

The FLASH

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OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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Main Cover Photo: Lehigh Valley Photo Contribution

Bottom: AHSTC caps for sale in Regalia; Harrisburg's Barb & Joe Spear, Don & Dot Hoffer; Bob Markovich's 100-6 Encounter 2009.

I cheated a little bit by reading John Heffron's article about his trip to the Arizona Auctions 'before' it appeared in this month's Flash. It started me thinking about the price Austin-Healey's are selling for presently. I've decided if I ever sell a classic car it will definitely be sold in Arizona during 'auction-week'. If I ever come into money and hope to add a classic or two I will not be buying them in Arizona, unless it's from a personal seller. The auction prices seem astronomical to me; then I received my "other" monthly newsletters and started where I always start, in the back checking out the "for sale" section.

How about a 1962, 100-6, a "terrific driver, or solid base for concours work" for \$50,000! Another listing cited a 1967 BJ-8 "Ground up restoration 1988", for \$40,000. After reading about these prices, I was forced to my bookcase in order to retrieve my copy of, "Hagerty's Cars That Matter (Number 13, Sept-Dec 2010)". Staying with the 100-6/3000 series since they were the examples I mentioned above, I found a 'low' of \$17,700 listed for a 1957-58, 100-6 BN-4 (OK, right?) in number 4 condition ("drivers with visible flaws") to a high of \$124,000 for a 1964-67 BJ-8 in number 1 condition ("best in the world"). Rather than begin the debate about collecting cars as investments versus purchasing cars to enjoy, which this article started out to be, I was suddenly shaken, realizing my car may be grossly under-insured. I can tell you that I (still) find these values difficult to believe or, you may tell me not to worry, as my car is nowhere near "best in the world". But, I would like to believe that I could replace or restore my Healey should something unfortunate occur and these increased values cause all parts and service providers to increase their costs.

Did you ever wonder why these cars have increased in value so much? I love these cars as much (perhaps more) than the next guy, but \$124,000 for a "best in the world" BJ-8. For that matter, who determines which BJ-8's are the best in the world? I've listened to the television experts evaluate Austin-Healey's and get nowhere near all of the particular models specifications correct (another debate?). How about Healey's whose exterior or interior colors have changed from original to more popular shades? Are they worth more or less? Is a 'Golden Beige' Austin-Healey which was originally Old English Ivory worth as much as one of the 553 actually painted this color by the factory? I don't have anywhere near the space required to discuss factory 100M's; and to think I never know what to write about!

Don't misinterpret my ranting; I'm pleased that my Austin-Healey is highly regarded by trained art appraisers. I am less than pleased that my choice in a classic car has outperformed my investment consultant's selections (thank goodness something has increased in value), but I realize, as a "hobby", I would not be able to buy the car I presently own and that saddens me.

Regardless, check your classic insurance policies, meanwhile, I think I'll watch some television; "Grumpy Old Men" is playing on cable and something tells me that I can relate.

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What's In The Flash

by Steve Jekogian

Again a really cold January and there is no way I am even going to try to crank over the Healey. It might not “crank at 10 degrees out. But watching the Barrett Jackson auction is great fun and makes me think “spring is around the corner”.

Sorry for the bad Link in the January issue. Try this link and think about how long it would take to do these. I do not want to say to much about it until you see them. <http://www.flickr.com/photos/24796741@N05/sets/72157604247242338/show/with/2346008881/>

We know how hard it is to work on our cars but think of the ones in the link. I'll need new eye glasses. And when you are working in your garage or workshop think about the “tool definitions” article. These statements are very accurate.

Do not forget Atlantic City Auto Auction February 18-20

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Membership

by Rick Brodeur

We had no new members this month – Holiday lull, I guess. In late February the member renewals will be going out for this year. Please check the form for accuracy and send back your form and dues right away so you don't forget.

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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Harrisburg

by Don Hoffer

We had to reschedule the Jan meeting from the 18th to the 25th due to bad weather. Then we just barely get it in before the next storm, which arrived on the 26th. Our 1st gathering of the year drew 13 hearty souls to our new venue, the Hillside Cafe off I 83 Exit 35 which is just south of our old spot Culhanes. Among this eager bunch was a lone new face. We thought he was lost, but low and behold he came looking for us. His name is Bob Quickel and he is restoring a '62 BT7. Bob hails from York and even though we couldn't pry a year's dues from him on the spot, we still decided to enshrine him here in the Flash - a dubious honor, but an honor all the same.

The Grand Pooba started the meeting at 7:50 PM (food service was a little slow) and essentially dealt with our leader's plan for practically the whole year. There were a number of options that needed a vote to sort out which will make the sacred final list. The best part of this drill was finding out we had people actually offering to host/run several events without the usual trip to the rack to coerce a "yes" out of them.

This drill took some time, Joe had obviously expended more effort than we deserved - he offered so many choices it was like going to one of those restaurants with a 20 page menu. When I was President I was happy if I had the next meeting nailed down.

After all this, the Treasurer reported on the state of our finances. Unlike that clueless bunch in Washington, our books are in the black - no debts and the only entitlement we have is the obligation to have a good time! The good ol' 50/50 generated 4 winners. Dot, my sidekick (stands by my side and kicks me when required) got the 1st. The 2nd went to Liz Brockman, the 3rd went to her son, Scott our VP and the last went to Del Border.

The next meeting, Feb. 15th, will have a guest speaker - the owner of an old vintage race car who will reveal its interesting history. I've got some great photographs I've taken in the past of this car - I don't see many cars that are older than me and this one is a gem. Remember to take Exit 35. The Hillside Cafe is on the service road that runs North along the East side of 83 right along the interstate fence.

Keep shoveling and hope to see you there.



Barb & Joe Spear, Don & Dot Hoffer



Left-Dot Hoffer, Kelby Steele, Scott Brockman, Priscilla Hooper; Right-Don Hoffer, Bob Quickel, Del Border, Liz Brockman, Dave Hooper

Philadelphia Region

by John Heffron

There has not been much Healey activity in the Philadelphia region during these frostbitten past few weeks. We had a light turn out for our January meeting but were missing a few of the regular faces. We are planning a great shop visit to Leydon's Restorations in Lahaska, PA sometime in February – more details to come in an e-flash.

With my bones creaking, I decided to take a flight to Scottsdale, AZ for the auction week. Meeting up with a friend from Dallas, we visited 4 of the 5 major auction sites over the course of 3 days. We visited RM at the Biltmore, Gooding & Co, Russo & Steele and Barrett Jackson. Each auction site was significantly different with the RM and Gooding sites and environments being markedly upscale. We had a great time, with daytime temperatures in the low 70's and nighttime lows in the mid 40's. I purposefully did not register to bid anywhere as I recognized my addiction for LBC's and my penchant for buying and never selling!

The first venue we hit was RM's "The British are Back" auction held at the Arizona Biltmore on Thursday night, 1/20/11. This was far and away the highlight of the trip and my favored auction house. I was like the kid in a candy store gazing at a vast array of beautiful Jags, Aston Martins, Rolls, Bentleys, and of course Healeys. There were also a couple of MG's, Triumphs, Morgan's, and Minis thrown in as well! Approximately 70 cars went over the block that evening with prices all over the place. I would guesstimate that most cars met the lower end of their estimates but some higher end cars were going cheaply.

There were 4 Healeys sold that evening – Lot 140 was a black over red '56 100M at \$107.3K with red painted wire wheels and red seats with black inserts. It was a beautiful car as are all 100-4's but not as nice as many that we see at Encounter; Lot 147 was a dark grey over red '62 BT7 at \$79.8K that was a very pretty car; Lot 123 was a '65 red BJ8 which was nice but nothing special at \$52.8K; and Lot 132 was a '67 golden beige BJ8 older Kurt Tanner restoration that went for \$85.3k. I was particularly interested in this car because it was only two serial numbers later than my golden beige BJ8. In addition it was a real treat to see a '50 Healey Silverstone (Lot 128) go for \$192K as well as a '53 red Nash Healey convertible (Lot 130) for below its estimate at \$77K. A very nice TR4A (Lot 106) with 19,000 miles went for \$33K and a chrome bumper MGB (Lot 110) sold for \$27.5K!

We enjoyed this venue so much we came back on Friday to see a '55 MB 300SL Gullwing go for almost \$1.4 million in a telephone bidding war between a European and a collector from the Middle East, while a '60 300SL roadster went for a mere \$572K and a '54 Gullwing for \$544! See the cars and results at: <http://www.rmauctions.com/AuctionResults.cfm?SaleCode=AZ11&SortBy=RO&View=Normal&Category=All&Currency=USD>

We then headed over to Gooding & Company in downtown Scottsdale on Friday afternoon where we watched



Philadelphia Cont...

some Ferraris go for astronomical prices. A friend of a friend was selling about 6 or 7 Ferraris from his father's estate and evidently did so well that on Saturday he bought a 1953 Fiat 8V Supersonic for more than \$1.5 million! There were a smattering of British Sports cars here including two '59 BN6's and a '56 BN2 Lemans. They were all very nice but we missed them going across the block so I am not sure what they sold for. Check out the Gooding site at: <http://www.goodingco.com/auction/>

After a few libations we then drove on over to Russo & Steele in North Scottsdale. This is the auction where the tents collapsed during a storm last year damaging a multitude of classic cars. This auction, like Barrett Jackson, has a completely different vibe than that of the first two. It's almost circus like with the auctioneer jabbering at a mile a minute and with a lot of hype. The cars were all over the place in terms of condition. Some show cars and some drivers. We did not stick around too long as we had a dinner reservation but got a chance to tour the lot. There were only a few British cars there including a '61 MkII which looked to be a decent driver. I did see a beautiful red 61 TR3A with overdrive that a fellow from Vancouver, CN just bought for his brother for \$33K plus commission. I had a chance to speak to him and found that he did not know much about the marque and he believed that the restoration cost over \$125K! It was a very nice car and I did not defuse him of his enthusiasm (maybe \$75K or more of the supposed \$125K was stuffed into the seats...). It made me feel good about what I paid for my TR3A this past summer which was every bit as nice. The Russo & Steele site is: http://www.russoandsteele.com/scottsdale_schedule.html

Saturday took us to Barrett Jackson at West World in North Scottsdale. This is the big one with over 1200 cars up for auction. Saturday is the most popular day with the ticket admission @ \$55 while other days range from \$20 to \$45. It was really crowded – more so than I have experienced in the past, although I had not been there since 2006.

We toured the tents and were overwhelmed by the sheer number and variety of the cars. I was happy to see that BJ was moving away from a lot of the "resto-mods" that were so popular in the boom years. This was a Corvette lovers' paradise. I'd guess there were over eighty '53-'67 Vettes up for sale and more than 50 later year models. The good news is there were 7 big Healeys and 3 Bugeyes. I did not see any go over the block but did see all but one under the tents. Unfortunately, you could not see the engine compartment on most of them but a few were opened up for inspection.

Here are the BJ results for the Healeys and my personal comments:

'60 Bugeye – lot 55.1- \$18.7K – nice clean car – would not win a class prize at Encounter

'59 Bugeye – lot 345- \$16.5K – again nice clean car - I was surprised this one went for less than the first but it sold on a different day.

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Philadelphia Cont...

'60 Custom Sprite – lot 915 - \$19.8K– bright red with a “speedwell like” front end and a 302 V8 under the hood. I'd like to see it in the gymkhana!

'64 BJ8 – lot 935.2 - \$82.5K – freshly restored in non original silver. It was a pretty car but I was surprised it was at the higher end of the values.

'67 BJ8 – lot 939 – \$66K – An original golden beige car restored in '94. This was one of the last Healeys built HBJ842563G – looked like a very pretty car but it was under a see through plastic car cover so I could not get a very good look.

'60 BN6 – lot 959.1 - \$84.7k – Healey blue two seater with an upgraded BJ8 engine. Restored. Surprisingly (at least to me) this brought the most money from all the Healey's at BJ.

'60 BT7 – lot 972.2 - \$60.5K – Kurt Tanner restoration – black with red interior. I was surprised this car went this cheaply as it was a “Tanner” restoration.

'66 BJ8 – lot 1243.1 - \$79.2K – British Racing Green with parchment interior. John Wilson – Healey Lane restoration. This was far and away the nicest Healey at BJ (in my opinion) it was sitting next to a Tanner non-original golden beige BJ8 (see below) and was absolutely gorgeous. It was as equally nice as the RM Golden Beige car that sold for \$85K. This car would win a prize at Encounter.

'66 BJ8 - lot 1337 - \$80.3K – Kurt Tanner restoration – non- original golden beige car with red interior although advertised to have been restored to “Austin Healey Club Gold Concours standards (including the non original paint for the year and chrome wire wheels ☺). That said, a pretty car but not as nice as the BRG next to it.

'67 BJ8 – lot 1583 - \$55K - Healey blue with black interior – recent restoration. This car was probably the best “bargain” of the big Healeys that I saw at any of the auctions. I say that because I believe it was a nicer car than the red BJ8 that sold for \$53K at RM. Although it was a tad more “blue” than what I think is the correct hue it was a very nice car.

Check out all the Barrett Jackson cars at: <http://www.barrett-jackson.com/application/onlinesubmission/currentcarlist.aspx?aid=403&sd=01%2f18%2f2011&ed=01%2f18%2f2011>

Heretofore, Barrett Jackson was the only auction I had ever attended in Scottsdale and you should not miss it. It's the biggest and, in a lot of ways, over the top. However in years to come, I will come on a weekday when the crowds are smaller (and entrance fee cheaper) when I will be able to spend more time examining the cars. My Fridays and Saturdays will be spent at RM and Gooding. I will try to hit Russo & Steele and Silver on the fly if they have some British cars of interest.

In closing, the Arizona auction week is the Mecca of car aficionados. There is something for everybody, the weather is usually superb, the people are friendly and the cars are incredible. I would recommend it to anybody who wants to get a break from this frigid climate! Only 66 days until Spring!

See you at the Atlantic City Classic Car Auction on Feb 18-20th. There's at least 1 BJ8 there scheduled to sell.

Lehigh Valley

by Joel Keefer

The holidays are but a fleeting memory, the decorations are down and put away, and (hopefully) visiting relatives have all gone home, and many of us are more focused on the football playoffs than anything, now that the Healeys are settled down for long winters naps. Add to that the current deep-freeze that's set upon this area and what seems like a steady regimen of shoveling snow and ice (unless like SOME people, you head south to Key West!) and it makes for a quiet couple of months for the Lehigh Valley Region.

At least two region members has been busy, though – or at least their cars have. Gerry Kunkle and Anton Bonifacic have provided four of a total of 15 British sports cars currently on display in Allentown's America On Wheels transportation museum. Of course they're not all Austin Healeys; in fact our favorite marque is represented by only two cars, Gerry's Sprite and Anton's beautiful blue over white BJ8. Other cars in the exhibit include Gerry's two E-Types, an MG-TD, MGA and MGB; Triumph TR-3A and TR-6, Sunbeam Alpine and Tiger, Jaguar XK-120 fixed head coupe, Morgan Plus Four, Austin Mini and a new Mini Countryman. If you have any interest in seeing this exhibit, better act fast; the British cars will be moving out early next month. And despite vicious rumors to the contrary, the EPA is NOT going to name the second floor of America On Wheels as the next Superfund site!!

Next region meeting is Monday, February 21 at the Top Diner – eat at 6:30, meet at 7:00. Watch for e-Flashes regarding upcoming activities, including a visit to the AACA Museum in Hershey and a day of skiing at Bear Creek or Blue Mountain.





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Brandywine

by Ernie Leser

Thursday evening January 20th found the group at Matilda's Restaurant in Newark, Delaware. This place has changed hands again, and now also has the name "Mad Macs" since many of their specialties are various macaroni and cheese dishes. After some good food and brew, the group tackled the ever challenging events calendar for 2011. In attendance were John Dixon, Jim Martin, Tom and Mike Zalewski, Kris and Steve Garrett, Dave Ehret, Chuck Ott, Joan and myself.

The Brandywine Region events for 2011 are shown below. While some meetings are specifically designated for Encounter planning, attendance at all of the meetings is important as Encounter updates and needs will be discussed at all of them. Needless to say, all available help is greatly appreciated as Encounter is quite an endeavor. Dave Ehret went over the current status of Encounter 2011 and what are the items needing attention next. Chuck Ott concluded the meeting with some business items and all were able to make it home before the snow began to fall (again).

BRANDYWINE 2011 EVENTS

February, Sat. 19th, 1 pm. "Pizza at Pete's". Pete Robert's house, 21 Waterview St., Downingtown, PA. RSVP to Pete (610-458-5412).

March, Sun. 20th, 1 pm. "Taj Garage" tech session. The Ott's house, 109 Airmont Dr., Middletown, DE. For info call Chuck (302-378-7287).

April, Sat. 30th, 12 noon. Brandywine Social. The Whip Tavern, 1383 North Chatham Road, West Marlborough, PA. RSVP to Kris (610-558-1334).

May, Sat. 7th, Lewes 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.

June, Sat. 18th, 12 noon. Encounter Hotel Walk Through. Meet at the Revere Tavern, Paradise, PA. We'll do lunch. Contact is Dave Ehret (610-353-0698).

July, Sat. 9th. Brewery Tour. This will be the Twin Lakes Brewery in Greenville, DE or the Victory Brewing in Downingtown, PA. Check E-Flash closer to the event.

August, Sat. 6th, 1 pm. Encounter Meeting. The Leser's house, 2 Orioles Nest, Elkton, MD. RSVP to Joan (410-398-7308).

August 10th – 13th. Encounter 2011 – "Healeys in Paradise", Paradise, PA.

September, Sat. 10th, 1 pm. Annual Crab Crawl and Feast. St. Michaels, MD.

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

November, Thurs. 17th, 7 pm. Elections. Lone Star Steak House, Concord Pike, Wilmington, DE. RSVP to Kris by the 10th (610-558-1334).

December, Sat. 10th, 6 pm. Christmas Party and Ugly Gift Exchange. Location TBD.

January 2012, Thurs. 19th, 7 pm. Events Planning. Matilda's, Newark, DE.

Long Island

by Paul Parfrey

You may have already deduced that snow is a four-letter word. I will not include any photos of snow nor mention it again. The LI Region's post holiday party has been postponed until Mother Nature gets _____ out of her system. Orlando's Family Restaurant has gone out of business, luckily before I gave them a deposit! So the search for a new venue is underway but progress has been hampered lately due to weekly arrivals of _____. Hopefully, we will welcome the spring equinox with a luncheon and maybe even get our cars out on the road. Right now it seems almost too much to hope for. The photos accompanying the article should give you something to look forward to. Next month's article will include a schedule of events.



Susan P. is heading back to Bradenton Beach this month.



Bob Markovich's 100-6 on a warm afternoon, Encounter 2009.



Nova Scotia Healey, Conclave 2009



Beach Run/Sunset Tour, July 2009

North Jersey

by George Crombie

North Jersey held its first monthly meeting of 2011 on Tuesday night, January 25th, at the La Cucina Restaurant in Denville. The meeting started at 7:00 PM with 14 members present. Attending were Richard Ippoliti, Frank Dapiran, Bob Swanson, John Moore, Steve Feld, Allen Rosenberg, Ralph Scarfogliero, Ian Kessen, Steve & Lynn Jekogian, Mike Busche, Jim Vollmuth, Larry Gersten, and George Crombie. Talk about cutting it close; I was supposed to have my monthly article (you know, this thing that I am just starting and you are now reading) done and on its way via e-mail to the editors at The FLASH! at that (this) very moment. However, I needed something to write about and report on (that is my story, and I'm sticking to it). Since the meeting that was scheduled for the previous week had been postponed a week due to a snow storm, my material, and as such, my article, was delayed. So now I'm under the gun, yet again. Almost literally, as Mr. Jekogian granted me a reprieve of "...about 24 hours, no more!" So, after an enjoyable evening of doing my best imitation of a field reporter, I am now hunkered down once again trying to decipher the notes I took and mix them in quite liberally with the great synopsis put together by Richard Ippoliti so you all stay informed.

This meeting was the first chance that many of us have had to get together since the Holiday Party we had at Steve and Ann Feld's on December 4th (a great party, I might add), so there was quite a bit of catching up to do. Some of the topics I heard around the table involved trying to set up a few events for the calendar (a couple of Tech Sessions, the annual Spring Tour, a Road Trip to Sandy Hook for lunch, a Weekender to see the Jersey Lighthouses, BritFest, Carlisle, Encounter in Paradise, and on and on). Also, Steve Jekogian updated us on his recent experiences with some Bugeyes, and his ideas of converting an AN5 to all electric for tooling around Down the Shore. It's a Jersey thing. Mike, Bob, and Ralph were deep in discussion regarding the feasibility of converting a 100 from left-hand drive to right-hand. Ralph passed around pictures of one of his latest projects; installing a Jag V12 into an MGA, and connecting it to a Corvette rear end. Now he has to find a way to increase the ground clearance so it doesn't scrape on the paint when he drives over crosswalks. Or even the dotted white line.

At the other end of the table, I heard snippets of conversations about wine, valve cover racers, and Frank sending the engine of his 100-6 off to be rebuilt. Amidst all this conversation, we had plenty to eat and even partook of some of the aforementioned wine. Then the discussion turned to the important topic of hosting Encounter 2012. Allen Rosenberg and Steve Jekogian updated us all on the various hotel venues they have checked out so far; with the pros and cons as they noted them. There are two or three remaining potential sites that bear looking into. It was expressed that one of the criteria to be kept in mind was the cost of accommodations to be kept below \$100/night if at all possible. It is a safe bet that within the next couple of months or so, we should be down to the final vote.

Richard and I will try to get together to come up with a time and place to hold a Tech Session with the express purpose of brainstorming ideas on building a Valve Cover Racer for anybody that may be interested in building their own racer for future Encounters. Believe it or not, there are actual Rules for the standard racer (no rules apply for the Nasty-Boy class). A copy of these Official Rules will be available, as well as

North Jersey Cont...

a veteran (one season, in-the-top 10 finisher) Racer for inspection. The main purpose will be to share ideas and pointers and generate enthusiasm. Who knows, we may even have enough interest to hold our own Regional Race prior to the main event in Paradise.

Allen Rosenberg expressed an interest in hosting a Tech Session at his place in the near future with the intent of getting his 100 running.

Stay tuned to your e-FLASH updates from Richard for the latest happenings. If you have any ideas or input, don't be afraid to call, e-mail, write, or attend an event/function and share.

Let me get this off to the editors before Mr. Jekogian comes after my knees or something.



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August 10-14, 2011

Last Name _____ First Name _____ Spouse/Guest _____
Address _____ City _____ State _____ Zip Code _____
Evening Phone _____ Email _____
Guests' Names / Children's Names and Ages _____
Region/Club Affiliation _____

Car Information

1. Model _____ Year _____
2. Model _____ Year _____
3. Model _____ Year _____

Check the events in which you will participate:

Popular Show _____ Rallye _____ Valve Cover Races _____
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
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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,
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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

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\$45 if postmarked by June 15, 2011 _____
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Parts • Service
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Bruce and Inan Phillips

Overdrive Throttle Replacement Switch Warning

by Ken Beck

Please be aware that the replacement overdrive switch is defective so be careful and read on, and ask Moss if the switch is correct or not.

If you have replaced your original throttle switch for the overdrive system in the last couple of years you may be in for some major electrical problems. The replacement switches are not the problem but the metal tabs that secure the wires are. In the effort of suppliers to save a penny, the metal tabs that secure the wires to the switch have been redesigned. The original tabs had a small tip that was bent down and it went into a hole on the metal piece where the wire is clamped to. The wire comes in perpendicular to the switch body and the screw goes through the clamping tab, which is parallel to the wire, and secures the wire. This holds the wire neatly in position towards the switch.

No longer do the clamping tabs have the little tip that engages the hole. Fortunately the hole is still on the new switch so the new switch can be used. The new clamping tabs are bigger and go over the metal arm that the wire fastens to. The tab now goes on perpendicular to the original (up and down) so it now hangs over the side a little bit. Also the hole is big enough that the tab can move up and down a little bit. There is just enough movement so the clamping tab can make contact with the bent over tabs which hold the cover on the switch. When this happens you'll see all of your original Lucas smoke leaking out of the harness.

Ask me how I know.

I have notified suppliers and changes were supposed to have been made. You can reuse your original tabs if you still have them.



Original Tab

Tool Glossary

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, shit!"

SKILL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

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Tools Cont...

BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Son of a b*tch TOOL:

Any handy tool that you grab and throw across the garage while yelling "Son of a bitch" at the top of your lungs. It is also, most often, the next tool that you will need.



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