

Annual Elections, Thursday Nov. 17th, at 7 pm. Stoney's British Pub, rt.202, Wilmington, DE.

Christmas Party and gift exchange. Saturday, December 10th, 6 pm. The Lewis's residence, 37 Breezeway Drive, Elkton, MD. RSVP to Shawn by Dec. 3rd (302- 354- 1271).

Events Planning meeting, Thursday January 19th, at 7 pm. Matilda's Restaurant, rt. 896, Newark, DE. 

Long Island REGION

The driving season is winding down with fewer events to report on. The Fall Foliage Tour and a local Queens event are coming up but will be reported on in the January issue which is the next one after this.

Rich Miot shared some photos of the latest developments in his Healey restoration. Next on the to-do list is body and paint now that the drive train is installed.

Phyllis Allen has sent some photos of Sam and grandson Brett. Sam's 100-6 is still looking great. He has had his radiator re-cored, and has replaced his water pump to fight the Healey's tendency to warm up in traffic. He probably has to wait till the next driving season, though, to see if it makes a difference. Brett squired his date to the prom in Grandpa's Healey. His date was very impressed. Once the couple was at the dance, Grandpa took the Healey back. For those who remember Brett as a very young boy inseparable from Grandpa and enchanted by the Healey, it is hard to believe he is already a young man and able to drive that Healey. Dreams do come true, and time does fly!

I've also included a photo taken by my son James at a hill climb in Vermont, hosted by the New England Region of AHCA some years ago.

It was the most fun I ever had in a car!



Healey in its element!



It drives, now what?



Sorting new engine



Sam and 100-6



Snazzy!!



North Jersey

By George Crombie

The month of October was a fairly busy month, as far as British car-related activities were concerned. If you are an enthusiast, you wouldn't have had to look far to have found an activity to suit your palate, from car shows (at least 3 of them), to a club meeting, to a tour, to a tech session, and a lunch or two.

Checking the tail-end of my September, 2016 calendar, I had no notations for that final weekend; however, The Autumn Leaf Festival was held on Saturday, the 1st of October. This was followed the next day by Fallfest, which was again held in the town of Summit, NJ. This was a miserable day, at least weather-wise; as

far as getting together with fellow Anglophiles, it was a morning not to be missed. A few members from the North Jersey Region made it to this event, even though the forecast was dismal. Attending members included: Larry Gersten (1st in Bugeye); George Crombie (1st in Square-body Sprite); Ralph Scarfogliero (1st in Healey Hundred); Ian Kessen (1st in side-curtain big Healeys); Steve Feld (2nd in the same category); John Moore (1st in roll-up windows in big Healeys); and Ernie Marateo (2nd in that category).

There was also a very nice, yellow Jensen Healey, owned by Reni Brown-Roscelli, that earned 2nd in the "Other British Car" class. Other members spotted at the event included Allen & Ginny Rosenberg (Allen & Larry coordinated the British part of the show), and Jay and Gary Baumann. The overall turn-out was quite low, thanks to the weather; although rumor has it that the LBC contingent (at 27 counted cars) outnumbered the rest of the Classics! Way to go, folks and congratulations to all!

The following Saturday, October 8th, was another wet one. The day started off overcast, with rain predicted to roll in around 2 PM, but the folks hosting Brits at the Village (Peddler's Village) in



CLUB | North Jersey

Lahatska, PA said the show would go on. About 82 British cars were in attendance, including Ian & Sue Kessen (BT7), Alice Ferrant (BN4), Nick Ferrant (AN5), and George Crombie (AN9) from North Jersey. Nick scored a 2nd in the Sprite Class, while Red and I snagged 3rd. It was a good thing there were only three cars in our class! Alice claimed 1st in the Big Healey Class with the Ferrants' BN4. True to predictions, the rain started to roll in about 1:30 or so; the organizers got a little jump on the presentations, and were wrapping it up shortly after 2 PM. Ian & Sue opted to head for home without putting their top on (they got wet...) and I just pulled my hat a little lower over my beady little eyes to keep my glasses dry, as Red's convertible top is still hanging on the wall in my garage. Yup, I got wet, too. The Ferrants buttoned their cars up and returned home in style.

Sunday, October 9th had a few members arrive at Richard & Barb Ippoliti's home in Califon, NJ for the start of the Fall Tour. Richard re-ran the tour that he had put together last fall, as it was a good run, and had all the participants clamoring for him to do it again. The day started off in typical British fashion: cold and damp. We had a couple of cancelations due to the weather, but the following members braved the elements and joined together for another fine run: Richard & Barb Ippoliti (BN6); Steve Feld (BT7); Ian & Sue Kessen (BT7); Bill & Marge Smith (TR6); Ernie & Marion Marateo (MINI); and George, Denise, and Sarah Crombie (Highlander). The route Richard plotted out for us took us over hills and through some dales of north-western New Jersey, and included travelling parts of routes 513, 57, 31, 46, 94, and 521, as well as some inter-connecting roads. We got off to a late start (Ian opted to put his top up, so he and Sue could stay as dry as possible - in a leaky British sports car...) but by the time we got to The Boathouse Restaurant on Swartswood Lake for lunch, the skies were clearing and the blue



CLUB | North Jersey

patches far out-numbered the clouds, and a couple of tops came off. After lunch, Richard led us off to the junction of Route 206 and I-80, where we started breaking off and heading our own separate ways home. All in all, another great day of fellowship with family and friends.

Steve Feld and Nick Ferrant teamed up, taking Steve's BT7, and tackled this year's ABRR. This stands for "All British Reliability Run" and its purpose is to quell those pesky rumors that our LBCs (Little British Cars – plural, not possessive) aren't as reliable as your normal, everyday, boring modes of transport. In reality, our LBCs are no more prone to the occasional malady than any other vehicle. At least, so I'm told... Steve and Nick had a great time of it; Steve gave us all a re-counting of their weekend (October 14th through 16th) at the following club meeting on the 19th. He's got pictures, a program, and everything. AND he and Nick are still friends and speaking to each other afterwards! They're even making plans to do it again next year! What more can you ask for? Maybe a little more Healey participation for next year...

North Jersey's monthly club meeting was held on Wednesday October 19th at Charlie Brown's Restaurant in Chatham, NJ. Attending members included: Jim & Corrine Vollmuth (E-Type Jag); Ian & Sue Kessen (BT7); Steve & Ann Feld; Steve Jekogian; Ernie Marateo (MINI); Larry Gersten (MGB); Bob Pense; George Crombie; and new member Rudy Hyzer drove his 1964 Sprite AN8, that in the dark was mistaken for Little Red. During the meeting, we re-capped the past few events, and spent some time discussing next year's Red Mill British Car Show, Fallfest, and Encounter 2017 in Princeton, NJ. Finishing up, those present updated each other on what we were accomplishing, or problems we were running into. Steve Jekogian won the evening's raffle, which was a 1/76 scale model of a 3000, in Healey blue over white livery, made by Oxford.

Bob Pense hosted a Tech Session at his home on Saturday, October 22nd, to show off the Healey Chassis Rotisserie he built, using two standard engine stands, mated together, modified and re-enforced to hold a standard big Healey chassis. The purpose of





this contraption is to allow one the luxury of performing the necessary surgery on the underside of one's Healey without having to lay on one's back! Quite a number of North Jersey members showed up to see this gadget in operation. Attending members included: Tom Mulligan, Steve Feld, Steve Woolford, John Moore, Gary Baumann, Jay Baumann and his son Peter, Ernie Marateo and his friend Don, Ian Kessen, Rudy Hyzer, Bob Pense (of course!), and George & Sarah Crombie (AN9). Former member Jim Krause (Nasty Boy) also stopped by to see what all the fuss was about. Bob also had several friends and neighbors drop in. Bob backed his Healey out of the garage (it got wet...) to allow for the masses to gather around his Rotisserie and stay relatively dry, albeit a bit chilled on this cold and raw weekend morning. Bob also had a fellow, Liam, on hand who is in the business of building and supplying Healey chassis. After a couple of pots of coffee and a donut or two, during which Bob demonstrated the merits and advantages of his invention, the gathering broke up, with Ian, the three Baumanns, Steve Feld, and Bob heading off to lunch at the Chimney Rock Inn in Gillette, while the rest of us headed off to parts unknown. Thank you, Bob, for sharing your newest Healey toy with the rest of us!



ENCOUNTER 2017 will be the 40th consecutive Encounter in AHS&TC history. The North Jersey Region is tasked with hosting this event in 2017, which will be held in Princeton, New Jersey. Please make plans now to attend this memorable 40th Anniversary Event!! More details will be forthcoming.

Upcoming events:

November 15: Monthly Club Meeting at Charlie Brown's
January 7, 2017: Holiday Party - Gerstens' in Morristown.

AS always, check your e-Flashes for the latest, most up-to-the-minute notices.



The board has been working extra-hard this year, your regional presidents should have shared the newly approved by-laws, if not, ask for a set and read at your leisure [or when you can't fall asleep at night]. Part of the newly approved by-laws requires additional transparency including the publishing of our financials once a year. You will find a summary of our expenses and our assets in this *Flash*. Thanks to the success of *Enclave 2015* our financials are very solid, but before the spending spree begins, I would like to share a quick recap:

We have approximately 280 paying members at \$30/member that totals \$8,400 and we return a minimum of \$5 to your region so they can host various activities, usually a picnic in the summer and a holiday party in the winter, leaving \$7,000 +/- for costs. The expenditures include

Flash production at approximately \$5,500 and our liability insurance costs around \$3,000/year totaling \$8,500 +/-; the difference is usually made up for in regalia sales and *Encounter* profits.

We've maintained membership dues at the same level for over seven years and are currently meeting our primary costs. The money we have accrued over time allows us to purchase new membership badges, sponsor various charities such as *The British Reliability Run* and provide awards and memorials while still retaining a healthy balance.

So be sure to thank the other board members and regional presidents for their fiscal responsibility and for representing you in the leadership of our club, they do a phenomenal job!

I have been invited to *The Austin-Healey Club of America's* delegates meeting in November. We do not have a December Flash so I will report on my visit in January. It will be an opportunity to compare strategies to insure the longevity and success of our clubs in the future.

I hope you have wonderful holidays and a happy and Healey New Year!!!!

Austin Healey Sports & Touring Club Statement of Financial Position As of December 31, 2015

	Dec 31, 15
ASSETS	
Current Assets	
Checking/Savings	27,069.68
Other Current Assets	17,074.39
Total Current Assets	44,144.07
Other Assets	2,001.07
TOTAL ASSETS	46,145.14
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	6,592.50
Total Current Liabilities	6,592.50
Total Liabilities	6,592.50
Equity	39,552.64
TOTAL LIABILITIES & EQUITY	46,145.14

Statement of Activities January through December 2015

	Jan - Dec 15
Income	
Advertising	3,456.00
Encounter Profit	14,968.68
Interest Income	27.52
Membership Dues	8,490.00
Sales	3,802.05
Total Income	30,744.25
Cost of Goods Sold	
Cost of Goods Sold	2,551.62
Total COGS	2,551.62
Gross Profit	28,192.63
Expense	
Bank Charges	23.75
Board Meeting	229.39
Charities	500.00
Encounter Subsidy	0.00
Flash Expenses	4,500.00
Insurance	3,210.00
Marketing	611.62
Membership	2,519.17
PO Box Rental	62.00
Rebate r	11,012.50
Total Expense	22,668.43
Net Income	5,524.20



AMERICA'S BRITISH RELIABILITY RUN

• HEALEYING AT ITS BEST •

Article and images provided by Steve Feld

A 640 mile, three-day drive through truly picturesque countryside with almost 75 other British car enthusiasts should be on your bucket list! The 13th running of America's British Reliability Run began on October 14 and concluded on Sunday, October 16.

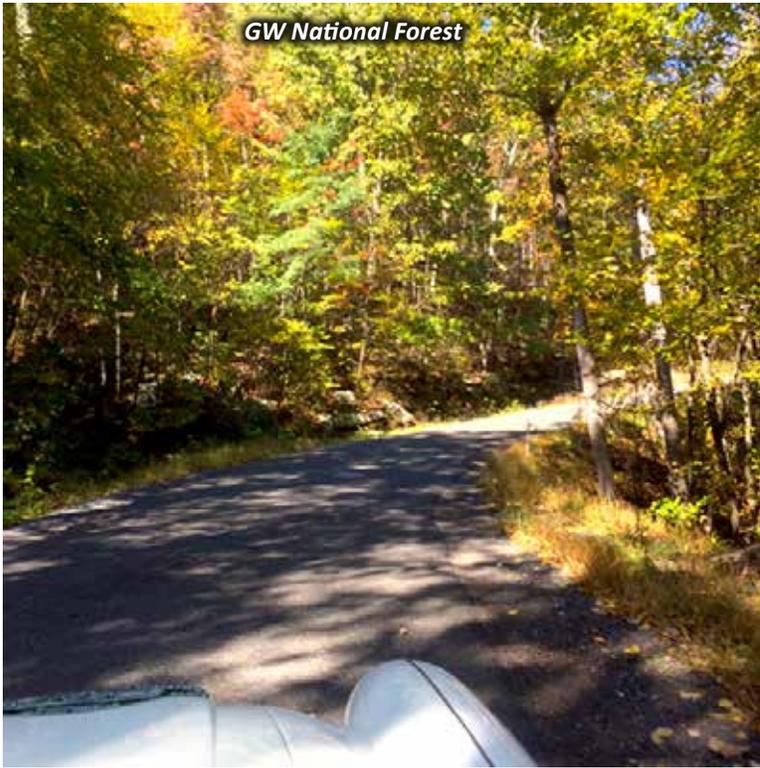
The 38 British cars on the run this year included my 1959 3000 as the only big Healey, a number of Triumph TR-3s, TR-6s and TR-8s, many MGBs, and a couple of Spitfires and XKEs (one driven by our own Gerry Kunkle). A couple from Michigan drove a Jensen Healey and while another couple brought their eggplant Daimler SP250. Other uncommon Brit participants were a Triumph Vitesse, a '65 Mini Moke, 1962 Birkin Super 7 and a Rover 3500. An Elan S2, a Lotus Cortina and an Esprit represented the Lotus marque while a 1952 Jaguar Mark VII easily took the largest vehicle award.

AHSTC participants included myself, Nick Ferrant as my co-driver, and Pete Cosmides in his Austin Healey Sprite. Gerry Kunkle drove his E-Type coupe this year instead of his Healey 100 that he drove in 2015. Dave LaChance, Editor of Hemmings Sports & Exotic Car magazine, participated in the car of shame, a Mazda Miata, when his 1947 Rover broke down on his way to the starting point near West Chester, PA.

The run started Friday morning near West Chester, PA, going southwest on secondary roads into Delaware and Maryland. The first stop was at a Sunoco station for fuel because Sunoco provided all participants gas cards to help offset or, in the case of some truly "little" British cars, completely defray the cost of gas for the weekend. We stopped for lunch on Monkton, MD, and then drove to a private collection of outstanding automobiles. The collection is not open to the public but one of ABRR's organizers was able secure a viewing for us. Classic cars included high value vehicles such as eight to ten '60s Ferraris, four Lancias, an original Shelby Cobra, Porsches (Speedster, 356C), a 300SL roadster and Gullwing, a BMW 507, an Aston Martin



GW National Forest



Nick at the wheel.



Photo op. at Summit Point



DB4, a '50s Bentley and a couple XK Jaguars. A Healey 100 could be found in the row of high value cars, next to the Cobra! The collector obviously appreciates a wide range of cars evidenced by a DeSoto 2 door, Studebaker coupe, a Volvo P-1800, a Citroen SM and DS 23, a '50s Cadillac Biarritz convertible, a '70s Riviera, and a '50s Hudson Jet. His collection of contemporary exotics was located on another level where you could see up close and personal a LaFerrari, a BMW I-8, an Alfa 8C, a new NSX and several others.

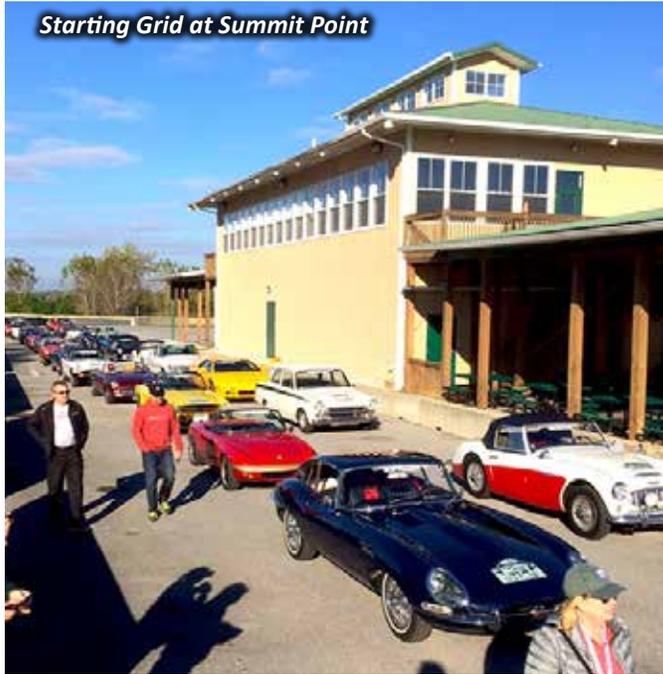
After a scenic drive through western Maryland into West Virginia we arrived at the Comfort Inn in Martinsburg, WV, for dinner and sleep. Early Saturday morning found us on our way to Summit Point Motorsport Park in WV. We did six spirited "parade laps" of the Shenandoah circuit led by a professional driver piloting an MGA. This circuit contains a dimensional replica of the Nurburgring-Nordschliefe's famous banked Karussell turn complete with 20 degrees of banking. (See photo.)

A visit to White Post Restorations in of all places, White Post, VA, showed the great variety of high quality restoration work that they perform. Among the cars under restoration were '58 Chevy, a '53 Cadillac, a Alfa Spider, a '27 Studebaker and three mid-'50s Lincoln Continental Mark IIs. These restorations were in addition to the considerable quantity of brake cylinder machining and rehab that they are known for. We also learned that the town gets its name from a white post set by George Washington when he was surveying for Lord Fairfax which still stands at the crossroads marked by George.

A spirited and lengthy drive through the Shenandoah Valley and the George Washington National Forest in Virginia and West Virginia took us to Romney, WV for a late lunch. The trip was made longer due to a missed turn or two which saw ABRR cars going in both directions on the same road. Of course, none of these unforced errors were the fault of the navigators – poor signage was the stated villain. The best road in terms of fun demanded complete attention with curves and bends in quick succession and no center or edge lines let alone any guide rails. A missed turn would have put us careening down a 200 foot drop-off unless we collided with a tree first. It was Nick's turn at the wheel so he had all the fun while I held on and tried to get some photos.

Because the group was running behind

schedule on Saturday afternoon, we departed from the planned route and took a more direct route to get to Chambersburg, PA for dinner and sleep. This detour meant some time on divided highways including I-70 and I-81. Fortunately, truck traffic was minimal and caravanning provided an additional level of safety. We truly welcomed relief from the wind buffeting on our arrival in Chambersburg.

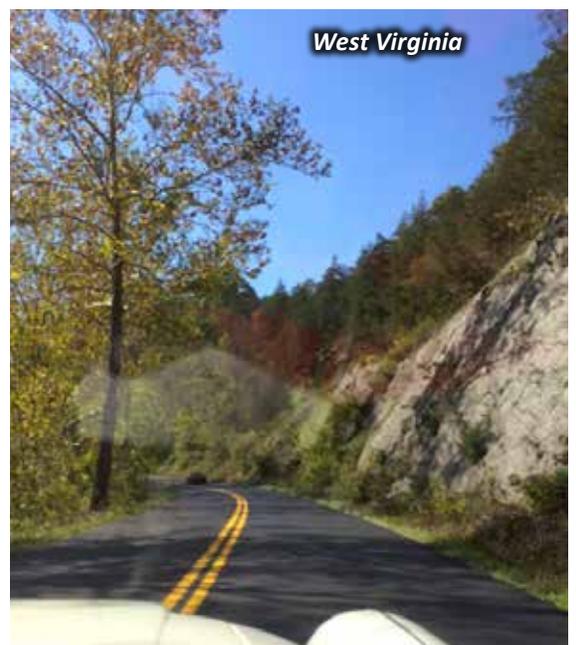


The group dinner featured the organizer of the first British reliability run which occurred in Michigan organized by the Detroit Triumph club. We departed promptly at 8AM Sunday morning for the last leg on the run back to West Chester. Although we started in a group of about 12-15 cars, a stop light and an interloper divided this group. We made most of the trip with about 5-6 other cars in a very spirited pace through state park land, farms, Mennonite buggies and horse farms of the landed gentry to arrive in West Chester for the concluding lunch.

Awards at the concluding lunch were all based on the fundraising efforts of the 38 teams. The charity this year was The Synergy Project which provides help for homeless and runaway youth in the areas of Bucks County, Philadelphia and Allentown. Each team competed to get donations for this charity resulting in almost \$35,000 being raised. AHSTC was recognized for its \$500 donation.



Although past years' ABRR saw very few or no breakdowns thereby proving that British car reliability is not an oxymoron, this year's was different. In addition to the Dave LaChance's 1947 Rover, the Rover 3500 had a transmission problem and I believe there were problems with the Cortina and two

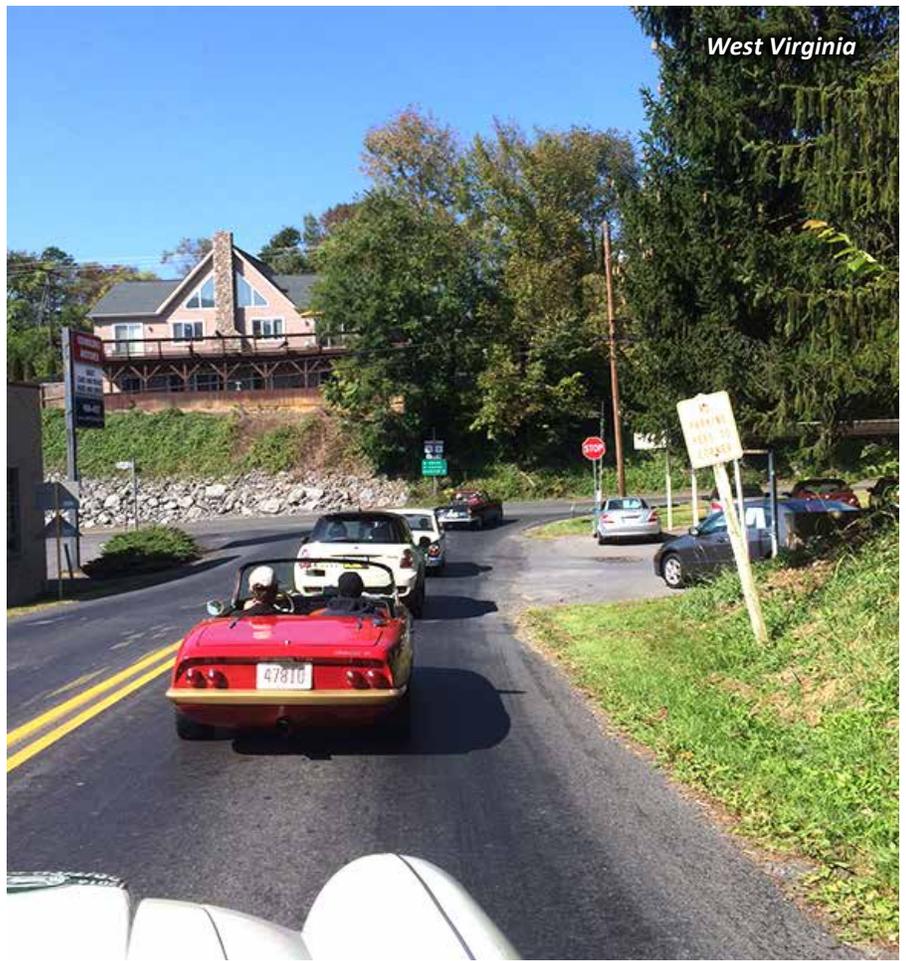


ARTICLE | Americas British Reliability Run

other cars. Also, an original Mini rear-ended a Midget at a stop light. The Midget suffered only minor dents but the Mini's radiator damage prevented it from continuing. My Healey ran fine with no problems whatever, other than some navigator issues!

The team of ABRR organizers deserves kudos for their obvious attention to detail in planning and executing this year's event. I highly recommend this event for those AHSTC members. Not only do you see some beautiful parts of our country but you immerse yourself in your car's "character traits" as well as make many new friends. Besides, our Healeys have been heavily outnumbered, but not outclassed, by MGs and Triumphs in the last two ABRRs!

Go to www.britishreliability.org to learn more about this year's teams and to register for updates leading to the 2017 ABRR. Also, look for next February's edition of Hemmings Sports & Exotic Car Magazine which will have a feature story about the 2016 run. 



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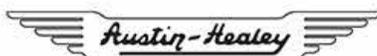


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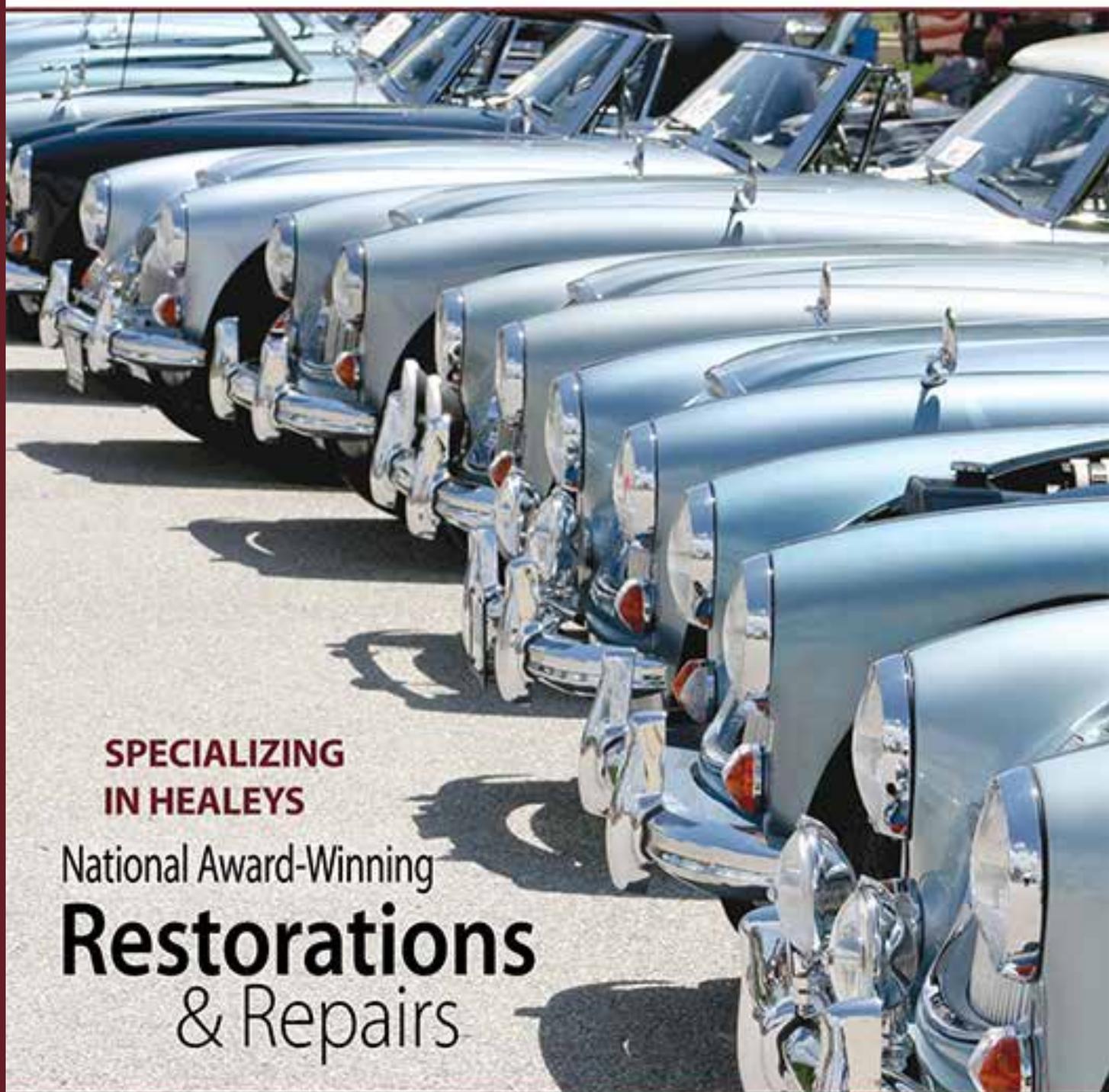
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MEMBERS CORNER

By Rick Brodeur

We have A new member this month;

North Jersey, Paul Olson, Whitehall Station NJ, '63 AN7

We have some new members this month.

Lehigh Valley, **Jay & Karen Miller, Easton, PA, '67 BJ8**

Robert & Sue Ott, Perkasie, PA

Brandywnie, **Don Mc Donald, Greenville, DE '62 BT7**

North Jersey, **Chris Hosmer, Wyckoff, NJ, '67 BJ8**

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed or 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

As events are announced we are posting them to the website.

Encounter 2016 information is on the website.

Region events pages are now for members only.

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 the current and 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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Tech Tips • Clips

Article and images provided by Steve Jekogian

Now why didn't I think of that!

We all have one in our trunk! We would not leave the garage without it! We always check to see if it is in working order. And we pray we never need to use it.
What is it? The Fire extinguisher in our trunk (or back seat).

But that big red metal thing has problems.

- It is big
- It is red
- It is metal
- It bangs around
- It is ugly

No matter where you store it, it just does not look nice and it takes away from the “classic” look of your car.

Before



After



Well, here is your answer.

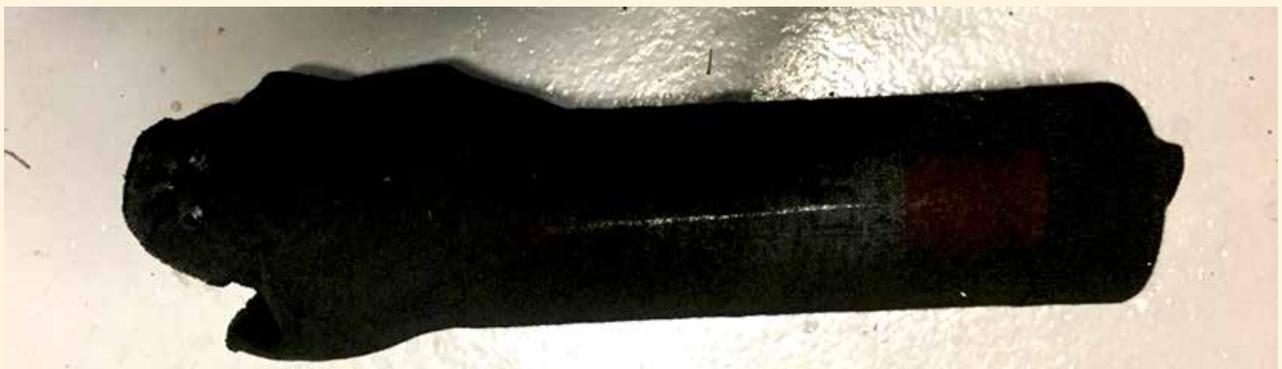
Take an old black sweater (your wife has them) and cut off the sleeve.



Put the sleeve over the fire extinguisher.



You have now solved all the problems identified above and the fire extinguisher slides right out of its holder when needed.



For Sale / Wanted



For Sale;
1959 Austin Healey Bugeye Sprite.

Purchased at Carlisle Import show in 2001. All mechanical work done by Steele Motors in Enola. Just picked up from Steele Motors with fresh tune up, runs great with 1275 cc motor. New chrome all around with new tires, a brand new battery and new spark plugs. Interior completely redone in 2004 with new carpet, trim, seats and custom dash from Fritz Upholstery Shop in Carlisle. Painted by Phil's Body Shop of Harrisburg in 2005. Must sell. Have lots of pictures from start to finish and receipts for all work. \$12,000 or best offer. Contact Jason at 717-805-0425.

|||||

For Sale;
Bugeye Fiberglass Bonnet. Never on a car. 25 to 30 years old –so it was made well, perfect condition \$600 Stevejekogian1@gmail.com

|||||



Bug Eye Sprite. New seats, new tires. Seized engine and it sat for 30 years. Will need some TLC and body work. If you are seriously interested. E-mail me I can get more photos. They are only looking for about \$4000. Allen Rosenberg bigalnj@aol.com



- For Sale;**
1. Grill - Moss Motors # 870-060 - was \$524, now \$262
 2. Grill Surround - Moss Motors # 870-110 - was \$267, now \$133
 3. Grill for Hood Air Intake - Moss Motors #031-340 - was \$62, now \$31

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BUSINESS

For Sale;

1984 Jaguar XJ6 Vanden Plas: Champagne Gold/Cream w/ 45,000mi. 2 Owner (receipts since 2000). All original except respray & Daytons. Fair weather driven only. Scored JCNA Driven Class 9.993/10 in 2016. Books, Jack, Mats, Stock Wheels, Pirelli's. Flawless Interior & Chrome, Updated R134 A/C. Sun Roof. Settling Estate.

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For Sale;
Parish Fiberglass Hardtop for two seater Austin Healey BN6 or BN7. Believed to be NOS and is in excellent condition except for some paint scratches from storage. Clear rear window with original decal. Excellent interior liner but no hardware. Just sold my BN6 (which I never got around to fitting it to) and the new owner was not interested in a hard top. Make an offer!

Also have **four steel wheels** for a big Healey in good shape.
Questions, more photos? Jim Vollmuth 973-769-8838 e-mail, jim@jim-cor.com



Wanted;
Looking for an **Austin Healey 100-4, 100-6 or early 3000 frame** for a project.
Do not need shrouds, fenders, doors, etc.
Jim Vollmuth 973-769-8838 e-mail, jim@jim-cor.com



For Sale;
1964 BJ8. White. Off body restoration. Runs well. Located in Devon.
Contact Harold Sweetman at 610-647-8870 ext. 153 if interested.





1966 Austin Healey 3000 *Steffy's Garage Inc.* Owner: Edward F McNeely

For Sale;
1966 Austin Healey Roadster. Colorado Red with a black interior. Car is in concours condition. The car has been restored over the last five years. Car currently stored, Lenox, MA. \$70,000.
917-656-2074
Ted Cohen Tcohen@afd-inc.com



Wanted;
Looking for Austin Healey 100-4 engine and gearbox.
Maybe interested in other parts as well.
Shawn Miller email, stmiller96@hotmail.com



Austin Healey 3000 MKIII
Test Drive video.
Click here
or click the image to the left.

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bjspear1@verizon.net	thinwaterpaddler@yahoo.com	for Location

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John Heffron	Randy Alkins	3rd Monday, 7pm
215-300-4023	215-343-2785	Metropolitan DIner
john.heffron@hotmail.com	randyalkins@gmail.com	

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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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