

The *FLASH*

OCTOBER 2016 | ISSUE 464



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

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THE FLASH

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ON THE COVER

*Austin Healey
 with a Gipsy.*



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What's In The Flash

Steve Jekogian

Talk about a drive. I took a "road trip" to North Carolina last weekend and passed Fredericksburg, Virginia. Why is that important to write about? Because in 1981 the joint Encounter Conclave was in Fredericksburg.

From North Jersey it took my about four hours to get near Fredericksburg and it was not a great ride in October, and I remember the ride in August was worse. Who was on that trip, me, Dennis Meehan, Ben Cohen, Walt Mainberger, Bob Pense and who else?

I remember it was hot and sunny with slow traffic, especially in the Baltimore tunnel. In 1981 a lot of the new highways in the Baltimore area were not built yet so it was an "old slow" go. Bob Pense introduced us to "air conditioning" in his Healey. Well kind of. Bob had an ice chest and would put a towel in the chest to get it wet and cold. Then he would put it over his head to cool down. When it dried off he switched it out. I also think there was a 4inch flexible air duct taped to the driver's side fender and came thru the window opening down to the floor area for "foot ventilation". Not a bad idea.

What the point is, that we actually did drive the cars farther then. Were we dumber then? Did other cars not go as fast, or were not as comfortable as they are now? Or we cannot take the heat as much now? Who knows? But the trip to Fredsburg was fun, and remembering past drives to past Encounters was fun for the 8 hour trip to North Carolina.

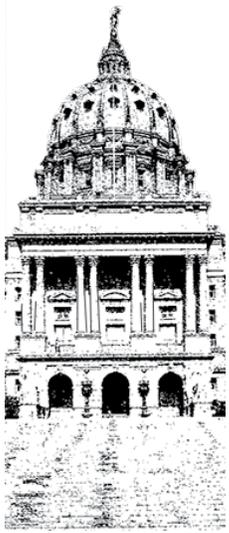
Perhaps we just had more time in the 1980's.

Speaking of time please check out the ad (*page 16*) for the **FREDERIQUE-CONSTANT WATCH VALUED AT \$3,200** in this issue. All the money collected from the sale of this watch will go directly to the **DELAWARE OVARIAN CANCER FOUNDATION** which is a great cause.

Your chances of winning this \$3,200 WATCH ARE GREAT. Only 100 chances will be sold. The drawing will be held on In November 2016 so

- Print out the Flash or that one page (Do not worry about the August date)
- Copy it depending on how many chances you want to purchase (1 form for each donation
- And mail them and a check in





HARRISBURG REGION

By Fred Bennett

Thirteen members gathered at the Hillside Café on September 20th to reminisce about this year's Encounter in Delaware and to continue plans for our region's own Encounter in 2018. As was typical all this summer, the weather was still quite sultry, particularly for mid-September, so only the Brockmans and the Fritzs arrived in Healeys. The rest of us "wimped out" and drove our air-conditioned SUVs.



Harrisburg's future hosting of **Encounter 2018** was the primary topic of conversation. Bob Preston reported on the Shepherdstown fact-finding trip taken by him and Pamela, along with Joe and Barb Spear, Mary Ann Waltz, and Butch and Lynn Brewer. While all were impressed with the available facilities and area attractions, Bob is still soliciting additional potential venues. Please contact Bob or Joe Spear if you have any suggestions. Our region will be making a decision within the next couple of months.

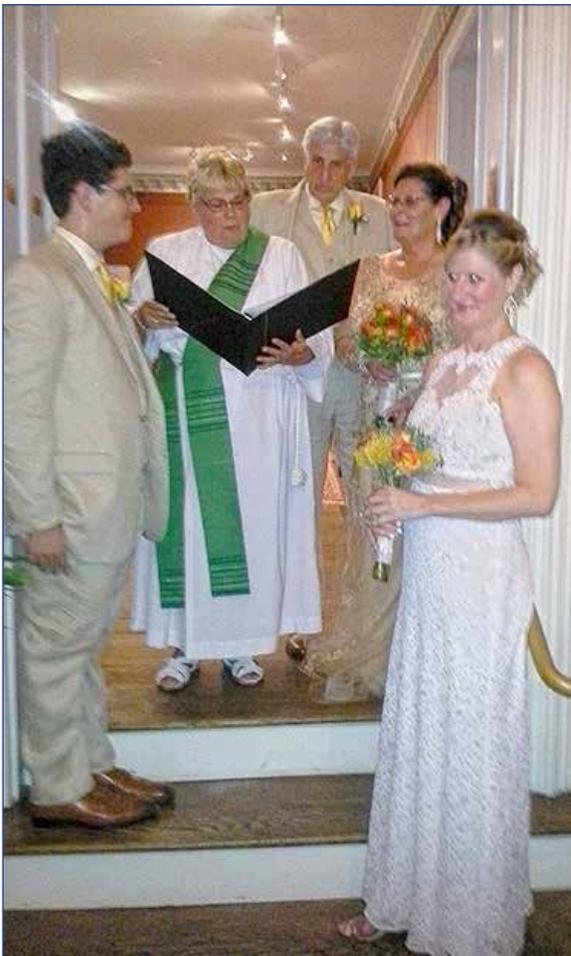


October will be a busy month! Everyone is looking forward to the Hershey meet on the 8th. Additionally, our annual Fall Tour is coming up on October 15th. We will be meeting at the Summit Diner off the Lewisberry exit on I-83 before 10 AM. Liz and Scott Brockman have once again laid out an interesting and beautiful drive through the Cumberland County countryside. Since we will be stopping for lunch, Joe needs a count before October 12th to make reservations in advance. There is also an optional side trip to a farmers market planned for pumpkin buying.

The **Annual Awards Banquet** will be held at the Harvest Restaurant in Hershey on November 5th. After discussing what we should do with some of our “earnings” from volunteering at Conclave last year, it was decided that the club would provide hors d’oeuvres and dessert. Please plan to attend this celebration of the past year’s camaraderie and accomplishments.

December brings the end of the driving season, but certainly not the end of club activity. Our annual Progressive Dinner is scheduled for December 10th. We will enjoy cocktails and hors d’oeuvres at the Hoopers’, the main course 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.”

The last item discussed at the meeting was the **Frederique-Constant watch raffle**. If you have not purchased a ticket for this worthy cause yet, you still have time. All funds go to fight ovarian cancer, and you just might end up owning one of the most beautiful and desirable timepieces in the world to go with your beautiful and desirable Healey.



In Other News...

Long-time AHSTC members and good friends, Del and Liz Border, celebrated their 50th wedding anniversary on August 27th at the Harris-Cameron mansion by renewing their wedding vows with family and friends. We congratulate the Borders on this milestone and wish them good health, happiness, and peace in all the wonderful years to come!

A Final Thought...

Now that all that beautiful autumn foliage is falling gently down upon our winding Central-Pennsylvania roads, can you think of a better “leaf-blower” than a big Healey at speed?



PHILADELPHIA

REGION

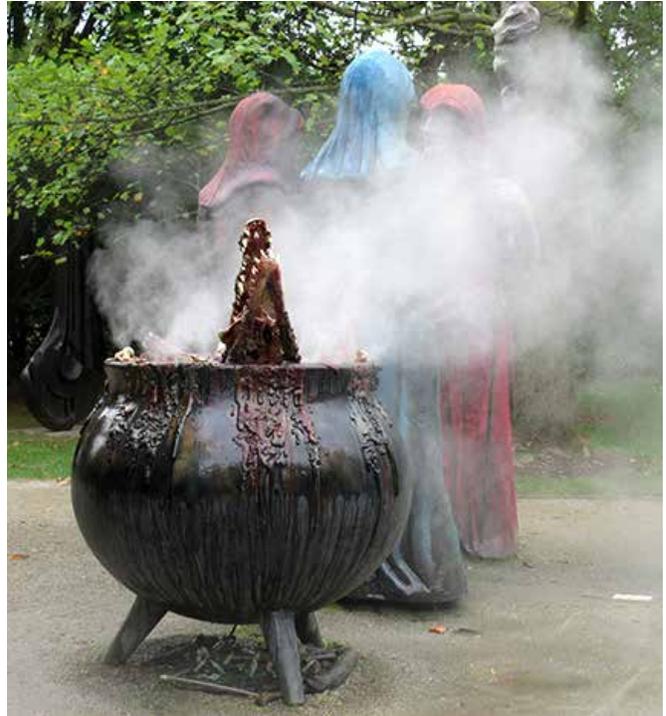
September is underway and we are still experiencing the hot temperatures of summer. However, the weather “experts” tell us that cool autumn days are coming.

We held a third tech session at Ray’s garage to work on his BJ8, and it finally appears to be ready for the road. The head is back on, carbs tuned, and it is running as a Healey should. Thanks to all members who helped revive and breathe life back into the car.

If you have an idea for a tech session, or want to have one, please contact me.

Our monthly meeting was held as usual at the Metropolitan with over 20 members in attendance. A good meal was enjoyed by all, and the good company prevailed. We discussed future club events, including a possible picnic event on Sunday, October 30th, at Castle Spring Mill in Doylestown, PA. More details will follow if weather allows.

On Saturday, September 24th, more than 20 members ventured out in their Healeys to Hamilton, NJ, to the Grounds for Sculpture, first meeting in Doylestown. The skies were gray in the morning, and there was a brief sprinkle, but the afternoon





turned sunny. Everyone seemed to have enjoyed the day's outing, followed by a good lunch at Killarney's Public House, nearby. Great conversations ensued.

Club members toured the sculpture gardens which were unique, and it was interesting to come upon a sculpture while strolling along the pathways. The creative sculpture of the Three Witches in Macbeth, complete with bubbling cauldron, was fun to look to at. We were impressed with the various mediums employed to startle the viewers' emotions.

On Saturday, October 8th, the British Car Show will be held in Lahaska, PA. This is an annual event sponsored by the Philadelphia MG Club, and has been well attended in the past.

There will be another Christmas party in December, the precise date to be determined. Until then, we will see everyone at the next club meeting on Monday, October 17th at the Metropolitan, at 7 p.m. Happy Healeyng!



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Brandywine

REGION

Our annual Crab Crawl and Feast took place Saturday, September 10th. The tour was along Delaware rt.9 paralleling the Delaware river. This is a very bucolic region consisting of wetlands, wildlife sanctuaries and small villages. The day was hot and sultry so a mix of Healeys and AC equipped cars made the journey.

The Boondocks restaurant outside of Smyrna Delaware was our destination. Once again, the group enjoyed a sumptuous feast of steamed crabs, corn, hush puppies and fries. The brew of choice this year was Blue Moon summer ale – a very refreshing wheat beer. Enjoying the festivities were: Chuck Ott; Jim Martin; Dave, Ann, Brian, Emily and Benjamin Ehret; Pete Roberts and Dee Caffrey; John Montague; Les and Shawn Lewis; Ernie, Joan and Andrew Leser.



The “Crab Fest” seafood extravaganza!



If you’re looking for great seafood, you go out to the boon docks. That’s where you enjoy the best, the Boon Docks Restaurant, that is.



Our gang and Lewis' BJ8

A brief business meeting was held by president Chuck Ott. He reported most significantly that Encounter 2016 was both an enjoyment and financial success. Very rewarding to hear after the hard work required to put on the event from a good number of AHSTC members.

Hopefully we have seen the last of this summer's heat waves. Cooler, dry weather in the upcoming Fall will allow us once again to better enjoy our cars.

FUTURE EVENTS

Brandywine Region Picnic, Saturday October 8th, 1 pm. The Leser residence, Elkton, MD. RSVP to Joan by October 1st (410-398-7308).

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

Christmas Party and Gift Exchange, Saturday December 10th, 6 pm. The Lewis residence, Elkton, MD. RSVP to Shawn by December 3rd (302-354-1271).

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



Long Island REGION

This month there is a lot of ground to cover. I was sorry to miss what are two of my favorite yearly events but, fortunately, other members attended and took pictures.

Frank Filangeri provided the photo of member Cathy Preston taken at the Community Church car show in Stony Brook on August 13th. Cars are arranged around the church grounds, an inviting venue with shade trees in abundance. Unfortunately, Encounter was the same weekend and I couldn't be in two places at the same time. Cathy is a long-time member who has worked long and hard to get her BJ8 on the road. Car and driver look great together!



Cathy and BJ8



Stu and Beate



Steve and Mary Ann



Chris' Best of Show



Phipps Mansion



Scott and BJ8



Larry, Paul and B-17



Rich and "B"

The Scottish Games were held on August 27th at Old Westbury Gardens. Steve Tjepkema, Scott Greenfield, Stu Smith and Beate, Rich Miot, Mary Ann Sekelsky and Tedd Krummeck attended. This is a spectacular place for a British car show. It is always held in front of the elegant mansion house. See photos. Thanks to Mary Ann and Rich for supplying them!

The Vanderbilt Concours was held on September 11th with Scott Greenfield, Steve Tjepkema, and Chris Korte there. Chris provided the photo of his best of show award. Congratulations, Chris!

Thanks to Larry Gersten, I was able to reach Morristown Airport for my flight on WWII airlines to Poughkeepsie, NY on September 9th. The LIRR and NJT trains brought me to Morristown, and Larry graciously offered me a ride from the train station to the airport. It was quite a day! And I was even able to return home in time the next day to be with three of my granddaughters at the annual block party.



Frank Dapiran hosted a few Regional club members at his home in Denville, New Jersey on Saturday, September 10th. Richard Ippoltti (100-6), Steve Feld (3000), Jim Vollmuth (Morgan), and I (Highlander) joined Frank and his sister-in-law for coffee and doughnuts (and more coffee...and more doughnuts...) prior to getting down to the business at hand. Frank attempted to teach yours truly (and anyone else that was interested) how to weld in a straight line (yeah, like that is a losing proposition from the get-go!) and have the bead hold up to more than a half-hearted sneeze. Suffice to say, this old boy still needs quite a lot of practice, although Frank did his best to convince me that I was making progress. The other guys advised me not to give up my day job.

The following day, September 11th, saw quite a few members attending the Warren Car Show, in Warren, NJ. This show usually attracts quite a crowd, and is open to all kinds of classic, vintage, and special interest cars. Those members I ran into at this show included: Ralph Scarfogliero (100 V8), Ian & Sue Kessen (BT7), Bob Pense (BJ8), Gary & Teresa Baumann, Jay Baumann & Dawn Bowden, Steve & Lynn Jekogian, Allen & Ginny Rosenberg, and Traveling Brit Rachael Foggo.

The more interesting cars on display this year (in my humble opinion), included a Delorean, a Sunbeam, a Ferrari, an Avante, a TR3, a Lotus, a 1958 Isetta 300, a Bricklin SV-1, and no less than 5 Cobras! There were, many that rated mention, but this poor scribe's notes were too hard to decipher.

Rumor has it that some members made the drive out to Ocean Grove on Saturday the 17th for the Brits on the Beach Show. As I didn't make the show, I can't forward along any information as to who attended. Although I dare say that there will be some discussion about all of these recent events at the next monthly club meeting, as well as the Autumn Leaf Festival in Bethlehem, PA (October 1st); Fall Fest in Summit, NJ (October 2nd); Brits at the Village in Peddler's Village, Lahaska, PA (October 8th); and who knows what else. I know that we also have, on tap, our Regional Fall Tour set for Sunday, October 9th; our monthly club meeting; and a Tech Session scheduled for Saturday, October 22nd at Bob Pense's in Martinsville, NJ. These are just some of the regional events still on the calendar for the tail end of the driving season.



North

Jersey

By George Crombie





It looks like one body shell, but it is actually two Healey bodies waiting for assembly in a restoration shop in Allentown.

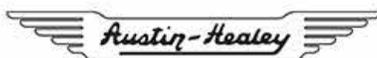
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MEMBERS CORNER

By Rick Brodeur

It's been quiet on the membership front, there are no new members this month.

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.

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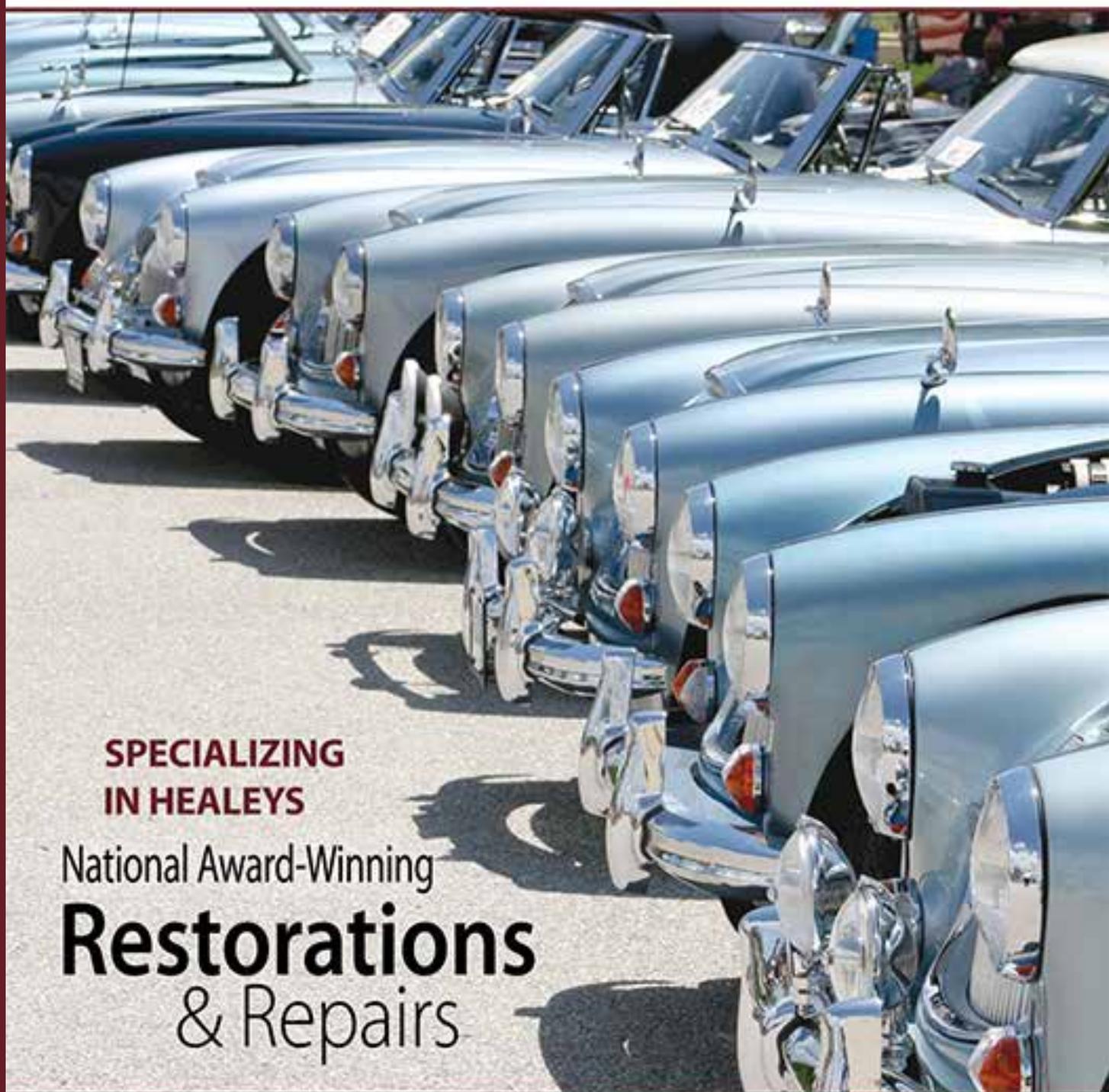
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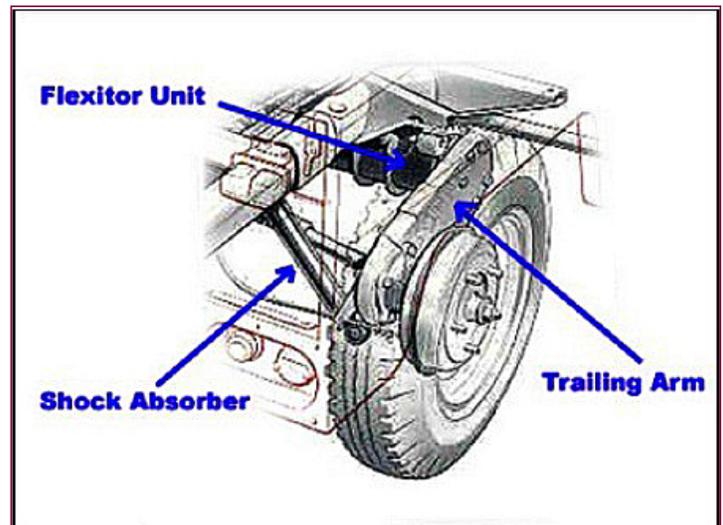
WHAT WAS THAT ABOUT AN ENCOUNTER WITH GYPSIES?

Article and images provided by Michael and Thomas Zalewski, Brandywine Region

Many of you who read George Crombie's article in the September 2016 AHSTC FLASH may have said to yourself *why all this talk about gypsies?* Since George and many others who attended this year's Encounter were so impressed by it, we thought we would share a brief history of the vehicle and the story behind our purchase of an ex-AFS Austin Gipsy. That's Gipsy with an "i" and not "y"!

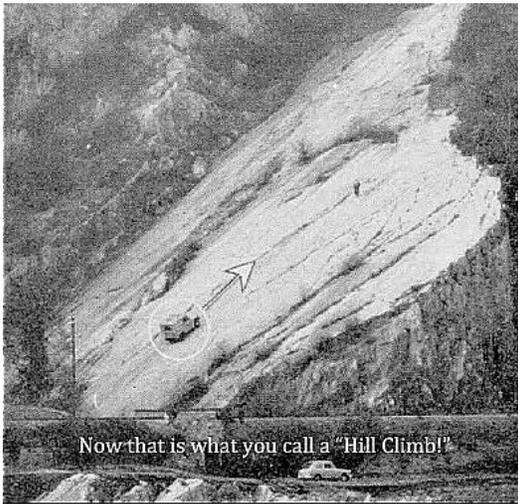
Austin Gipsy History (excerpted/adapted from austinmemories.com)

In 1952 the Austin Motor Company began producing the Austin Champ under a military contract to the UK government. The civilian version only sold in small numbers, and the Austin Champ production ceased in 1956. It was against this background that the Experimental Department at Austin Motor Works looked at a completely new design that would compete with the Land Rover, using the experiences gained with the Austin Champ. Starting with a clean sheet, one of the first decisions that the Austin development engineers made was to adopt a new type of torsion suspension that was called Flexitor. The Flexitor units were developed by Alex Moulton, who had produced the rubber cone on the Mini along with the hydroelastic on the 1100. These units were comprised of two concentric metal cylinders with rubber chemically bonded between them which meant they did not need lubrication and coped well with repeated impact over bumps. Another advantage with this system was that the units gave a natural damping to the suspension, and with the addition of hydraulic shock absorbers made for a controlled ride. Using this new suspension system enabled independent suspension all round by incorporating trailing arms on which the wheel hubs were mounted.



From the outset the Austin Gipsy had been designed as a rugged cross-country vehicle and had a wheel base of 90 inches, which was 2 inches longer than the Short Wheel Base (SWB) Land Rover. The body (unlike the Land Rover aluminum body) was made from sheet steel. Power was provided by the 2,199 cc four-cylinder petrol engine from the Austin A70 Hereford, an engine proven to be reliable, however, one that only produced 62 bhp @ 4,000 rpm. Owners of Austin Healey cars, many who participate in timed gymkhana races, might find it difficult to understand that power isn't everything. Torque is more important for this type of vehicle and this engine was capable of 110 lbs/ft at just 1,500 rpm. The engine was mated to a four-speed gear-box and a transfer box giving the operator a choice of either rear-wheel drive in high ratio, neutral for power take-off or four wheel drive in low ratio.

Changes were made to the suspension and steering in the Series II to improve cornering and reduce tyre wear. The Flexitor unit received a softer rubber compound, hydraulic shock absorbers were replaced with lever type dampers, like those common in the big Healey designs, and the ground clearance was improved. As the Austin Gipsy had to be capable of being filled with fuel in remote locations, the fuel tank had a filler neck that could be extended to make it easier to fill from a "jerrican" (known in the USA as a jerry-can).



At the end of 1962, time had come for another update and for the Series III to be announced. However, Austin opted to designate it Series IV, of which no less than 25 different versions were available. The standard suspension was now semi-elliptic springs with beam axles; however, the Flexitor version was still available all-round on the Short Wheel Base. Power from the petrol engine was increased by 10 bhp to 72 at 4,000 rpm (still only 80% of the Healey 100 engine), while the torque increased by 2 lbs/ft to 112 lbs/ft at 1,500 rpm. Even with the increased power the transmission was still well within its capacity to cope, in fact the transmission was thought by many to be superior to the Land Rover, as it was possible to change between high and low ratios “whilst” on the move.

The Series IV Austin Gypsy caught the attention of the British public in the West Country with spectacular ascents of the Avon Gorge. “Although the rock face, which is close to 45 degrees from the horizontal, was glistening with damp from frost and rain the Austin Gypsy made the climb without difficulty and with halts” for photo ops! Now that is what you call a “Hill Climb!”

Over the years, attempts were made by Austin to dislodge Land Rover from their monopoly of supplying vehicles to the UK MoD but, these attempts were never very successful. However, in 1965 the UK government did order several hundred Austin Gypsy vehicles for the national Auxiliary Fire Service (AFS) to be used in the event of a nuclear attack or other national emergency. These along with other fire related vehicles like the Green Goddess (the colloquial name for the Bedford RLHZ Self Propelled Fire Pumper) were held in storage by the UK government for over 30 years; early on in a mine then in government warehouses, where they were regularly maintained but saw little service. In 1997 most of these vehicles were sold off, much to the delight of collectors who were able to purchase virtually new vehicles that were decades old. The ultimate GARAGE FIND for any car enthusiasts. Registration Number CYY291C, with 947 warranted miles on the odometer, was sold at the British Car Auctions (BCA Measham) as Lot 262, one of the last of the Austin Gypsy Lots sold that day. Following that BCA Auction in 1997, the proud UK owner (unlike many of his fellow purchasers of the other vehicles from this auction) put only 1,189 additional documented miles on the odometer over the thirteen years he owned it. So, when it was sold again at the 21 July 2010 H&H Classic Car Auction in the UK, it then had only 2,136 miles. Interest in this vehicle that day was such that the final sale price was double the Auction House’s estimated price. The winning bidder was an American from Rumson, New Jersey. After having it shipped “across the pond” along with a couple of Land Rovers and holding onto it for a few years and not doing much with it, this American owner was looking to move it on.

Enter the Zalewskis!

It was the fall of 2011 and early winter of 2012 that found Mike overseas as a deployed Department of the Army Civilian. While overseas, Mike started toying with the idea that he would like to buy another historic British vehicle to complement the 1965 Austin Healey 3000 that he co-owns with his father Tom. This time he wanted a four wheel drive all-terrain vehicle. So, after returning stateside, he located and purchased a 1981 diesel powered Series III Land Rover on which many hours of enjoyment (and frustration) were spent “tinkering.”

Leaping ahead to the spring of 2014, while traveling through Red Bank, New Jersey Tom saw what looked to be an early Land Rover For Sale. Upon closer investigation, it was found that this vehicle was not a Land Rover but was, in fact, this ex-AFS Austin Gypsy vehicle. So, within a few months, Mike’s Land Rover was sold and the Austin Gypsy was sitting in its place in Mike’s garage as another “dad and me project.”



As always in the Zalewski garages it is safety first and the refurbishment of Austin Gipsy's brake system was one of our first efforts. In working on the brakes we soon found that while many parts on the Austin Gipsy were a direct lift out of the Austin common parts bins and, even more promising, that many were common with the Austin Healey 100s (distributor, brake cylinders, etc.), others are unique to the Austin Gipsy (the Zenith 42N carburetor, the Flexitor suspension, brake shoes, brake shoe springs, . . .). So, it is not always like having a plethora of established part supplies (aka Healey Surgeons, Moss Motors, Victoria British, etc.) out there competing for your every part order. Finding a company to reline the brake shoes that are used only on an Austin Gipsy was our first venture into unique classic car ownership, and was an interesting venture. We finally found a place in Indianapolis, Indiana that was capable of re-furbishing the shoes and bonding on new linings. Of course being a different wheel base, the canvas tilt (known as a hood to most Healey owners and soft-top or rag-top to American convertible owners) is not interchangeable with Land Rovers and replacement Austin Gipsy tilts are no longer available. We were able to find a local craftsman who was able to replicate our original tilt fairly well. After fifty years of service we felt that it would be wise to hold the original tilt in reserve and not risk further deterioration.

One surprising find was that since the original *Avon 600X16* Avon Traction Mileage tyres were also used on the early Land Rovers and several other vehicles these identical tyres are still being made. So, while the tyres on our Gipsy were original out of the factory and have less than 2300 miles on them (even with original mold lines and tabs on the spare!), we decided it was not worth the risk of losing any original body work or any other aspect of this very original vehicle to failure of a tyre while driving. Therefore, we have newly manufactured wheels and tyres for safe driving and, as with the original tilt, we have the original wheels and tyres for display at any show that truly values originality.

If you would like to learn more about Austin Gipsy vehicles we would refer you to <http://www.austinmemories.com/styled-69/index.html> or <http://www.austingipsy.net/>

For more information about the sale of our ex-AFS Austin Gipsy at the 2010 H&H auction <http://www.handh.co.uk/buy/1965-austin-gipsy/8364> or please feel free to email Tom Zalewski at tjzalewski@aol.com

Happy motoring to all – whether it is at touring speed in your Healey or at a crawl on a one-in-one hill climb!





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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.

Perfect tow/chase car for your Healey collection. Add a little class to your stable....

- \$16,750.00 • 610-721-9778 or leo.kob@villanova.edu



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



In case you have not seen this "spec" ad, please click on the image above.

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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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