

The FLASH

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OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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IN THIS ISSUE...

RPM	3
Letters to the Editor	4
What's In The Flash	6
Membership	7
Lehigh Valley	8
Harrisburg	10
Philadelphia Region	12
Brandywine	14
Long Island	15
North Jersey	16
Encounter 2011 update	19
Upcoming Events	21
Philly Region Visits Leydon Restorations	22
AHCA New England Summit 2011	24
Is It Time to Retire Those Tired Tires?	26
Tech Tip	29
Classifieds	30
Directory	32

Main Cover Photo: Healey In Its Element - Rowe Hill Climb

Bottom: Ken Weidner & Jay Leno; Ken Beck demonstrates wire wheel truing at LV; Mike Bradley and John Heffron admire the V-12 engine of the Ferrari Superamerica

It is official spring has arrived and with it begins a couple of months planning on when and where you'll be going with your Healey. Did you make your hotel reservation for Encounter in Paradise Pennsylvania this August 10th through the 14th? If you are considering attending, I would make hotel reservations sooner rather than later, even if you hold on the registration form. Why? Because, if you don't reserve your room now, I you may be unable to stay at the event host hotel. From what I've been told, there is a group coming down from New England, another from the Carolinas and 'those Canadians' who attended last year will be returning along with more of their countrymen! This years' Encounter committee has a great Wednesday night event planned, dinner on the Strasburg Railroad. This will give you an opportunity to arrive early for the weekend and get a good night's rest in preparation for Thursday mornings rally through some of the most beautiful country in this state. Make your hotel reservation today, check the hotel's cancellation policy, I'm sure you can cancel your rooms within a reasonable time should something occur which would prevent you from attending. I cannot imagine why anyone would hesitate! The hotel's telephone number is on the registration form, call today!

Speaking of today, did you receive your renewal letter? If you haven't, please fill it out and return today, it will save the club the expense of sending another reminder. We try to save money wherever and whenever we can so our membership dues continue to be the lowest in the

world.....Please help us by renewing today!

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Letters to the Editor

Rich Ippoliti's recent quest for overdrive information led to Roger Moment's article on the use of the overdrive which appeared in two national magazines and The Flash. Rich asked, "What is your school of thought?" So here is my two cents. The rotary throttle switch was used in Jaguar saloons, the XK150, Rover 80, Rover 100, Rover 3 litre cars, and our Healey 3000s. I think it was used in more luxurious autos as an automatic downshift as much as a shock preventative on deceleration. Triumphs, MGs, Volvos, and 100s did not use it, and on my BJ8 it is disconnected. When famous British Healey racer and tuner, Denis Welch, was our guest at a past Encounter, he related how they didn't use that system in racing but used the clutch pedal. Every overdrive shift was treated the same as a gear change. The little slip encountered in a change up to overdrive wears the clutch in the overdrive. With a stronger competition overdrive and a more powerful engine in racing or rallying, wear during shifts in and out of overdrive would be increased. Using the clutch pedal allows the overdrive to shift out without a shock on deceleration and without wear on engagement. A stab at the clutch pedal is all that is needed while switching out of overdrive on disengagement, and just lifting off the throttle will do the trick on engagement. In a street car, the amount of wear on the overdrive using the conventional method is probably no different than the method I just described. Still, I question the safety of switching out and then stepping on the accelerator when decelerating as described in Roger Moment's article. With the overdrive switch on the gear shift knob, the racing method works well for me.

The comments in the February Flash about auctions were interesting. Following are some thoughts to share with you that I had on the subject.

For the past 15 years or so, the popularity and exposure of the Healey marque have been on a noticeable increase. This is reflected, of course, in auction sales but also in various commercial advertisements (with photos of various A-H cars in the ads) and at major automotive venues. The promotional efforts for the marque that the AHCA, AHSTC, and other Austin-Healey clubs made must have had something to do with this increased exposure.

Anniversaries such as DMH's Centenary Year (1998), the Golden Anniversary of the Healey Hundred (2002), DMH's induction into the International Motorsports Hall of Fame (1996), and the Automotive Hall of Fame (2004) have all contributed to the recognition of the marque. Also creating exposure and recognition have been the Parades des Pilotes at the Formula 1 Canadian Grand Prix races for the past decade, making the public aware of the marque.

As for auctions, it seems that every time a Healey is sold at auction, there are some effects. For one, a price is established for that particular model. Of course, the model, restoration house, color, condition, and history of the car must be considered along with the bidders present at the auction. But to the "punters" among us, our Healeys have (apparently) changed in value. We should note these figures from recent auctions and perhaps adjust our "agreed value" insurance accordingly. Steve, you noted this, and we should really pay

Letters Cont...

attention to these numbers and be properly insured.

As each of these high end cars is auctioned, we probably lose a potential club member, and of course, a drivable car, as it is probably rolled into storage to await the next auction or put into a museum. To me, this is the sad part, as most new buyers have no interest in or knowledge of the marque or of the many club opportunities which are available to them. The pleasure of driving a proper Healey is lost to them. In addition, the perceived increase in value of the cars may preclude new, younger potential Healey owners and club members from purchasing a Healey; the car may be too expensive.

Several “name” restoration houses were mentioned. Do these shops restore Healeys based on the Concours Registry Standards/Guidelines, or are the cars just tarted up to sell at auction? (John noted, “Austin-Healey Club Gold Concours Standards.” What are these? The A-H Concours Registry is club independent; this claim is apparently all hype.)

Based on some of the cars seen at auctions on TV and on personal observation of a Golden Beige BJ8 sold at a famous auction in 2006 for over \$130K and now on offer for about half that, apparently little attention is paid to the Standards (incorrect paint colors, chrome wire wheels, incorrect interior and engine details, etc.).

Of course, the real value of any car is what someone is willing to pay for it, and auction prices for Healeys in the past few years have helped increase the perceived value of our cars.

Regards,

Baird



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What's In The Flash

by Steve Jekogian

Yes Spring is here, the car is waiting to be started and the car shows are waiting. AHSTC is preparing a list of all the activities and it will be listed in the Flash and on the web site. Please, Please send me an e-mail of other shows you are aware of so we can make it as complete as possible. (steve.jekogian@merck.com)

While you are thinking of taking the car out, **FIRST** read the tech article on tires! And think about when you put your tires on you very expensive and appreciating Healey! When I looked at my tires they were close to 5 years old and probably have less than 2,000 miles on them. I guess they will never wear out!

Shows to check out:

Enjoy the beauty of the DuPont Country Estate and Gardens at Winterthur and see some important vintage vehicles as well. Of special interest will be Post-War cars on May 21, including an Austin-Healey BJ7 and several other sports cars in the "Sporting Group."

Winterthur is located on Route 52 just north of Wilmington, DE. For details visit www.winterthur.org or call 800-448-3883. See flyer in this issue.

AHCA event in Connecticut.

Remember to register for Encounter and get your room reservation. Application in this issue.

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Membership

by Rick Brodeur

Let's welcome our new members:

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HARRISBURG

ROBERT QUICKEL
YORK, PA
Two BT7's

NORTH JERSEY

PAUL HATTEN
FORT LEE, NJ
'67 BJ8

If you have a question about your membership or renewal date, just contact me.

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed, and I will send out a copy to any member who requests one. I prefer to send them out via email, but if that's not available to you just call or email me and I'll send out a paper copy.

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 our web site.



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Lehigh Valley

by Joel Keefer

So, you just picked up a set of decent used wire wheels at a swap meet, or maybe you decided to splurge on a set of new ones. You've cleaned them up, and you take them to your friendly local tire store, get your tires mounted and balanced, and you're ready to go. You get into your Healey and head down the road, and it feels as though you're driving on a washboard, not a road. "What the...", you think. "Those clowns must not have balanced the wheels correctly."

Rather than going back to "those clowns," you decide to take it to a Healey specialist, someone like the Lehigh Valley Region's Ken Beck. Ken likely will tell you, as he told region members at a recent tech session in his shop, that the tire shop may have done the best balancing job it with its equipment, but that may not be enough. Even though your wheels may look good, they may not be true, and that's going to play havoc with your handling and ride.

It's not hard for a wire wheel to become out of true, according to Ken. "Dayton Wire Wheels' manufacturer's spec on their wheels is .040". That's just a little more than 1/32". Think of the beating wheels take in use (especially on PA roads!) In order to get the wheel true, you have to start with a good wheel. Older wheels may have loose or broken spokes or any number of problems to keep them from being well balanced. Ken demonstrated with a wheel from his shop's junk pile and a dial indicator. On the balancer, the wheel moved some .055", and it was easy to see the movement as the wheel spun. Ken noted that, if a shop mounts a wire wheel using the standard mounting cones, they are mounting to wheel surfaces that aren't machined so it's likely the balancing effort is starting with a wobble. Ken uses a splined hub fit to a machined adapter, and a knock-off to fit the wheel to the balancer. This allows the wheel to line up just as it would be on the car. Once it's determined how far out of true the wheel is, the task of getting it back begins. It's a difficult job, especially dealing with older wheels, whose spokes may be rusted into place, bent or even broken.

It's possible that the wheel can't be completely trued. Ken noted that often, the objective is to get it as true as possible. If a wheel can't be brought close to speck, it probably should be replaced. Ken uses some older technology to help with the truing process. Using another wheel from his junk pile with a tire mounted on it, Ken demonstrated that while this one was better than the first, it still needed some attention. He noted that one could balance any wheel, even one that's hub was way off center, but it wouldn't ride very well. The answer is to true the tire to compensate for the wheel. With the wheel and tire mounted in a truing machine, the machine is set up using templates to check and duplicate the tire's profile. As the wheel and tire spin, the machine's cutter shaves off high spots on the tire until it's true. Although the machine makes quite a pile of rubber shavings, the actual amount of rubber removed from the tire isn't that much. The difference in the tire's wobble was immediately apparent. Once the tire's true, it's back to the balancer. Since the truing machine has shaved off rubber from the side of the tire that's farthest from the hub, the wheel and tire need to be rebalanced; this time it can be done by adding much less weight than otherwise would've been necessary.

Ken noted that truing tires not only smoothes out the ride, but it eliminates a lot of wear and tear on a car's front suspension. He also told us that it's possible to cut a tire at an angle to build camber into it; this

Lehigh Valley Cont...

is sometimes done in racing series that don't allow any suspension changes. While he talked mainly of wire wheels, he noted that the same kinds of balance and truing problems also are found in steel and alloy wheels.

Who's the guy in the picture with Ken Weidner?

About a week ago, Region President Mike Bradley sent an e-Flash about Jay Leno's garage, with a collection of photos. Mike commented that there were no Healeys in the collection. Not so fast, says region member Ken Weidner. "Jay does have a Healey 3000, but it was in pieces when I was there 2 years ago," he says. "It is in the workshop building, which wasn't shown in most of the pictures. When Jay was showing us around, I asked him about the Healey, but he didn't seem all that interested in it. It was filling a bay with a 1930's Bentley racer, which he was much more willing to talk about." Ken's picture with Leno is in front of Jay's Honda S600, which a friend of Ken's restored, and which was how he got his tour.

Next Region meeting is Monday, April 18 at the Top Diner – eat at 6:30, meet at 7:00. Keep an eye out for an e-Flash regarding a rally this month as well. Maybe spring will finally have arrived by then...



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Ken Beck demonstrates wire wheel truing at LV



Who's the guy with Ken Weidner

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Harrisburg

by Charlie Baldwin

The Harrisburg Region held its monthly meeting at the Hillside Steak House on March 15. There was a very good turnout of 20 members present.

President Joe Spear ordered members to wear green for St. Patrick's Day or face a fine of \$1.50. Only three members had to pay the fine. There was also a contest for the best wearing of the green won by Bob Quickel and Patty.

In President Joe's absence, VP Scott Brockman convened the meeting at 7:20 PM after everyone had made their drink and food orders.

The items of business discussed were the new club website, the new club banner being made and the raffle to have your car on it, membership renewal notices having been mailed out, and a reminder to register for Encounter. Mary Ann Waltz mentioned that there are very few rooms left at the Revere Tavern, site of Encounter this year.

The April 19th meeting will be at Coakley's Irish Pub in New Cumberland where it will be ladies night. A gift certificate for Boscov's will be raffled off to a lucky lady present.

The May 17th meeting will bring Joke Night where members should bring a suitable joke to tell or face a fine.

Also brought up was Import Carlisle on May 20 – 22 where the Harrisburg Region will again man the tent. It was agreed to buy a table to set the grill on for better safety. Members from all regions should preregister online under the club name found in the drop down menu. To guarantee a free tent next year, 25 preregistrations are required.

June region events are the Spring Tour in southern Lebanon County on the 4th and the meeting at the Soda Jerk in Hummelstown on the 21st. In July there will be the region picnic at George Wagman's farm on the 23rd.



Jon & Edit Arndt and Eileen Baldwin



Mary Ann Waltz, Shawn Miller, Dave Rishell and Jack Sanders



Members present at the Hillside Steak House



Winners Patty & Bob Quickel



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Philadelphia Region

by Hero Racer

Ten people braved the nice weather to attend the March monthly gathering. John Davies, John Hefron, Allen Kramer, Jason and Holly Urban, Ray Donovan, Trish Woglom, Steve Kirlin and yours truly were among the attendees. No breaking news or much business for that matter. The annual Dust Off tour is tentatively scheduled for Sunday, May 1. The slated venue is to tour the many covered bridges in Bucks County followed by dinner at an old hotel in the area. Stay tuned. John H will follow up with a tweak to the group on the specifics closer to the date.

Preview of coming attractions include:

Lansdale First Friday April 1

Spring Carlisle April 28 – 30

Pennypacker Mills Car Show April 30

Britfest May 7

Ragtops and Roadster annual party May 14

Elm Terrace (Lansdale) Car Show May 14

Delaware Valley AACA tour to Germansville Restorations and New Smithsville Hudson Museum May 15

Jason Urban is trying to schedule a trip to D. L. George Historic Motorcars in Cochranville (near Wilmington). The shop specializes in restoration of high dollar antiques and classics. Jason also mentioned The Elegance at Hershey (Hershey Hotel) which is the same weekend of the revived Hershey Hill climb June 11 and 12. The hill climb will include a car show.

Several people are working on getting their cars ready for the year. Paul Woglom has his 3000 at Ken Becks as we go to press getting some much needed maintenance work completed. John Payne is working on getting the Bugeye running.

Our leadership reminded everyone that tickets are on sale at \$5.00 each to get your car depicted on the new club banner. The banner will feature a 100, a 3000, a Bugeye and a square body Sprite.

You read it first here.

Yr. Obt. Srvt.

Hero Racer



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Brandywine

by Ernie Leser

Eight highly motivated technical experts met on Sunday, March 20th at

Chuck Ott's Garage. In addition to Chuck, Mike and Tom Zalewski, Les Lewis, Bert Shirey, Jim Martin, Dave Ehret, and myself were on hand to impart our Healey knowledge.

The accompanying photos tell all. Picture No.1 shows Chuck holding the newly found steering column grommet for the fire wall along with the Zalewskis and Jim Martin. Note the parrot mascot in the background, Chuck's 1967 BJ8 restoration on the lift, and the new and old wiring harnesses in the foreground. Picture No.2 shows the "feeling good" crew of Dave, Bert, Les, Chuck, Mike, Tom, and Ernie holding the new wiring harness. Installation of this will be a slow, careful process.

Dave Ehret reviewed the status of "Encounter in Paradise". Registrations are coming in at the expected rate. Reservations for Wednesday's Strasburg Railroad Dinner Train are quite popular. Make sure you sign up as early as possible, before the two dining cars are full. Some Encounter items are yet to be resolved, most are well underway.

Upcoming events for Brandywine are as follows:

April, Sat.30th, 12 noon. Brandywine Social. The Whip Tavern, 1383 North Chatham Road (Rt. 841), West Marlborough, Pa. RSVP to Kris (610-558-1334) so she can make reservations.

May, Sat.7th. Lewis British Car Show. Contact is Mike Tyler (302-645-7572).

May, Sat.21st. Carlisle Import Show. Remember to register with AHSTC if you plan to attend. See Joe Spear's article in the March Flash for details.



Long Island

by Paul Parfrey

By the time you read this, this year's post-holiday party will be history. With the awful winter weather, the response to an eating and potential driving event has been very strong. It would seem that many members are eager to be back out on the road in their Healeys; I know I am.

Just recently, I was pleased to see the completion of member Mike Neumar's latest and most unusual restoration project. It was one I was eager to write about in these pages but I was sworn to secrecy until now. It involved buying the car through E-bay from Oregon, some misrepresentation of the car's condition, and a mysterious Russian car transporter who foolishly parked the lizard-inhabited barn-find in his garage with the result that the car emptied and his house filled up. The mystery man phoned Mike and demanded to know, "What is this car called Hudson and why do you want it?" I knew why. I rode in one when I was about five years old. This is the post-war Hudson Commodore and Hornet with step down design, a unibody with dropped foot wells that gave a lower center of gravity, and revolutionary handling. The power plant was

a 308 cubic inch flathead six (the largest 6 in the world at that time). A two-barrel carb gave it 145 horsepower, 1952's Twin H power with twin carbs gave 170 hp, and Hudson offered further modifications that produced even more hp. Hudson owned stock car racing in the early 1950s: Hudson won 27 out of 32 Grand National NASCAR races in 1952, 22 out of 37 in 1953, and 17 out of 37 in 1954.

They still make appearances at drag races with the original engines (much modified), and do very well. Hopefully, the weather for our April 10th event will be favorable so we can see the Hudson in person.

Besides photos of the Hudson in this issue, there is a favorite photo of my car.



Mike and Hudson



Twin H Power



Healey In Its Element - Rowe Hill Climb

North Jersey

by *George Crombie*

It was a dark and foggy night; with a cold, damp drizzle chilling the brave band of rascals to the very marrow of their weary bones. The gloom of that fateful night could not deter this handful of brave, but foolish, souls from accomplishing their self-appointed task of scouting out one of the possible locations of Encounter 2012.

The North Jersey monthly meeting for March 2011 was shifted from Tuesday night the 15th, to the following Monday night. That would make it the 21st, for those keeping track on their calendars. It seems that Monday night was a better fit for the Hanover Marriott, as they were able to give those of us that showed up a personalized tour of the facilities, and the staff even provided “light fare” (ie: all the sandwiches, wraps, salad, cookies, and drink we could handle). Some of us, me included (okay, especially me), ate just a bit more than we should have. I mean, we (I) felt pretty guilty seeing all that good food go to waste, and the sandwiches and cookies were sure to leave lots of crumbs in one’s pockets. You’ll just have to trust me on that one. Apparently, Monday night is not one of the better nights of the week for the North Jersey Region to hold a club meeting, as only seven of us “rascals” managed to show up. This brave band consisted of Richard Ippoliti, Mark Goodman, Allen Rosenberg, Frank Dapiran, Ralph Scarfogliero, Steve Feld, and George Crombie.

After waiting some twenty minutes or so for some last minute members to show up (which they didn’t), we were given a tour of the Marriott’s amenities. These included a standard room, a suite, the indoor/outdoor pool area, weight/fitness area, banquet rooms, meeting rooms, wine station (you gotta check this out!). A question and answer session followed, and then we were led into a meeting room, where we were presented with a veritable buffet consisting of the aforementioned sandwiches and other goodies. Once sequestered in the meeting room, we set about having our meeting. Man, I like it when a plan comes together like this. So dependable, it was just like clockwork!

On the agenda was discussion of possible locations for Encounter 2012 (I mean, that was the reason we were holding this particular meeting at the Hanover Marriott, wasn’t it?) We also talked about several members, their cars, upcoming events, who would be attending what and where, and all sorts of other topics. If you felt your ears getting warm, or had the eerie sensation of someone watching you when there was nobody around, then yes; your name was probably among those mentioned. At present, it appears that this Marriott is a strong front-runner for Encounter 2012. A poll was taken of those of us that were in attendance as to who had registered for Paradise, PA this August; I think the response was something like 100% (give or take a percentage point).

We firmed up the dates for the Spring Tour, Sandy Hook Run, Light House Challenge, and a couple of other events. Allen Rosenberg is still hoping to host a tech session to get his BN2 running. Frank Dapiran is making substantial progress on restoring his 100-6. Ralph Scarfogliero is really close to getting his MGA/Jag/Corvette hybrid ready for a track session to see what it can do. All in all, things are happening all over the area. If you have some news that’s fit to be printed (and you’d like to see it printed), give me a shout

North Jersey Cont...

and let me know so we can update the rest of the members. As usual, stay tuned to your e-Flashes from Richard for the latest happenings, and get involved!

North Jersey's next monthly meeting will be held on Tuesday, April 19th at LaCucina in Denville, starting at 7:00 PM. Hope to see you there.



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Check the events in which you will participate:

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Gymkhana _____ Funkhana _____ Kiddiekhana _____
Photo/Model/Craft _____ Wine & Cheese/Charity Auction _____
(Charity Auction benefits MS)

1. Complete registration form
2. Make check payable to "AHSTC-ENCOUNTER 2011"
3. Mail to: Encounter Registration
c/o Chuck Ott
109 Airmont Dr
Middletown, DE 19709-9506
302-378-7287 PM or chucknsueo@aol.com

Is this your first Encounter? Y / N _____
Will you need Flea Market Space? Y / N _____
Will you need Regalia Store Space? Y / N _____
Will you need space to park a trailer? Y / N _____
Are you staying at Paradise Best Western? Y / N _____
When will you arrive? Wed 8/10, Thurs 8/11, Fri 8/12, Sat 8/13

Registration Fee includes:

- One show car, 2 adults, and children under 21 for all events (Additional adults on a single registration are extra)
- Free access to our hospitality room for the weekend
- Registration gift
- Free flea market space with registration****
- Registration packet includes dash plaque, assorted goodies, and local information

www.austin-healey-stc.org

Hotel Registration:

Call Paradise Best Western Revere Inn and Suites – 800-429-7383 for reservations. Mention "Austin-Healey Encounter" to get the special rate starting at \$85. Register by July 5, 2011 to guarantee room availability.++

Concours requires additional registration through the National Concours Registry. To purchase the required concours packet send \$20 to Mike Osipik, 39 E. 55th Terrace, Kansas City, MO 64113. Email mikeosipik@earthlink.net or phone 816-333-2506. Concours packets must be obtained prior to arrival at Encounter. There will be a \$70 Concours fee per car payable with your registration for judging at Encounter. Deadline is 7-31-2011

****All Flea Market Vendors must register for Encounter
++ Plus taxes and fees - Includes free continental breakfast for participants staying at the Best Western

REGISTRATION FEES

\$45 if postmarked by June 15, 2011 _____
\$60 if postmarked after June 15, 2011 _____
Extra Cars _____ @ \$10 each _____
Extra Adults _____ @ \$10 each _____
WED 8/10 Dinner on Strasburg Railroad
Adults @\$43 _____ & Children _____ @ \$26 each _____
(Seating is limited so book early)
FRIDAY 8/12 Luau
Adults & Children 10 & Over _____ @ \$30 each _____
Children 9 & Under _____ @ \$17 each _____
SATURDAY 8/14 AWARDS BANQUET
ALL _____ @ \$30 each _____
Family Style dinner – chicken, beef, & fish
Pizza Party—Children 4 to 10 yrs old _____ @ \$10 _____
Concours Judging Fee @ \$70 per car _____
Chinese Auction Tickets 7@ \$5 pre-purchase only _____

Total Remitted (US) _____

Encounter 2011 update

by Chuck Ott

Encounter 2011 planning is well underway. We have passed the 30 registrations mark, not bad for so early in the year. Reservations at the hotel are going well also, and the lower priced rooms are going the fastest. Book early for the best selection. The Wednesday dinner train has a limit of 86 participants, and we are about halfway there already. If you want to ride the dinner train, I suggest you register early.

We have several folks who will be attending their first Encounter this year. Those of us who have been at it a long time know what to expect, but here are some highlights:

- Encounter starts Wednesday night with a ride on the Strasburg railroad. This is a dinner train, leaving from the station just a few miles from the hotel. The train returns to the same spot at the end of the dinner.
- Thursday morning the rallye is held – a test of skill and coordination of driver and navigator to negotiate a route using clues from an instruction sheet. Sometimes you answer questions, sometimes you have to meet certain times, there is always some kind of gimmick to determine the winner.
- After the rallye, the hospitality room opens, serving beer, wine, sodas, water, and snacks. Encounter registrants are welcome to stop in and socialize and get refreshments any time.
- The regalia room opens Thursday, with sales of Healey related apparel and other items. The chinese auction is in the regalia room, where you drop tickets into bins placed by prizes that are usually car related and have been donated by event sponsors. The tickets are then drawn on Saturday for the prizes. You can enter as often as you like for each of the individual items.
- There are tech sessions on Thursday, one for kids and one for adults. Subjects vary, some car related, some not.
- Thursday night is the charity auction. Wine and Cheese refreshments will be served by the club while attendees bid on items donated. The proceeds go to the Multiple Sclerosis Society.
- Friday is the gymkhana races in the parking lot. A course marked by orange plastic cones is navigated by drivers of various skills and cars in various states of tune. Cars are divided into classes such as stock and modified big Healey, Sprite and others, and compete in their class for the fastest time around the course.
- Regalia and hospitality are open Friday too, but hospitality does not serve alcohol until after the driving events are over. Safety first! There will also be tech sessions for the adults and a scavenger hunt for the kids. One of the tech sessions is a presentation about the Amish who live in the area.
- Friday evening is the valve cover races. Contestants decorate a valve cover from a Healey engine and place it on some sort of chassis to roll down a ramp in a contest of straight and true travel and speed. If you can stay on the track and be faster than the competition, you can win. There are adult and kids classes for this event – always an entertaining event.
- Friday at dinnertime is the Luau. The hotel's chef is from Hawaii and will be roasting a pig for the event.

Encounter Cont...

Make sure you wear your favorite Hawaiian shirt and join the festivities.

- Saturday is the Funkhana, where teams of driver and navigator drive through a course performing various feats of skill and sometimes silliness. The one who completes the course in the shortest time wins.
- Regalia and hospitality are open Saturday of course! This is also the location of the photo / model / handicraft competition. Artists enter photos, models and other Healey related crafts to be voted on by popular ballot in conjunction with the car show. Trophies are awarded to the winners.
- Saturday is the popular car show, shine up your Healey and line it up with others like it to see how it compares. Winner is chosen by ballots filled out by the Encounter attendees.
- Saturday night is the awards banquet. Speeches will be given, winners will be revealed, trophies will be awarded to the winners of the events. The location for Encounter 2012 will also be announced.

This is quite a weekend of things to do. Now that you know what it is about, hope to see you there!

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BRITISH MOTOR TRADE ASSOCIATION

Upcoming Events

4/10	2011 British Car Flea Market, Philadelphia, PA	www.keystonemg.com
4/10	AHSTC LI Region Spring Luncheon	www.austin-healey-stc.org
4/16	British Invasion at Elk Landing, Elkton, MD	www.bccdelaware.com
4/17	AHSTC Philly Region D L George Coach Works Tour	www.dlgeorgecoachworkslltd.com
4/18	AHSTC Phila Region Mtg Mariano's	www.austin-healey-stc.org
4/19	North Jersey Monthly Meeting - LaCucina	austhealey@comcast.net
4/24	Garden City NY Easter Vintage Car Parade	www.gardencitychamber.org
4/27 - 5/1	Spring Carlisle Car Cruise-In/Swap Meet, Carlisle, PA	www.carsatcarlisle.com
4/30	North Jersey Spring Tour	austhealey@comcast.net
4/30	ENYMGA Gymkhana, Floyd Bennett Field, Brooklyn, NY	EEMGEE@aol.com
5/1	Philly AHSTC Spring Dust-Off, Bucks County, PA	www.austin-healey-stc.org
5/1	Artistry in Motion Vintage Tour & Show, Lancaster, PA	www.mgdriversclub.com
5/1	Brits on the Green, Alexandria, VA	www.capitaltriumphregistry.com
5/5 - 5/8	19th East Coast Boardwalk Car Show, Wildwood, NJ	www.thundermoto.com/cars.htm
5/6 - 5/8	Rhinebeck Car Show, Rhinebeck, NY	www.rhinebeckcarshow.com
5/7	Britfest 2011, Succasunna, NJ	www.mgccnj.org
5/7	The British are Coming! Lewes, DE	www.leweschamber.com
5/7-5/8	NESCCA Double Regional / Enduro Long Pond, PA	www.scca-nnjr.org
5/14	Ragtops & Roadsters Open House, Perkasie, PA	www.ragtops.com
5/15	Millburn Classic Car Show, Millburn, NJ	www.downtownmillburn.org
5/16	AHSTC Phila Region Mtg Mariano's	www.austin-healey-stc.org
5/17	North Jersey Monthly Meeting - LaCucina	austhealey@comcat.net
5/18 - 5/22	Gathering of the Faithful GOF 87, Laconia, NH	www.nemgtr.org
5/19 - 5/21	AACA Eastern Spring Meet, Stowe, VT	www.aaca.org
5/20 - 5/22	Northeast Rally Club, Penn York Road Rally, Beach Lake, PA	www.northeastrallyclub.com
5/20 - 5/22	Import / Kit Replicar Nationals, Carlisle, PA	www.carsatcarlisle.com
5/20 - 5/22	Eastern US Concours, Skytop, PA (Watch for it in 2011)	www.concourseast.org
5/21	North Jersey Road Trip - Sandy Hook NJ	austhealey@comcat.net
5/21 - 5/22	Newport Concours de' Elegance Newport, RI	www.newportconcours.org

**For More Events or details, visit <http://austin-healey-stc.org/ahstcevent/>*

Philly Region Visits Leydon Restorations

by Baird Foster

Members of the AHSTC Philadelphia Region and others toured Leydon Restorations (www.leydonrestorations.com) in Lahaska, PA on the pleasant Sunday morning of February 20, 2011. About 25 motor heads entered what appeared from the outside to be an old farmhouse—only to find a shop full of fascinating machinery and motor cars.

Established in 1973 by Chris Leydon, this shop is now owned by Oscar Davis, himself an Austin-Healey owner. Leydon Restorations specializes in vintage engine restoration. We saw a number of exotic engines in various states of restoration, including Bugattis, Ferraris, Alfa Romeos, and even a steam engine from a 1903 White Model 3.

General Manager Eric Peterson and Shop Manager David King served as guides and explained the many pieces of machinery that enable Leydon's seven employees to perform their "black art" of engine restoration. David noted that Leydon uses original parts, when available, and when not, they can repair or replicate the broken or missing parts.

With well over 100 years of combined experience (David has 24 years of engine-building knowledge himself), the Leydon craftsmen apply, when appropriate, modern engine advancements to improve reliability and performance without sacrificing the historical integrity of the engine. We could sense a dedicated attention to detail and an enormous passion for the work performed there.

The machinery on view gripped our attention; some was very old but accurate and reliable. We viewed a cutter that can perform a three-angle valve job in a single pass; a crank shaft balancing device that could balance to within 1/10 gram (a one dollar bill weighs 1 gram!); and an oven capable of reaching 800°F, used to stabilize engine blocks being repaired and welded. We also saw a newly updated Heenan and Froude dynamometer.



(L to R) Mike Bradley and John Heffron admire the V-12 engine of the Ferrari Superamerica



Jason Urban and Eric Peterson discuss the tour that Jason arranged

Leydon Restorations Cont...

Several cars in the shop grabbed our attention. My favorite was a 1954 Frazer-Nash Coupe that is the only left-hand drive coupe ever made by Frazer-Nash. An Austin-Healey BJ8 and a 1960 Ferrari 400 Superamerica V-12, both owned by Oscar Davis, were drool-inducing. This very rare and very special Ferrari V-12 was the first cabriolet of this series by Pininfarina and made its first appearance at the 1960 Brussels motor show. Leydon Restoration's client base is worldwide. While they have the ability to do full restorations, their specialty is engine restoration and rebuilding.

Thanks to Philadelphia Region's Jason Urban for organizing the tour and to Leydon's Eric Peterson and David King, who shared their time and knowledge with their spellbound visitors.



1954 Frazer-Nash Coupe

AHCA New England Summit 2011 Sun & Sand

July 20th – 24th Norwich, CT

AHCA is holding a 4 day event in Connecticut starting **Wednesday** with
New England Clambake 6:30 PM

Thursday, 21 July 2011

Breakfast on Dubois Beach 8 – 9 AM

Various self-guided tours to include;

Mystic Aquarium

Groton Submarine Museum

Gymkhana 1 – 4 PM Holiday Inn

Mohegan Sun Casino – Uncasville, CT

Friday, 22 July 2011

Poker Rally 10 AM – 1 PM -

Saturday, 23 July 2011

Popular Car Show Event 1-4 PM

Mystic Seaport Village, Mystic, CT

Banquet Dinner and Awards Night

Contact Peter.Sturtevant@Covidien.com



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Historic Autos at Winterthur

Saturdays in May 2011



This May, Winterthur will display a series of magnificent historic automobiles. Step back in time to see the types of vehicles that graced the estate. Each Saturday will feature a different thematic display.

May 7 The Early Years

May 14 1930s Vogue: Luxury, Innovation, and Speed

May 21 Post-War Years

May 28 Estate Vehicles

Is It Time to Retire Those Tired Tires?

by Baird Foster

An experienced, licensed race car driver in the UK excitedly climbed into his recently acquired vintage BMW for a drive. While executing a corner quite quickly, but at the legal speed, a front tire blew out. He tried his best to control the car; but without steering, it was too tricky for the driver, who ended up rolling the car onto its side. The driver was unhurt, the car damaged but repairable.

“The tires that were on the car were an old set (over 10 years old), and the previous owner suggested that the tires would benefit from changing, despite their legal tread depth. The new tires were on my list, but unfortunately, were not acquired in time,” the driver confessed.

Lesson learned.

Do you know how old your collector/vintage car tires are? How long has it been since you checked your tire pressure and conducted a very careful tire inspection?

Like most of us, you probably can't give a definite answer to those questions about these four very important round things that separate you, your passengers, and your car from the road—and potential disaster.

When is a tire old?

A tire can be considered old if it is five to six years past the date of manufacture. To determine the manufacture date of the tire, examine the side wall carefully. There are many markings; look for the “DOT” (Department of Transportation) letters. Following these will be another list of numbers. If the tire was manufactured before the year 2000, there will be three (3) numbers: the first two indicate the week of manufacture, the last number the year. For example, “273” means the tire was made in the 27th week of (probably) 1993. (This three-digit numbering goes back a decade or more from 2000, so the tire could have been made in the 27th week of 1983!) If there are only three digits for the date code, your tires are over 10 years old and should be replaced.

For tires made in the year 2000 or later, there are four (4) numbers: the first two indicate the week; the latter two, the year of manufacture. For example, “3003” means the tire was made in the 30th week of the year 2003.

But my tires look like new!

From the outside, the tires probably still look good, especially if they're on one of our collector cars probably driven only a few miles per year. The tread looks great, but you may be in for a surprise upon inspection of both sides of the sidewall. Tires age out before they wear out on most collector cars. There are a number of factors affecting the aging of tires. They include improper inflation; lack of maintenance (e.g., rotation); faulty alignment; climate conditions; oil or brake fluid on the sidewall facing in on the vehicle; overloading; damage from potholes, curbs, etc.; infrequent use; improper tire size for the car; and the quality of the tire manufacturer's product.

These same aging issues apply to the tires on infrequently used trailers and motor homes, to all spare tires,

Tired Tires Cont...

and to your daily driver.

When should you replace your collector car's (or any) tires?

Answering this question is like trying to decide when to buy a new mattress, in that there are so many variables to consider. Care and use, brand of tire, climate conditions, and the liability factor in America's litigious society all add to the mix. Still, there are some universal guidelines to help you.

Several reputable tire vendors to collector car owners have offered their comments. Hendrix Wire Wheel (www.hendrixwirewheel.com) indicates that since tires are made from rubber, oil products, and metal (steel cords), they will wear and dry out due to age. Tires dry out from the inside and become brittle; although the tire may look brand new on the outside, it may be brittle inside. About ten years is the absolute maximum any tire may be expected to last—just from the aging process, not including tread wear.

The ten-year guideline depends upon the tire brand, use, care, and environment. Hendrix recommends thorough safety inspection of the tires, especially for tires more than five years old. Old tires will fail—not as a matter of IF, but WHEN.

Coker Tire (www.coker.com) indicates the same five year age for careful inspection for cracking, rot, and bubbling on both sides of the tire. Differing conditions (as above) will cause different aging wear rates; check thoroughly as a matter of routine maintenance. (For museum pieces or never-driven and trailered show cars, if the tires hold air, they're good!)

The report from Tire Rack (www.tirerack.com) agrees that tires are perishable items and may age out before the treads wear out. For example, typical bias ply tires in the 1970s lasted fewer than 20,000 miles and were expected to be in service for about two years—no real issues with aging. The difference today is that many radial ply tire treads will last for 50,000-60,000 miles; tires on infrequently used vehicles such as collector cars will age out first. When properly stored and cared for (such as proper inflation), most street tires have a useful life in service of between six to ten years.

Other guidelines on aging tires

Tire companies abroad sing the same song. It is of interest to note that in 2001, the British Rubber Manufacturers Association (BRMA) recommended that unused tires should not be put into service if over six years of age, and that all tires should be replaced ten years after the date of their manufacture.

In 2005, the Japan Automobile Tire Manufacturers Association (JATMA) said that customers are encouraged to have their tires properly inspected after five years of use.



Tired Tires Cont...

It is recommended that all tires (including spare tires) that were made more than ten years ago be replaced with new tires.

Several European makers of high speed and high performance vehicles say that under no circumstances should tires older than six years be used.

According to the National Highway Traffic Safety Administration (NHTSA), a large insurance company said that from 2002 to 2006, 77% of its tire claims came from five states with hot ambient temperatures. Even more significant was that 85% of those claims were for tires that were more than six years old.

While the guidelines vary, all seem to indicate that if your tires—whether on your collector cars, trailers, motor homes, or daily transport vehicle—are over five or six years old, you should pay very close attention to those tires and use extreme caution with “tired tires.”

Inspecting aging tires

All tires, spares included, regardless of age, should be inspected on a regular basis (more frequently than every ten years, whether they need it or not!). This applies to those on the vintage car as well as on the daily driver. Ensure that the tires have proper inflation and show no signs of bulging, cracks, excessive wear, etc. Botox won't help.

If your tires are older than five or six years, you need to perform a very careful inspection of the entire tire on both sides, and the tread, on a regular basis. You may even wish to remove an old tire from the wheel and inspect the inside of the tire for cracks, bulging, hardening, and/or dry rot.

Prompted by my own research on tires, I installed new Michelin XZX 165 SR 15 tires on my BJ7, replacing my old tires of the identical size and make. My old tires were about 8 years old and looked quite good, with only about 24-27K miles. When the old tires were dismounted, I had a good look at the inside of one of them: they looked like new. I thought, “This old tire information is rubbish! Have I spent all this money for nothing?” However, close examination of the tread (by pressing the sidewalls together) revealed fairly severe cracking between the tread blocks...nothing I'd risk my life on! That was the proof for me. You could not detect these cracks with the tire mounted on the wheel, unless you looked with a good light and perhaps with a magnifying glass.

Tires that exceed five or six years from the manufacture date—especially those over 8 to 10 years old—should be replaced. Tired tires are dangerous; and it is up to us, the responsible owners, to ensure the safety of our passengers, ourselves, and our cars.

At a recent sports car club's tech session, a responsible car owner with years of driving/racing experience was demonstrating his newly restored sports car on a dynamometer. While revving up to high speed on the machine, a tire delaminated. Big bits of tire flew out the shop door, narrowly missing several shocked club members. The faulty tire was about 10 years old with excellent tread depth.

Don't be a victim of tired tires.

Tech Tip

by The Millers

When you are rebuilding your engine or replacing your clutch, it is wise to replace the pilot bushing (or sometimes called spigot bushing) that is pressed into the rear of the engine crank. Most have the machine shop replace it during the engine rebuild, but what do you do when you are replacing the clutch? There are tools out there to do it, but like me, you probably don't have one. Here is two trick ways to do it at home.

A) if you have a spare input shaft (gearbox) laying around, pack the back of the crank with wheel bearing grease. Wrap the input shaft with a rag (so the grease doesn't shoot out all over you) and give the input shaft a hit with a large hammer. The hydraulic pressure will force the bushing out. Also keep in mind that hitting the old input shaft with a hammer (even with a block of wood for protection) may damage the input shaft, so use a old one.

B) most of us don't have extra input shafts laying around so another way is to find a socket the same size as the input shaft. Use a socket extension on the socket to fill the square hole in the socket and make sure to pack the socket with grease as well. Give the socket extension a good solid hit with a hammer and it should come out.

I recently did this on my MGB and it took three hits with the bushing moving out a little bit more with each try.

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some would include soft top frame with trim, rear axle, steering column, wing windows in frames, windshield brackets, seat frames plus more. Call John 1-302-439-3932 for needs and info.

354 GEARS

Here is some info for AHSTC members who are interested in changing their A-H 3000 rear differential gears [with overdrive unit] from the standard 3.9 ratio to a 3.54 ratio. Results are more usable first and second gears and a reduction in rpm at highway speeds. Orders are being taken by Daniel Lempert of Lempert Wheel; for details, email Dan at 354gears@gmail.com

The cost is \$425 US which includes the ring and pinion only and also shipping. To place an order, send check payable to Daniel Lempert, 18 Princeton Ave., Rocky Hill, NJ 08553. Checks will be deposited when the minimum run order is placed for manufacture. I've ordered mine already. Perhaps you could make note of this in The Flash. According to Baird Foster, a group of these gears were made about 8 or 10 years ago with outstanding results; this next batch will be made by the same American manufacturer.

1965 AUSTIN HEALEY SPRITE Mk III

Approx 78,000 miles. 1965 Sprite Mk III in good condition. Car has been garage kept for last 10 years. Body is in good shape and has new top that has never been outside. Car has aftermarket seats installed, but have original frames for reupholstering, if desired. New gas tank, leaf springs and fuel pump in last 5 years. Car was passing yearly NJ inspection but switched to QQ plates 4 years ago simply to avoid inspection under new state guidelines. The engine starts easily and runs strong. However, clutch slips once engine is warmed up. Engine has a significant oil leak.

\$6,500 or best offer. Contact Dave Wagner; Pittstown, Hunterdon County, NJ

908-735-4015 (home); 908-892-3024 (cell); wagners88@comcast.net



Wanted

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CONTRIBUTIONS

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

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

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