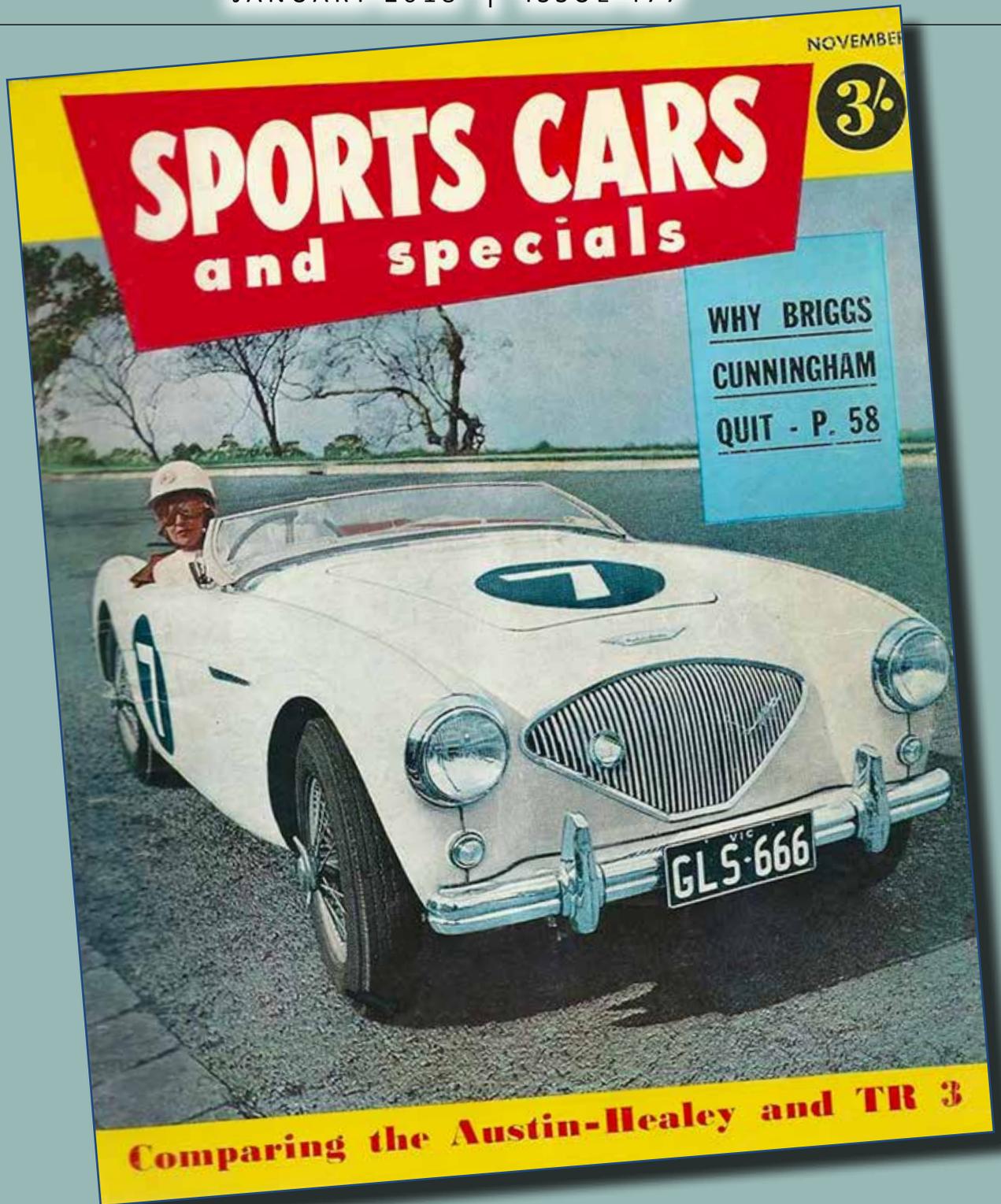


The *FLASH*

JANUARY 2018 | ISSUE 477



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

JANUARY • 2018

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THE FLASH

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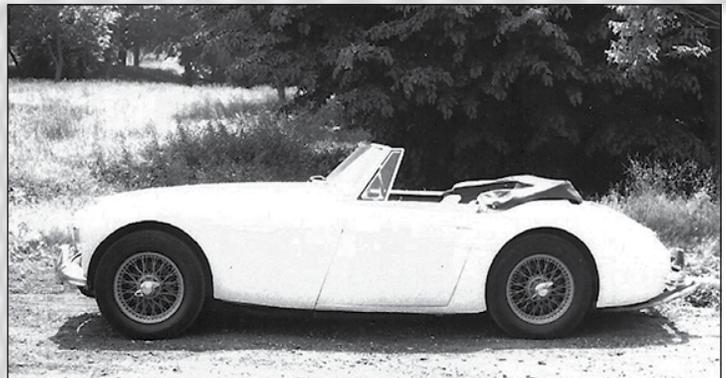
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CAN YOU IMAGINE OWNING
THAT CAR NOW?

What's In The Flash

Steve Jekogian

Why? Why do we keep them?

Over the holidays I was thinking of why I kept my Healey for so long. I have owned my car for 27 years,

Why ?

I know many AHSTC owners that have had their cars for many, many years, why? We do not drive them much anymore, we keep them repaired and love them, and would NEVER think of selling them, why?

I am not sure why I keep mine. I guess I am proud that I have owned it since college. Maybe it is comfortable because I know all about it. Maybe it is all the "Healey", and AHCTS adventures I have had in it. Maybe it's the stories I keep telling about the car.

Why do you keep yours? Send me a note and let me know.

I received this link from Tom & Diane Zalewski check it out; <https://youtu.be/adOs2w4pJEU>

In this issue you will see the AHSTC club financials for 2016. Somehow we missed putting it in an earlier issue. The 2017 will be included in a future issue.

Thanks
Steve



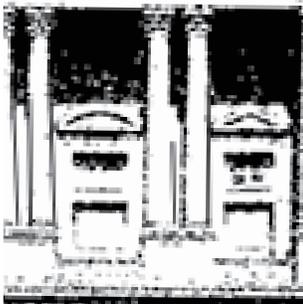
"Stuck in the Snow"
Photo by Peter Carbone, Watertown, NY
From the Austin-Healey Experience.
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HARRISBURG

REGION

By Fred Bennett



What a terrific fall driving season we had! Hope everyone took advantage of it. Now, the winter Yang to that autumn Ying is smacking us upside the head, with raw, dreary days and ever more threatening weather forecast to come. Here at the Bennett abode, we have continued to soldier on, driving our plucky little Sprite and the 3000 at least once or twice a week- sometimes even going topless! Alas, that will end all too quickly when the Penn-Dot boys put down the first salt of the year.

In spite of the worsening weather, all is not “doom and gloom” in Healeyland. November and December traditionally offer Harrisburg Region members two of the most enjoyable and highly attended activities of the entire calendar year- the Annual Awards Banquet and the Progressive Dinner.

Awards Banquet 2017

Twenty-two members, dressed in their holiday best, met at Harper’s Tavern on November 4th for the Annual Awards Banquet. The staff at the Tavern



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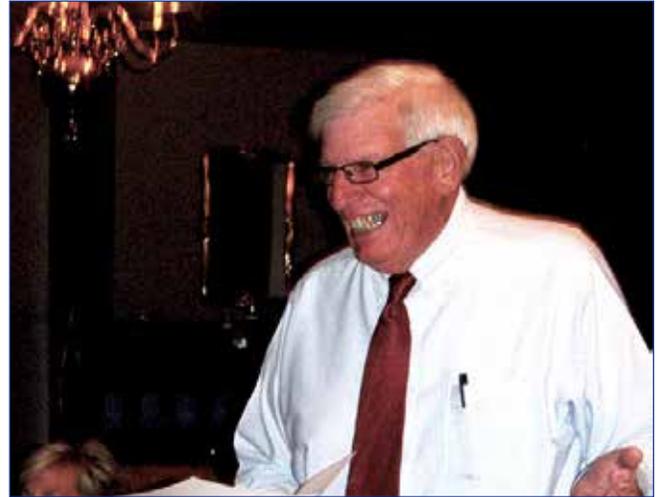
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provided a cozy upstairs room and served a delicious buffet of prime rib and fish. Despite some extra guests showing up at the last minute, there was more than enough food, and many attendees ended up taking doggie-bags home.

After dinner and dessert, Joe reported on the excellent financial status of the club. He urged everyone to start thinking ahead to Encounter 2018, when it will be our region's turn to host. Joe quickly moved on to present the Harrisburg Region AHSTC awards for 2017. Dave and Priscilla Hooper received the coveted Dick Waltz Award, which is given to members who exhibit the great sense of humor and exceptional friendliness for which Dick was widely known and loved. The remaining awards were a little different this year. Instead of the customary black plaques, the following recipients received gift certificates and a letter of thanks for the work they had done on behalf of the club during the past year: Liz and Scott Brockman for organizing the Fall Tour; Fred and Donna Sherk for organizing the Spring Tour; and Fred and Sonya Bennett for hosting the Annual Summer Picnic.



Progressive Dinner



"Healey Claus seems to know that we've been more "naughty" than "nice!"

The Annual Progressive Dinner (and Crazy Gift Exchange) on December 2nd was a big hit as usual. Festivities began at the Sherks for drinks and appetizers. There was so much to choose from that I had to struggle to satisfy my obsession of having at least one of everything.



After clearing the tables like a bunch of hurdlers, the men folk eventually found their way to the man-cave to admire Fred's vintage, "pansy-ass blue" Sprite racecar and talk Healey-babble. Fred unveiled a shiny new valve cover he bought for Emma as her special Christmas gift. (Note: Lest you think that Emma is some hussy who is trying to push Donna aside, you should know that "Emma" is the Sherks' pet name for their big Healey. I don't believe they have named the little Sprite yet, which may lead to the poor thing suffering

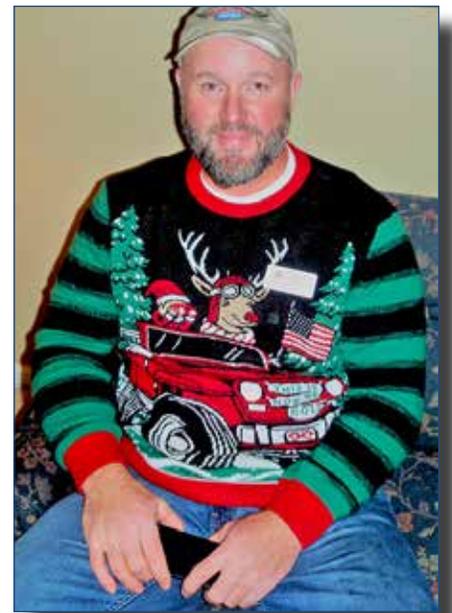
from feelings of inferiority!)

The next destination was Barb and Joe Spears' lovely home. Barb had a delicious chicken and rice dish waiting in the oven for us, and soon we were yet again feasting and telling tall tales around the tables. An incredible dessert spread was organized and served by the Brewers. I didn't see anybody go home hungry!

The evening ended with the Crazy Gift Exchange. Treasures such as bikini-clad beer mugs, a Raising Chickens for Dummies book, and (what is fast becoming a perennial favorite) the infamous Jingle Jugs were opened, exchanged, and sometimes fought over. I'm not judging or anything, but this is the second year in a row that Shawn Miller has exchanged his gift for the "Jugs." I expect Tammi had a few things to say to him on the way home.

Upcoming Events

January Meeting at the Hilltop Café- Tuesday the 16th
Polar Run Frostbite Tour- to be announced in January or February



A Final Exhaust Note

THE WINTER WIND THAT BRINGS THE SNOW,
AND PAINTS WITH HOARFROST, ALL BELOW,
IS WORSHIPPED BY THE FOLKS WHO YEARN
TO SKI AND SKATE WHILE BONFIRES BURN.
AND CHILDREN ALSO SEEK DELIGHT
AMONGST THIS WORLD OF CRYSTAL WHITE.
BUT, I POUT ON MY LAZY-BOY,
MY CURTAINS CLOSED, AND FEEL NO JOY!
FOR SLEEPING IN GARAGE BESIDE,
THE HEALEY, 'NEATH HER COVER LIES.
AS SURELY AS HER BATTERY WANES,
I WONDER WHEN WE'LL DRIVE AGAIN.

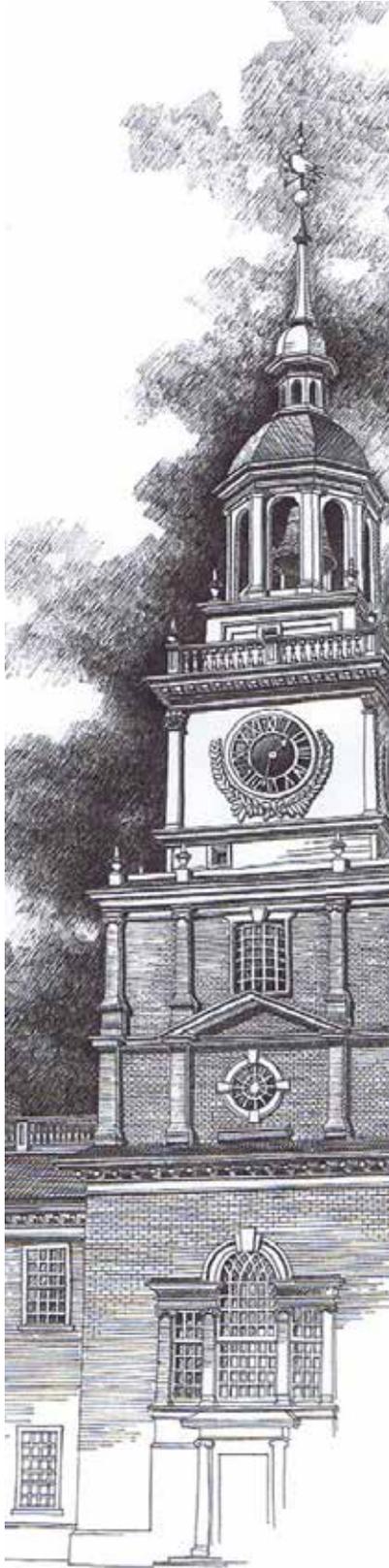
BUT WAIT! A SUDDEN THOUGHT BURSTS THROUGH!
IT'S NOT A LOT, BUT IT'LL DO!
A POLAR RUN! THAT'S JUST THE THING
TO VANQUISH THE CRUEL WINTER'S STING.
WE'LL DROP OUR TOPS- TAKE TO THE ROAD,
AND THUMB OUR NOSE AT WIND AND COLD!
IT MAY BE BRIEF; WE'LL SOON RETREAT
BACK TO OUR EGGNOG, HOMES, AND HEAT.
BUT THAT SMALL DOSE OF HEALEY BLISS
IS SOMETHING I'D SURE HATE TO MISS!

**WISHING ALL OF YOU
A VERY HAPPY NEW YEAR!**



PHILADELPHIA

REGION



Winter is here, and most of us have put our Healeys to bed and are thinking of winter jobs to be done on our cars. Be sure to put Bounce dryer sheets strategically placed to keep rodents away from wiring, etc. They like the peanut butter smell of new wiring.

Some past events, include that on October 28th, about 40 members from the Philadelphia region gathered at the Philadelphia Glider Club in Perkasie, PA, for a picnic and a chance to soar in a glider. About 14 members took advantage of the glider flights which carried them about 4500 feet into the air. The gliders were pulled by a starter plane to a safe altitude and then released for about a half hour flight. From above, they could see Philadelphia, Limerick, and the Delaware River.

Members socialized and enjoyed good food, such as grilled chicken, hot dogs and hamburgers provided by the Glider Club. We thank Rob Morrow for providing a delightful day at the Glider Club, of which he is a member.

On November 4th, ten members attended a tech session at Paul Woglom's garage in Lansdale to work on changing the spindles on Ray's Bugeye. In the process, we found that the lower A arms were worn out and allowed too much movement. In the end, we found that Ray needs to order some new parts to complete the project.

At the same time we were working on the Bugeye, another group was working on Paul and Ray's A-40, and started to pull the engine out of it. After much wiggling and forcing, they ended up pulling the engine, transmission, and driveshaft out of the car. A good row of supervisors was spread around the garage to advise





those working on the cars of the delicate nature of the process.

On December 2nd, another tech session was held at Paul's garage to work on reassembling Ray's front-end of his Bugeye, but after installing the A arms, we found the adjustment holes were bent and out of round, and had to be coaxed. When we got to the tierod ends, we found

the distributor had sent the correct box, but with the wrong parts enclosed.

Steve Snyder attended with a donation of parts from one of his neighbors who wanted us to "sell" to club members with money received going to the Trenton Food Bank. Within a very few days, all parts were claimed and donations made. Thanks, Steve, for this project. Don't forget to email me of any projects that need to be worked on so they can be scheduled over the winter.

On Saturday, December 9th, the Philadelphia region celebrated the Holidays at the home of Sandi Nairn and John Heffron in Moorestown, NJ. Everyone had a wonderful time, enjoying good food, friendship, and laughter. As always, the gift table was the impetus for most of the laughter. We thank Sandi and John for hosting the event and for the hard work it involves.

Our next meeting will be on January 15th at the Metropolitan Restaurant in Montgomeryville at 7 pm. Please plan to attend, as it is the first meeting of the new year. Carlisle's Automania is to be held in Allentown January 19 to 21 for those interested, and the Atlantic City Antique Car Auction will be held February 9 to 11.

May the New Year bring everyone good health and abundant happiness!



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Brandywine



The Christmas Party of 2017

Brandywine's annual elections took place on November 16th at Stoney's British Pub in Wilmington. A good turnout of anxious office seekers were in attendance: Roger Bono; Dave and Danielle Ehret; Pete Roberts; Jim Martin; Buzz Marshall; Jeff and Lisa Lanno; Les Lewis; Chuck Ott; Ernie and Joan Leser.

After enjoying the Pub's excellent British food and drinks, the hotly debated election of officers for the new year took place. Only one member (Buzz Marshall) was able to convince another (Roger Bono) to take over his office (membership chairman). In spite of pleas for change by the other office holders, no takers came forward. The election results were as shown below.



Brandywine Elections at Stoney's British Pub

BRANDYWINE 2018 OFFICERS

PRESIDENT: CHUCK OTT
ACTIVITIES: DAVE EHRET
MEMBERSHIP: ROGER BONO
TREASURER: PETE ROBERTS
FLASH EDITOR: ERNIE LESER

Much discussion then ensued concerning continuing restoration projects. Roger and Astrid Bono are completing restoration of their 1965 silver BJ8. About 95% is complete and it will be on the road this spring. Jeff Lano, with the assistance of Chuck Ott, has now completed the total disassembling of his 1966 BJ8. This car has been off road since 1980 and is now in boxes with all parts carefully labeled. Jeff was given encouragement for the re-assembly process. Jim Martin's 1964 BJ8 has been undergoing restoration since early 2017 and should be complete by year's end. The attached photos show Jim's car in primer paint and with the interior panels painted Colorado Red.

In contrast to the above restorations, a belated report on Les and Shawn Lewis's two beautifully restored Healey's is warranted. Les submitted the following report and photo. The event was the British Car Club of Delaware's Delaware City Car show held in September. There were many different British marques represented with perhaps as



Jeff Lano and Chuck Ott working on Jeff's car.

many as 75 cars. Healeys made a nice showing with seven big ones on display. Shawn and I took both our BT7 and BJ8 and enjoyed the beautiful day at an excellent venue – it's always a great show. We visited with new friends and AHSTC members Chuck Ott and Jim Martin. I won first place for our class with our black over red BT7, but the big news was Shawn's win of "BEST IN SHOW" with her green over white BJ8 (see attached photo of trophy).

The Brandywine Christmas party and Ugly Gift exchange was held on Saturday, December 9th at the home of Tom and Diane Zalewski's in Elkton, Maryland.

This coincided with the first snow storm of the season. Snow started in the morning in the Delaware-Maryland-Pennsylvania region. By the time of the party (6 pm), a good 3-4 inches had fallen. This did not dissuade a hearty group of Brandywiners from attending. In addition to our hosts Tom, Diane, Mike, and Elizabeth Zalewski, the following made it through the snow: Dave and Ann Ehret; Pete Roberts and Dee Caffrey; Lee and Vallery Roberts; John and Nancy Montague; Buzz and Paula Marshall; Chuck and Sue Ott; Roger and Astrid Bono; Jim Martin; Ernie and Joan Leser.

Our hosts had prepared a delicious buffet of appetizers and main dishes. Various wines and beers were on hand, in addition to two of Dave Ehret's home brews (an Oktoberfest and a Kolsch-both quite good).

The traditional Ugly Gift exchange involved an initial quiz to determine what the order of picking the gifts would be. Tom Zalewski showed an animated video made by the Walt Disney Co. in 1965 entitled "Freeway Phobia" or The Art of Driving the Super Highway. The star of the video was Goofy. He portrayed three classic hazardous drivers who were new to the Super Highway: Timidicious; Fidgitous; Neglecturous. The quiz involved answering questions related to the events shown in the video. Those that had the most correct answers got to go last in picking an ugly gift. Those that had the least correct answers went first. All of the "valuable" gifts had to be taken home- none left behind. Much fun was had by all. Thanks again to Tom and Diane for a wonderful Christmas party!

FUTURE EVENT

January, Thursday 18th, 7 pm. Events Planning for 2018. Matilda's restaurant, rt. 896, Newark, DE.



The Best In Show award to Shawn Lewis for her BJ8 at the British Car Club of Delaware



Interior panels in Colorado Red. 2017



Jim Martin's car in primer paint.2017



Long Island REGION

There was some disappointment in November as the MGCLIC Fall Foliage Tour was scheduled to run to Montauk and return instead of the usual route. Unhappiness or not, it was cancelled due to bad weather. As far as I can remember that was the first time that happened.

November 12th was the date for this year's Toys for Tots run for St. Mary's Hospital for Children in Bayside. The run was sponsored by the East Coast Car Association. Bob and Diane Squillari go every year and they invited me to come along. The weather this time was cold and sunny. The route is from Forest Park to the Hospital including stretches on the Jackie Robinson Parkway, Grand Central Parkway, and the Clearview Expressway. All these roads are closed down briefly for the lengthy caravan of old cars. Pretty cool! I was disappointed not to see the Dacia that attended last year. Still, it was a great event and a great ride. Thanks Bob and Diane. After parading, Bob decided to see if he could catch the car show at Fort Totten which was scheduled for that same day. By the time we arrived, the show cars had departed but the restrooms were still open (Thank God!), and we were also able to fortify ourselves from the spread of bagels and fruit left over.

On a down note, I have to report the passing of Urbie Green, resident mechanic at Joe Curto's shop. Urbie had retired to Sarasota, Florida four years or so ago. He commissioned a large, beautiful cement block garage, painted in a lovely shade of aqua. His contractor advised him that in the case of a hurricane to abandon his house and ride it out safe and sound in the garage. His health had been declining in the last two years. I've known Urbie for 30 or so years. He was responsible for many of the unusual things on my car: fender vents, cut out on the left side of the front shroud, and fresh air vent ahead of the windshield. The Beach Run/Sunset Tour had ended at his wife Sheila's parents' restaurant in Baldwin Harbor for many years. After I retired, I spent many hours slowing the wheels of progress in Urbie's part of the shop at Joe Curto's.

I started my Healey last week.



The Squillaris at Forest Park



NYPD Old Cars



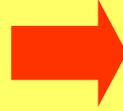
Urbie Flies with Me



ENCOUNTER 2018

LANCASTER, PA

September 19-22, 2018

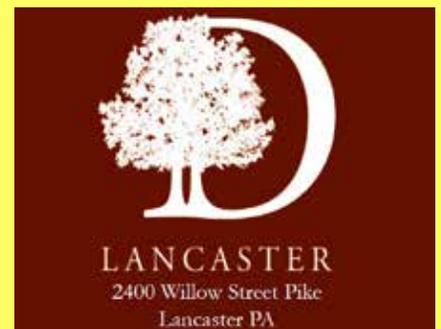


*The Harrisburg Region of AHSTC is pleased to welcome you to Lancaster, PA for ENCOUNTER 2018. The beautiful DoubleTree by Hilton will be our host. Located just minutes from historic and vibrant downtown Lancaster, the DoubleTree is also immediately surrounded by country roads just made for sports car driving! This popular visitor destination combined with our annual Healey family reunion will make for a memorable ENCOUNTER. More details to follow but **MARK YOUR CALENDAR TODAY** to join us for ENCOUNTER 2018 in picturesque and historic Lancaster County!*



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North Jersey

By George Crombie

Welcome to a brand spanking New Year! 2017 ended with some somewhat decent weather; yes, it got a bit chilly on occasion, but for this area, at this time of the year it has been do-able.

Our final Regional Club meeting of the year took place on Tuesday night, November 14th, at Charlie Brown's Steakhouse in Chatham, NJ. A number of folks showed up to grab a bite to eat, while managing to find a few moments to socialize. Those members who made it out included: Steve Feld, Rudy Hyzer, Ralph Scarfogliero, Richard Ippoliti, Larry Gersten, Allen & Ginny Rosenberg, Bob Pense, Frank Muratore, Dennis Meehan, and yours truly. The high points of the business meeting (we do conduct a bit of that stuff, but just enough to legitimately get away with calling it an "official club meeting") are as follows:

1) Larry reported that the treasury was in fine shape (in his words: "we're okay").

2) North Jersey's Regional Holiday Party (which will probably be history by the time you read this) will be held on Saturday, January 6th, 2018, starting at 1800 hours (that's 6:00 PM, for you

civilians). Lasts until 11:00 PM. The location for this year's festivities will be at Pavesi Ristorante, 50 South Street, in Morristown. R.S.V.P.s are required, and there is a maximum occupancy of 40-42 live bodies. We maxed out on reservations by Thanksgiving weekend! The restaurant is a "BYOB", so bring 'em if ya got 'em!

3) Our beleaguered Fall Fest appears to have a dubious future at the present time; still looking for a viable venue.





Discussions will continue...

4) The Red Mill All British Show in Clinton, NJ is on the schedule again this year. There is talk of making a couple of changes for the 2018 event. Red Mill is scheduled for June 3rd (as always, it is held on the first Sunday in June). Be sure to mark your calendars NOW. Well, maybe you should get a 2018 calendar, first!

5) As there were no last-minute volunteers eager to stage a coup, Steve Feld was re-elected President; Larry Gersten was retained as Treasurer; and y'all are stuck with me for another year as Scribe. Make that "scribbler". Sure, we'll give it a go for another year, what the heck?

6) Steve Feld proposed that the Regional Club invest in the purchase of a Digital Projector, which would come in handy at meetings and tech sessions when we have photos (and other media!) to show. The motion was seconded, voted on, and passed.

Other discussions that kept most of us from eating while the food was warm involved trials, tribulations, and a trick or two regarding the fun of titling (that is: the act of obtaining a Title. Shame on you!) a vehicle purchased in another state, sometimes made even more difficult (if that were possible!!) when the purchaser waits a few years (decades?) before obtaining a New Jersey Title. Now, who would do that?? Not me. Oops, I forgot about that BN2 that's sitting in my garage with the vintage, 1956 Texas plates on it... I won't tell, if you won't!

Also, we had quite a blast playing around with a main wiring harness that Ralph had picked up. It was supposed to be for a BN2 model, but there is something a bit peculiar about it: A couple of wires are not identified on the wiring diagram, and a couple of others aren't there... I came to the conclusion that it belonged to a BN4, or was it a BN6? Richard took it home to try his hand at identifying it. We hope to have a verdict by the time you read this. Come on out to the next meeting (stay tuned



to your e-Flash for the latest) to hear what the decision is!

While we were updating each other on progress being made (or not) of our cars, Bob Pense let it be known that he had just purchased another BJ8. It's not like he doesn't already have enough projects to keep him busy until his 175th birthday (I think he's in his 20s or something), but he just couldn't pass this one up.

The next event for the Region was The Third Annual Polar Run, which was held on Saturday, December 2nd. A few of us gathered in the parking lot of Wegmans shopping center

on Route 202 South in Bridgewater around 10:00 am for a departure scheduled for around 10:30 am. The object was to pick a brisk, and hopefully somewhat clear day to give our LBCs a little exercise (for some, the last "hurrah" before putting our babies to bed for the winter; for others, just a bit of masochistic "I can do it if you can!"). Ralph Scarfogliero (100 Modified V-8) beat me there, and I showed up about 9:50! When Ralph drives his Modified, he goes sans top/sans side screens (but I think he has heat; maybe not). He bundles up like an Eskimo. He is prepared. He drives in from Newark. A few minutes after I showed up, Steve Feld (BT7) and Rudy Hyzer (AN8) came tooling in. They wasted no time in shedding their tops, and Steve stowed his side curtains. Rudy just rolled his windows down. A "modern" convenience, to be sure. And quite handy. Tom Mulligan arrived with a Corvette buddy, Brian Kane. Brian was also along on the Fall Tour that Tom put together back in October. This time, Brian drove another 'Vette: a drop-top. Denise and Sarah Crombie showed up in Denise's Chevy Cruise. Six cars and eight hardy souls. Sarah abandoned the comforts of the Cruise to rough it with me in Little Red. No top, no heat, and the windows are more trouble to put down than they're worth. But, don't tell Red I said that.

We got off to a late start, leaving the parking lot at almost 10:50. The route I put together covered 42.2 miles and took just about an hour to complete. We took a few winding roads (I didn't count the bridges) crossing into Hunterdon County and making our way out to Route 31 in Clinton, before following Route 31 south and picking up Route 523 back to Whitehouse Station where we had lunch at The Rail in Readington. Nobody froze; nobody broke down; nobody got lost; and everybody had an appetite. All in all, I would say the Run was a success. After lunch, we held the raffle drawing for the afghan Sarah had crocheted. The winner ended up being Jay Baumann. Who never wins anything. He can't say that now!

The Polar Run turned out to be the final official event on North Jersey's Calendar of Events for 2017.

Stay tuned to the e-Flashes that Steve sends for the latest and greatest of what's happening, when, and where! Shortly after the first of the year, we will have the beginnings of an Events Calendar for 2018.

Hope to see you out and about and enjoying your LBCs!

*HOLIDAY PARTY: JAN. 6th, 2018 ****

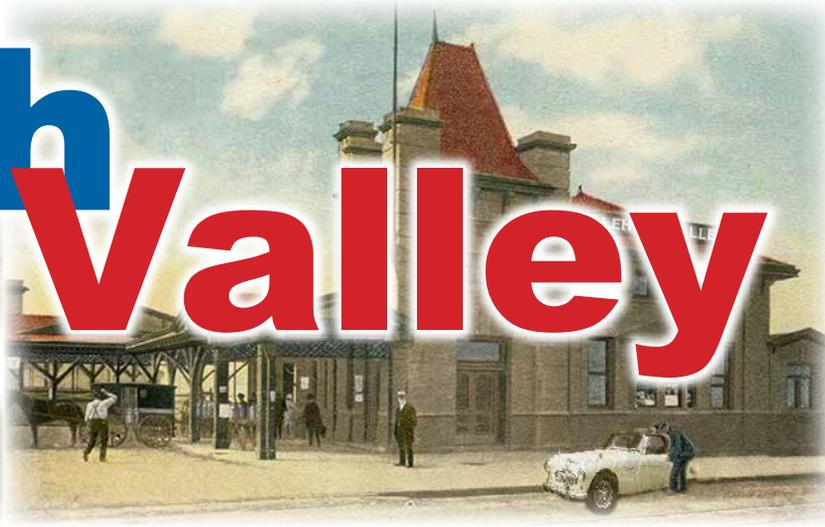
6:00 until 11:00PM

Pavesi Ristorante,

50 South Street, Morristown, NJ 07960



Lehigh Valley



I am a big supporter of the regions sharing their event calendar with the other regions so when I received an e mail from Randy Alkins that the Philadelphia Region had made arrangements with the Philadelphia Glider Council's for Saturday October 28 at 12 PM to have a photo op with the gliders, BBQ and the opportunity to go glider flying. I decided to attend.

The air field is located at 934 PA Route 152, Perkasie, PA. In order to avoid Quakertown I drove my red over black Austin Healey 100 on routes 412 to Route 563 which goes by Lake Nockamixon. I then took Route 313 south to Route 113 and then to Route 152 south total of about thirty five miles.

The PGC has been soaring for 75 years. There were four gliders and a single tow plane. There were quite a few people waiting to fly/glide when I arrived. The Philadelphia Region was represented by eight big Healeys and two sprites. Jim Leshner and David Siwa were there. It was a beautiful fall Saturday. Suggest you explore the PGC's web site as they have quite a history as gliders have been soaring in eastern Pennsylvania since the late 1930's.

The Lehigh Valley Region held its holiday dinner on December 16 at Morgan's Restaurant, north of Allentown. In attendance in alphabetical order were the Becks, Brodeurs, Gatleys, Kunkles, Nases, Pritchetts, Snyders and Weavers. We were delighted to have the club president Ray Donovan and his wife Charlene in attendance. The region provided \$50 per couple so our treasury was only reduced by \$400 leaving approximately \$2,100 remaining much to my disappointment since my objective was to reduce the treasury by \$1,000 or having 20 members and friends attend.

In order to reach out and furnish a benefit to all of our region members it was agreed to provide an annual subscription to the British Marque Car Club News. It is estimated that the cost will amount to no more than \$525 and may be as little as \$352. Region members should be receiving the January issue if not get in contact with me.

A suggestion for the region to make a \$100 contribution to the DMH scholarship fund failed to receive any support much to my disappointment.

The high light of the evening was Donovan bringing with him books from Baird Foster's collection that he had received from Margot in order to raise money for the DMH Scholarship Fund. A silent auction was held and \$205 was raised from the sale for the DMH fund. The big winners were Ken Beck, Bob Snyder and I. I was somewhat taken back that I only paid \$20 for Healey, The Specials, written by Geoffrey Healey. In March of 1997 Baird had paid \$65 for the book, "the last remaining copy", from The Selective Reader, Fine



Aero and Auto Books for the Enthusiast, Greenfield, MA. As an additional bonus I received inside the cover of my book the front page of the June 1994 Regional Edition of the British Marque Car Club News. The headlines were Geoff Healey Passes, Son of DMH was 71: Worked on Healey Projects into the 1990s. The article was written by Rudy Streng who represented AHCA at the funeral of DMH. Contact me if anyone would like a copy.

This past fall I went to Hershey for the AACA Eastern Fall Meet. The first Healey I saw in the car coral was the 1967 Austin Healey 3000 owned by Chris Korte. He knows Paul Parfrey and he says he is a member of the Long Island Region but upon arriving home could not find him in the Membership roster. Chris said that the car was a 2005 Fourintune Garage Gold Level Restoration. He is asking \$110,000 for this red over black Healey multiple national show award winner which has factory works race engine set-up (triple Webbers were visible).

Close to Chris Korte's car were three Healey's on display by Lbl Limited the Next Generation car Guys from Philadelphia. The Healey's on display were a 1962 3000 MkII offered at \$145,000, a 1956 100/4 recently restored by BMC of Philadelphia and this car includes BNIHT certificate and 100M registry certification.

Also in the car coral was a 1958 bug-eye sprite being offered for \$32,500. Call 412-607-9757 if interested in this red sprite. Ragtops and Roadsters Inc. had on display and on consignment a 1954 Austin Healey 100-4 which was priced at \$77,500 OBO. This car has four steel wheels with original paint and a period vinyl hard-top which was not on display.

The most interesting car that I saw in the green field was a bug-eye sprite race car. It had a roll bar. The car number was 11 and evidently raced in H Production. According to Fred Sherk this car flipped over in its first race in 1967. It wore an AACA badge certifying it as a competition race vehicle. A hand written note on the windshield indicated that this car was not for sale but a \$100,000 offer might start a conversation.

Thanks for looking.



Austin Healey Sports Touring Club
Statement of Financial Position
December 31, 2016

ASSETS

Current Assets	
Checking/Savings	\$22,095
Certificates of Deposit	<u>17,167</u>
Total Current Assets	39,262
Other Assets	
Regalia and Encounter Advance	<u>2,450</u>
TOTAL ASSETS	<u>\$41,712</u>

LIABILITIES AND EQUITY

Current Liabilities	
Deferred Income	
Memberships	\$4,313
Equity	
Net Assets	
Temporarily Restricted	530
Unrestricted	<u>36,869</u>
Total Equity	<u>37,399</u>
TOTAL LIABILITIES AND EQUITY	<u>\$41,712</u>

Austin Healey Sports Touring Club
Statement of Activities
Year 2016

INCOME

Members Dues	\$8,210
Advertising	3,575
Encounter Income Exceeds Expenses	1,751
Clothing Sales	883
Interest	<u>93</u>
Total Income	14,512

COST OF SALES

Merchandise	<u>1,303</u>
-------------	--------------

GROSS INCOME	13,209
---------------------	---------------

EXPENSES

Flash Layout	5,600
Region Rebates	3,630
Insurance	3,212
Membership	1,310
Charity Donation	500
Host Fees	408
Board Meetings	323
Awards Recognition	313
P.O. Box Rental	<u>66</u>
Total Expense	<u>15,362</u>

EXPENSES EXCEED INCOME	<u>(\$2,153)</u>
-------------------------------	-------------------------

MEMBERS CORNER

By Rick Brodeur

Brandywine

Ian Hall

Kennett Square, PA

'62 AN6

Bruce Casagrande

Murfreesboro, NC

Lehigh Valley

Russell & Kathryn Olsen

Allentown, PA

'58 AN5

Philadelphia

Ken and son Dustin

MacKenzie

Atco, NJ

'54 BN1

'59 AN5Ç

Next month we will be kicking off our annual Membership renewal campaign. If you are due for renewal you will receive a renewal notice. Your early response will be appreciated.

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. If you have a problem receiving the Flash, please contact me. 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 on the web site.

WEBSITE INFORMATION

The new calendar of events for 2017 should be up on the website soon. Regional event pages are being filled in and are for members only with a website login. We'll do our best to keep these calendars up to date. If you know of an event not listed, please send it to me at membership@austin-healey-stc.org and I'll see that it is posted.

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.



Regalia Online Store

The AHSTC club has started a new way to get Bling. We have set up with a vendor who has all our logos. Click on the link below and Buy,Buy,Buy

<https://ahstc.qbstores.com>

Questions/concerns contact: Harrison Roberts Email: harrison220@msn.com

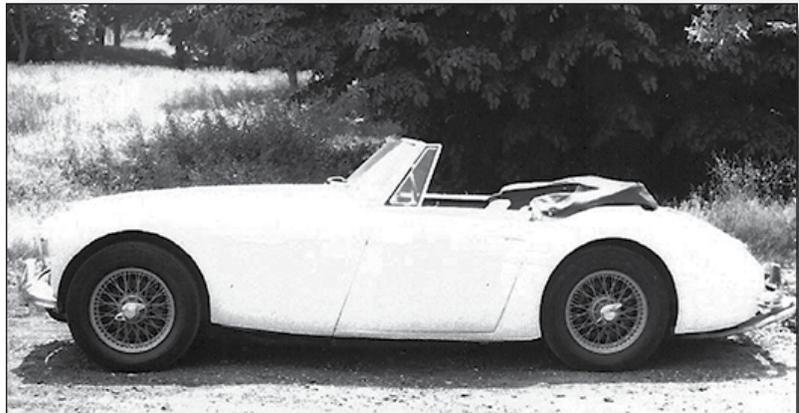
Old Photos of Things We LOVE

Article and images provided by Bob Gollon

Hi Steve,

I was reading the November Flash and saw your comment asking for old pictures. I purchased my 1962 BJ7 while in college in December 1972. It had been rear ended in June of that year in NJ by a woman in a Cadillac who blew a tire and was towed to a repair shop in Willow Grove, PA. They told the owner the frame was bent and put it in their scrap yard. It stayed there for 6 months when I saw it with torn top, rotted seats and floor boards, and crushed trunk and left fender that actually cut into the Michelin left rear tire. Pretty sad looking, but the frame wasn't bent. My dad and I got it started and after bending the fender out and putting on the spare, actually drove it around the lot. The motor only had 70,000 miles and didn't smoke and had good oil pressure. The transmission shifted fine and brakes worked. I bought it and actually drove it home, hoping not to get stopped by the police. We worked on the car for the next few months (my dad was a car repair genius) and he did the painting (old English white). I redid the interior by hand using a heavy duty sewing machine. I've attached 3 photos for you, although since I took them, am not in any. The first 2 are in black and white and are from the summer of 1973 after all the work was done. The 3rd is from 2013 and used to purchase stated value insurance. The car still looks as good. Hope you find this interesting.

—Regards, Bob Gollon



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Letter to the Editor

CONCOURSE BUT NOT HISTORIC?

By Tom Zalewski, Brandywine Region

Steve,

Have you or anyone within AHSTC been following the recent changes on the definition of historical vehicles within the European Union? I have been attempting to do so and acknowledging that these definitional changes have the potential to effect the Austin Healey marque (and the greater historical vehicle arena) here in the USA I thought it would be good to author an article for the next AHSTC FLASH as an overview of these changes.

So, attached you will find the text for my submission for said article. Have not attempted to format the article but am passing along as straight WORD file with the logos for FIVA and the UK Department of Transport below – should you choose to use.



Department
for Transport

Please let me know if there is anything you might need of me in support here.

Wishing you and your family a Blessed and Merry Christmas an a safe and Happy New Year! —Tom



Congratulations! After much lamenting, many trials and tribulations, and after a level of financial investment most likely greater than your first home mortgage; you have finally been successful in elevating your Austin Healey from a fifty plus year old car to a vehicle that meets Concours Standards! You certainly can be proud to know that your car is now in better shape than when it left the factory and ready to be judged by any and all!

That is, unless you want your car to still be known as a “historical” car. According to the Federation Internationale des Vehicules Anciens’ (FIVA’s) recently released Charter of Turin Handbook, first distributed to attendees at the FIVA General Assembly in Bucharest on 17 November 2017; a vehicle restored to better-than-new condition should no longer be considered historic and therefore should no longer enjoy the benefits of the historical vehicle classification. You can read more at <http://www.fiva.org/?p=6365> and/or download the Handbook at <http://www.fiva.org/wp-content/uploads/Charter-of-Turin-2017.pdf>

According to the FIVA Charter “FIVA’s intention is to protect and promote a correct and historically respectful way of looking at the past.” It goes on to say “Just as we cannot imagine restoring a historic building – let’s say a Greek temple, for example – as if it was built yesterday, because it would represent a falsification of its nature and a mystification of its history, in the same way we should avoid bringing vehicles back to a “better than new” or “mint” condition.” The FIVA Charter does acknowledge

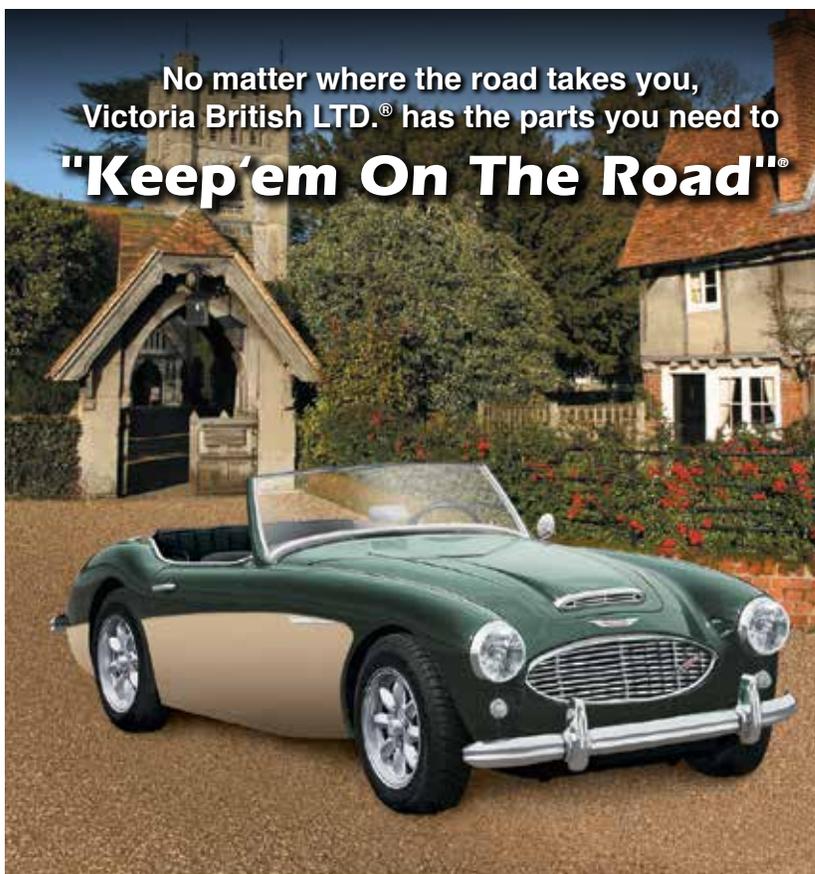
that “The challenge for the owner of a historic vehicle is to balance stewardship against the pleasure to be derived from usage. Stewardship involves the owner having the responsibility of keeping the vehicle in a condition whereby when it is passed on to the next generation it will still be usable and enjoyable to drive/ride on the road.”

Just what is considered a historical vehicle? FIVA defines historic vehicles as “mechanically propelled road vehicles which are at least 30 years old; which are preserved and maintained in a historically correct condition; which are not used as a means of daily transport; and which are therefore a part of our technical and cultural heritage.”

What is so wrong with wanting to make it better? FIVA points out that often an “imaginary ‘mint condition’ still is the aim of restorations and there is a lot of diffuse ‘common knowledge’ about original condition and authenticity. Such claims are reproduced repeatedly but mostly not reflected critically or backed by precise historical sources. Nevertheless, such assumptions often serve as a basis for restorations, with on occasions rather questionable results. Sometimes the demands of the owners for ‘original condition’ are guided by more or less refurbished and sometimes very freely interpreted examples. In many cases, authentic components have been removed and destroyed, just because they didn’t fit into the ‘accepted’ schemes. The practice to design a vehicle to the owner’s visions by destroying an original should be rejected rigorously.”

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and assembly required enormous amounts of human effort, all meet a single standard? No matter how well the Austin Healey Concours standards have been researched and proven out, there are experts out there that question the rationale of such a standard existing when it is commonly understood that no Healey ever came off the production line as an identical clone of any other? Each car, in more ways than Donald Healey had envisioned, is an original!

But all is not lost! Brexit is the silver lining here for Concours car owners. While it is true that in September 2017, the U.K. Department for Transport (U.K. DfT) altered its definition of Vehicles of Historical Interest (VHI) – its term for “classic car” – from any pre-1960 vehicle to any vehicle 40 years and older, it notably excluded “vehicles that have been substantially changed, regardless of their age,” from the definition. This change in VHI classification corresponded with the European Union’s directive. However, since then, the U.K. DfT officials have conferred with representatives from the Federation of British Historical Vehicle Clubs and issued new guidelines on modified vehicles that will only exclude from VHI status vehicles, those that have been substantially modified within the last 30 years. So, there is a bit of salvation from the “Mother Country!” For those interested in exploring further, these substantial change guidelines can be found at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/670431/vehicles-of-historical-interest-substantial-change-guidance.pdf

While we may be experiencing a sea-state-change in the classical car arena, with recent uptick interest in the extremes from true “Barn Finds” to that of full “Restomod,” the take-away here is that no matter where your interest in Austin Healey vehicles lay, be it Historic, Survivor, Original (aka Driver), Spectator/Enthusiast (aka now waiting yet another year for a vehicle of their own, as an Austin Healey is always on their Santa Wish List!) or Concours there is no one manner of enjoyment that should be considered better than any other as each has its positives and negatives and a diversity of manner of involvement is in the best interest of the marque.

So, get out there in 2018 and enjoy the Austin Healey marque in the manner you find best serves your interest!





Photo by Chris Korte
2016 Vanderbilt Concours
BEST IN SHOW

1967 Austin Healey 3000

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Chris Korte (631) 848-8468
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\$110,000 for a Healey at Hershey anyone?



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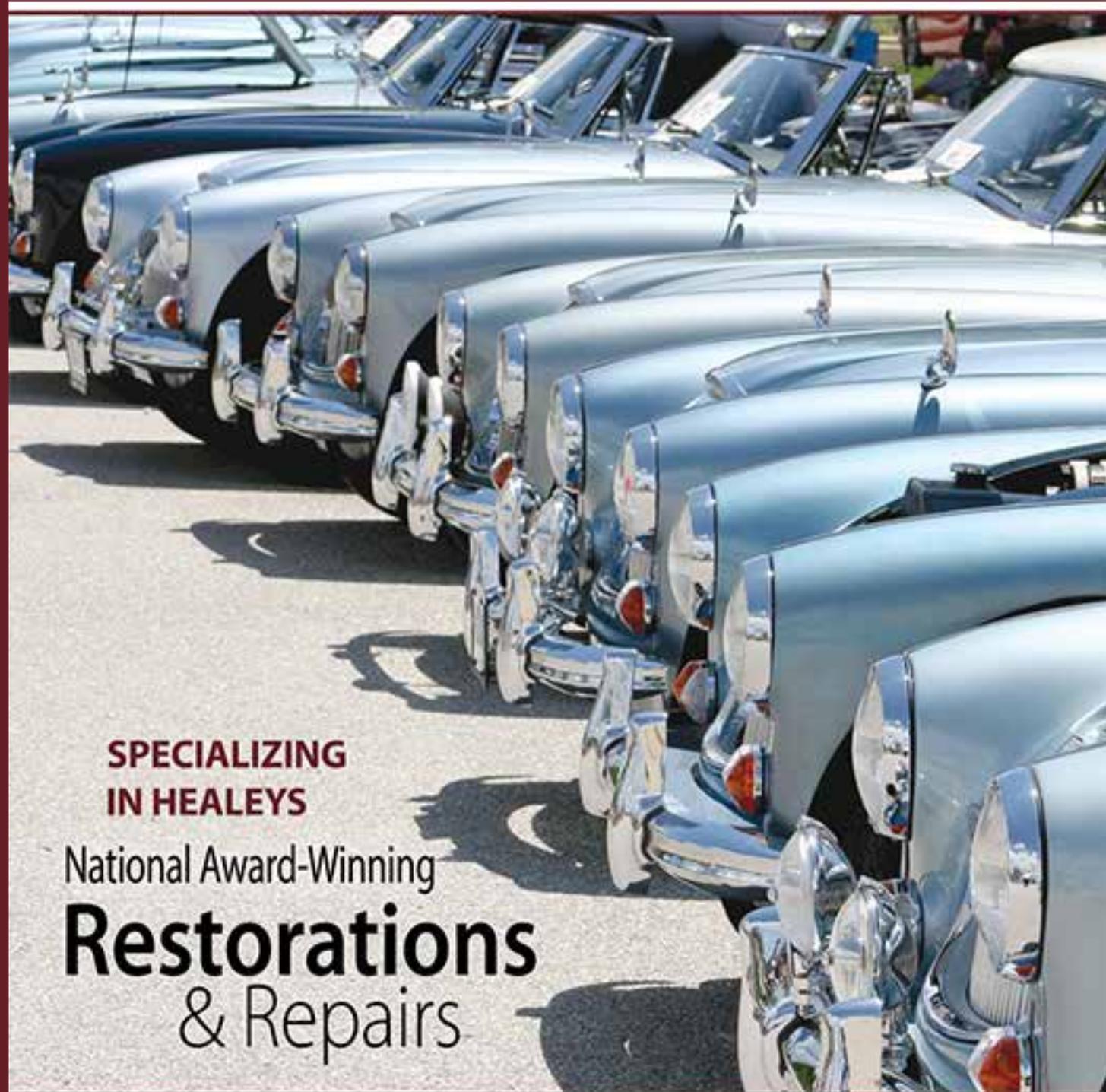




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Contact Ian Hall 610 883 7109 *or* Motovespa65@gmail.com

I am an owner of an Austin Healy 3000, MK1, BT-7. It's been restored. I am trying to find someone who might be **interested in buying some left over original parts** I've had for years. The largest and most complex is a complete engine and transmission. They would need a total work up and restoration but all of the parts are there. Thanks Rich Hollenbush hollenbu@cs.com

My father in law passed away, and we are looking to sell the 1966 Austin Healy Mark III. The car is dismantled and was in the process of being professionally restored Is anyone interested ?

Thanks John jsts@optonline.net

Thanks to the great friends and members of the AHSTC my "wanted to buy list" has become considerably smaller.

Looking for a 100-4 battery cover panel. Thank you, stmiller96@hotmail.com

Bugeye parts

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3rd Tuesday, 6:30PM

Watch E-Flash
for Location

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President

Ken Beck

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Editor

Ken Beck

kenbeck@rcn.com

Meetings

3rd Monday

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for Location

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Editor

Randy Alkins
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Meetings

3rd Monday, 7pm

Metropolitan DIner

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Time & Location

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Meetings

Watch E-Flash for Date,
Time & Location

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workshealey@aol.com

Editor

Paul Parfrey
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workshealey@aol.com

Meetings

Watch E-Flash for Date,
Time & Location



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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