

The *FLASH*

JANUARY 2015 | ISSUE 444



JANUARY 2015

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What's In The Flash

Steve Jekogian

We hope you had a great holiday season and are thinking about the fun Healey events in 2015.

With the weather this warm and now salt on the road driving the cars has been easy. I had the Bugeye out the other day and it was great. But now it is up on the lift for an oil change and attention to some undercarriage detailing.

Please look over the article on Enclave 2015 and send in your registration ASAP. Also, call for the hotel reservation as they are going to fill up fast and "your want to be " where the action is. In December there were over 110 registrations already. Hitting 300 registrations means 300 HEALEYS and 500 plus people. What a car show that will be, and think of all the new Healeys you will be seeing.

Check out the new Auto trivia questions and as a special gift to you the answers are in this Flash Issue.



MEMBERSHIP

We had 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, and 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 our web site.

WEBSITE INFORMATION

There are a number of tech articles courtesy of Steve Jekogian now on the website in the menu item 'Resources'. You can see them without logging in. If you have a tech article you would like published on the site, you can use the 'tech article submission' in the resources menu or you can send the information to me and I'll post it.

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 past Flash newsletters.

When you log in to the site you will be at your 'Profile' page. Here you can add information about yourself, change password, etc.

From there you go to the website by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.

By JMike Bradley

LEHIGH VALLEY

By the time you read this it will be sometime in January. I hope you all had a very Merry Christmas and a great New Year. We had six couples at our Christmas Brunch at the Cock & Bull Restaurant in Peddler's Village on December 7th. The Becks, Kunkles, Brodeurs, Weavers, Nases and Snyders. Kathy and I were unable to attend, but I hear everyone had a very nice time. The food was good and plentiful and the afternoon was sufficiently pleasant to allow some meandering through the many stores. Christmas is a great time to visit the shops in Lahaska. Did you know I was married in the courtyard of (what was once known as) Jenny's Restaurant ? Kathy and I had the reception right there in Jenny's. Very nice. Of course, that was a few years ago.

I'm sure your Healeys are all nestled snug in their respective garages for the winter. Except Gerry's, of course. He usually likes to get out on especially nice afternoons in January & February, provided there is no salt or snow on the roads. A true sports car buff.

Not much else happening. We will have a January meeting and, I assume, Ken will announce it. Weather permitting, I'll be there.

Look for the notice or an E-Flash from me.

As you all know, I expect to be moving in 2015. Not sure where yet, but definitely South. My Healey is for sale. Anyone interested can view it on Ken's K & T website.

I also have five painted aluminum wire wheels for sale at \$ 25.00 each. Gerry had expressed an interest. Not sure what shape the spokes are in. I used them until I put the chrome ones on back in early 2000.

That's about it. Short & sweet. Remember, I'll remain as Flash editor until I move, but someone will have to take over at that time.

See you soon!



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BRANDYWINE

A very happy and healthy New Year to all of our members! Another year to get together with good friends and to enjoy our special cars.

The annual election of officers for the Brandywine Region was held on Nov. 25th at Stoney's British Pub. Attending were: Chuck Ott; Kris and Steve Garrett; Jeff Lanno; Jim Martin; Pete Roberts; Tom and Diane Zalewski; Mike Zalewski and his fiancée Elizabeth; Les Lewis; Joan and myself. After the group was well fed and refreshed, elections proceeded in the usual raucous manner with the following results:

President: Chuck Ott

Treasurer: Pete Roberts

Events Coordinator: Les Lewis

Membership: Diane Zalewski

Flash Editor and Club Taster: Ernie Leser

Sargent-At-Arms: Sue Hatton



Following the election, Chuck gave a brief review of the last board meeting. Registrations are coming in well for Enclave 2015 to be held July 19-24 in Gettysburg, PA. This is expected to be a very popular event, so early registrations are advised. Thinking ahead to Encounter 2016 (hosted by our region), various possible locations were discussed. More research will be needed.

The annual Brandywine Region Christmas Party was held on Dec.6th at the Zalewski's home in Elkton, MD. Tom and Diane, with the help of their son Mike and his fiancée Elizabeth, had the house beautifully decorated. After a delicious assortment of hors d'oeuvres, an authentic British meal was served: bangers and mash, individual leek pies, and salad. Yule logs and cookies were for dessert. In addition to various British and Irish brews, Dave Ehret supplied a keg of his very own home brewed IPA – quite tasty! The Ugly Gift exchange led to much merriment as did an original Healey board game designed by Tom Zalewski. All of the following attendees are shown in the accompanying group photo: Chuck, Sue, and Gina Ott; Pete Roberts and Dee Caffrey; Tom, Diane, Mike, and Elizabeth; Dave and Ann Ehret; Kris and Steve Garrett; Jim Martin; John and Nancy Montaque; Nigel and Jonathen Smart; Andrew and Lydia Leser; myself. Thank you Tom and Diane for another super Christmas party!

Our next event is the Events Planning meeting for 2015. This will be held on Thursday, January 22nd at 7 pm at Matilda's restaurant located on rt. 896 just off I-95 in Newark, Delaware. This is your chance to put in your suggestions to make 2015 a great Healey year for our region. See you at Matilda's!



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HARRISBURG

by Fred
Bennett

Twenty-six members attended the Annual Awards Banquet held at the Greenfield Restaurant in Lancaster on November 11th. After cocktails everyone enjoyed a delicious menu that offered salmon, chicken with crab meat, or pork. Following dinner, the following awards were presented by our president, Joe Spear:

- Big Healey Award- Don and Flora Schneider
- Sports and Touring Award- Dave and Priscilla Hooper
- Dick Waltz Award- Fred Bennett

Additional recognition was given for the following:

- Most Accurate Pumpkin Roll- Michelle Brockman (for rolling a pumpkin through the frame of an engineless motorcycle)
- Pumpkin Distance Award- Don Schneider (for completely missing every target and rolling out into the street)
- Lowest Mini-Golf Score- Putt-Putt Priscilla Hooper and Dead-Eye Charlie Baldwin

Always a popular event, the Annual Holiday Progressive Dinner drew twenty-nine participants on December 6th. This year's gustatory delights followed an Italian theme. The appetizers during happy hour at the Spear's (a.k.a. the Spearinis) were so delicious and plentiful, members weren't sure if they would have any room left for the lasagna dinner that the Sherks (a.k.a. the Sherkatinis) had prepared. Healey drivers are a tough bunch, so everyone naturally soldiered on, and by dinner's end there wasn't a single slice left.

After the meal lots of humorous anecdotes were shared, most of them at the expense of Don Schneider. Don, being a good sport, took his lumps like a man! The crazy gift exchange was great fun as usual. Members left the party with priceless treasures such as: a beautifully hand-painted bedpan, a foghorn, and a framed paint-by-numbers masterpiece. Thanks to Joe and Barbara Spear and Fred and Donna Sherk for hosting a great end-of-year event! The January meeting will be held on the 15th, location to be announced.



Fred Bennett receiving the coveted Dick Waltz award

All of us in the Harrisburg Region would like to wish the entire Austin Healey Sports and Touring Club a very Merry Christmas and safe and happy New Year. We look forward to seeing many of you in Gettysburg next year!



The most sought after Christmas Gift. The bedpan not Priscilla!!!

A happy group of Healeys for our Progressive Dinner

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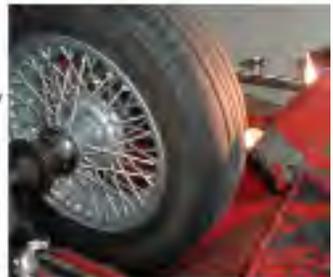



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PHILADELPHIA

by Randy Alkins

Winter has finally set in, our “Bumblebee” has been put to bed in the garage with a list of projects to complete over the next few months. First, I will install a new master cylinder, and bleed the brakes and clutch. I’m not looking forward to having brake fluid dripping down my arm, but as we all know, winter projects have to be done. A highlight of the winter Holiday

Season was the party on December 6th.

On a cold, rainy Saturday night in December, the atmosphere at the Holiday Party at the Bugeye Café, aka Ben Kenion’s home in Moorestown, NJ, was warm and delightful. The Philadelphia Region members in attendance were treated to an evening of delicious food, fun, and genuine camaraderie.



Much laughter ensued, as people, filled with good cheer, rekindled friendships and made new ones. I did hear a lot of chatter about winter car projects, as well as other topics.

From the feasting on sweet-and-sour meatballs, crab puffs, and an assortment of other nosh fare, followed by a hearty shrimp/bowtie dish with marinara sauce and salad, to the main course of either salmon or chicken, all were able to feel sated and nourished.





The desserts were a splendid assortment of cookies, chocolate brownies, and a tasty treat of chocolate-dipped marshmallows topped with a colorful candy cane, the latter being my wife’s favorite.

After enjoying the delightful meal, the night’s activity shifted to the annual holiday presents, which according to the “rules,” could be taken from others, in early episodes of re-gifting. Lois paid the price of selecting gifts that proved too popular.

The definition of a good party is when people do not want to leave, and this is what happened. The “good-byes” were lengthy, with good wishes to everyone for a wonderful Holiday season, and a terrific New Year.

Some Announcements

- January 16-18 Auto Mania in Allentown, Pa, Carlisle Events Program
- January 24-26 Lotus: The Art of Lightness held at the AACA Museum in Hershey, PA

Through the joint effort of John Heffron and myself, the Philadelphia region has garnered an auto body course at the Middle Bucks Institute of Technology in Jamison, PA. The class, to start in February, was filled in three days by club members signing up to take the ten-week course covering dent repairs, panel alignment, primers and painting, use of welding for repairs, and dealing with rust issues. We hope to have the course available in the future, as well as other courses specifically geared to our cars.



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LONG ISLAND

*Gary and Healey*

I am sad to report the passing of longtime member Gary Moreau. Gary was born in Canada and was a Vietnam vet. When I met him, he had a '56 BN2 with a Chevy 350 and a Muncie transmission. It was during the summer of 1992 when I was building my garage. He stopped by one day and introduced himself. Thereafter I looked forward to our daily chats but they did slow the progress on the garage! Soon enough he came by in his Healey and asked if I'd like to go for a ride. Now I'm sort of slow on the uptake, or "thick" as my father used to say, and I didn't realize what the invitation really meant. I found out soon enough: acceleration so like a guided missile that I imagined my mouth being forced open like those test subjects strapped to the rocket sleds you used to see on TV science documentaries. The invitation was offered often enough and I accepted but I didn't really like the ride. (I liked the conversation better!) I finally told him and he relented. It wasn't long, however, before he came up with a new ploy. He had a noise and could I come along and tell him what I thought. His best shot was telling me he



Healey at home in NC

thought his pumpkin was moving up and down under full acceleration. What could I do? I got in the car. Now a 100-4 has batteries, one on each side of the driveshaft and the rear shelf is hinged such that you can open it to access the batteries. As Gary did his shifting with the shelf open, I watched the pumpkin. Did it move? Holy cow! It looked like it would jump into the car with us. I counseled he should cool it. About a week later, he dropped the contents of the pumpkin on the street in front of my house. Then began the search for a 3.545 to replace the 4.1 now scattered on the pavement. I drove the car once before the rear end's destruction and found I could start in third with no problem. Gary finally added a 5-speed transmission to the lower numerical rear and tamed the car further. I used to say I'd drag race him if he pulled the leads from 4 of his spark plugs. The Beach Run/Sunset Tour was always more exciting when Gary came along. We would come alongside one



Gary and Isabel Moreau



Chris, Steve, Scott and James out in the cold



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another and then accelerate up to 70 or 80 and brake right down to the speed limit to avoid the state police on the Ocean Parkway. Gary called that “romping”. We’d do it over and over again. At the diner after the Beach Run and at our post holiday parties, it was a pleasure to have Gary and his lovely wife, Isabel, join us. Isabel called me in November to let me know Gary had passed. We had lost touch for a while, and last I saw him he was talking about selling the Healey, you know, to be practical. Isabel sent me recent pictures of their lovely home in Winston-Salem, NC, including a shot of the garage with the Healey inside. Good for you, Gary! We miss Gary, and Isabel too as she is now a good distance away from LI.

Searching for photos of Gary and Isabel, I was reminded that some of the members of our Healey family are also far away like the Allens in North Carolina and the Mickles in Florida. We miss them too!

The MG Club Fall Foliage Tour took place on Sunday, Nov. 2. The weather was windy and cold, and the turnout was very small. The LI Region had one hardy participant, Chris Aries, who drove the tour with his top down. Four of us (in real cars with heat) drove to the railroad station to see if anybody would show up. Those would be Scott Greenfield, Steve Tjepkema, James Burger, and myself. We all drove home again without doing the tour. James and I had a good conversation in the cold after everyone else had left; Chris was probably warmer in his Healey!

The post-holiday party will likely be history when you read this in January. Hope you didn’t miss it!

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Enclave 2015

“Healeys on Hallowed Ground”

July 19th – 24th 2015

“Healeys on Hallowed Ground” Welcome Reception

The Generals Lee & Meade Opening Night, Sunday July 19th 2015 6 to 10 PM

Gettysburg National Military Park Museum and Visitors Center

The Enclave 2015 private Opening Night Welcome Reception, sponsored by Victoria British, will be held at the new Gettysburg National Park Museum and Visitors Center, www.gettysburgfoundation.org which features the Gettysburg Museum of the American Civil War and the “Battle of Gettysburg” Cyclorama. The Film and Cyclorama includes the “New Birth of Freedom”, a film narrated by Morgan Freeman and sponsored by The History Channel, plus the authentic Cyclorama created in the 1880’s. Longer than a football field, and as tall as a four-story structure, the Gettysburg Cyclorama oil painting immerses visitors in the fury of Pickett’s Charge during the third day of the Battle of Gettysburg. Attendees will have exclusive access to this unique venue to kick off our week of “Healey’s on Hallowed Ground”. The museum showcases an extensive collection of artifacts and archival materials and provides visitors with a perspective of the Civil War through the words of its participants and spectators, including Presidents Lincoln and Davis, Generals Meade and Lee, soldiers, correspondents and civilians. Through a variety of exhibits, interactive displays, films, and a host of





research resources, you'll be provided a Civil War experience unlike any other. It also provides a comfortable environment from which visitors can learn about the sacrifices made during the Battle of Gettysburg and the causes and the consequences of the American Civil War.

The Visitor Center features activities that provide an excellent introduction to the Battle of Gettysburg and will prepare you for your bus tour of the Gettysburg battlefield on Tuesday. The Gettysburg Museum of the American Civil War has 11 exhibit galleries featuring Gettysburg National Military Park artifacts and interactive displays and the Gilder Lehrman Institute Special Exhibits Gallery. The computer resource room gives visitors free access to information about the people who lived, worked and fought in Gettysburg, the Battle of Gettysburg, the artifacts collection at Gettysburg National Military Park, and the Gettysburg battlefield monuments.

We have over 130 confirmed reservations for the Sunday Welcome Reception, thus far, and this the most popular Enclave 2015 event. We are limited to the first 400 guests, so please get your registrations in early, to assure you will not miss the Gettysburg National Park Museum and Visitors Center. Your Sunday evening Welcome Reception schedule will be:

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EVENTS | Enclave Update

6:00-6:30 - Arrival and mingling in lobby with your Healey friends plus Mr. and Mrs. Robert E. Lee and Ulysses Grant

6:30-6:45 Lobby – Welcome Announcements of activities for the Enclave 2015 week

6:45 – Theatres open and food service in lobby and restaurant, theatres run every 15 minutes

Hors d'oeuvres will be served and a cash bar will be available.

The success of Enclave 2015 will be in a large part through the very generous contributions of our corporate sponsors. We are very excited that Moss Motors will serve as our Enclave 2015 title sponsor. In addition to Victoria British sponsoring our Healeys on Hallowed Ground Welcome Reception, BMC will also serve as a Platinum Sponsor, for our popular car show on Wednesday morning. Classic car insurers, JC Taylor and Hagerty Insurance have stepped up as Gold Sponsors. Hagerty will also provide their Valuation Guide and Roadside Assistance during Enclave 2015. Our confirmed Silver sponsors are; Fourintune for the Jeb Stuart Battlefield rally on Monday morning, British Wiring for the John Buford BBQ and Civil War Concert Tuesday evening, and Cargo Trailer Sales for the Pickett's Charge Valve Cover Races on Tuesday afternoon. Triumph Rescue is our first confirmed Bronze sponsor for one of our tech sessions.

See you in Gettysburg, July 19th – 24th





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Healeys on Hallowed Ground

ENCLAVE 2015

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July 19 – 24, 2015 Gettysburg, PA

Last Name _____ First Name _____ Spouse/Guest _____

Street _____ Apt.# _____

City _____ State _____ Zip _____

Phone – Primary(____)(____) Alternate(____)(____) Is this your 1st Event? (Y/N) _____

Attending Children's Names & Ages _____

Region/Club Affiliation _____ E-Mail Address _____

Little British Car(s) (LBCs) You Are Bringing to the Event: Trailer Space Needed? Yes No

1. Model _____ Yr _____ VIN(optional) _____ 2. Model _____ Yr _____ VIN(optional) _____

Arrival date	Sat	Sun	Mon	Tue	Wed	Thu
	7/18	7/19	7/20	7/21	7/22	7/23
✓ check one						

Included in Registration			
✓ Will you need flea market space?	Yes	No	
✓ Will you need Regalia Room space?	Yes	No	
✓ Participating in rally? # cars ___?	Yes	No	
✓ Participating in Gymkhana? # cars ___?	Yes	No	
✓ Participating in Funkhana? # cars ___?	Yes	No	
✓ Valve cover races? # cars ___?	Yes	No	
✓ Popular car show? # cars ___?	Yes	No	
✓ Arts/crafts/photo submission?	Yes	No	

Registration Instructions

1. Complete the [registration form](#)
2. Make check payable to: **"ENCLAVE 2015"**
3. Enclose both in an envelope and mail to:

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- Free outside flea market space
- Free admission to all tech sessions and driving events
- Free ENCLAVE 2015 door magnet with your registration number on it.

Hotel Registration

Contact the Wyndham Gettysburg 717-339-0020 or the Marriott Courtyard 717-334-5600 and mention "ENCLAVE 2015" to get the \$129 (excluding taxes) per night room rate. **Deadline for assured room availability is June 7th, 2015.**

Registration Fees

\$110 if postmarked on or before April 1, 2015	\$ _____
\$130 if postmarked after April 1, 2015	\$ _____
Extra LBC cars: ___ @ \$30 per car	\$ _____
Extra adults (over 21) ___ @ \$30 per person	\$ _____
Sunday Opening Night Reception at Gettysburg Museum & Visitor Center ___ @ \$10 per person	\$ _____
Monday, Post Rally Wine Tasting, and Tour ___ @ \$15 per person	\$ _____
Tuesday Fields of Freedom Film & Guided Gettysburg Battlefield	
Bus Tour ___ @ \$29 per person	\$ _____
Tuesday Evening BBQ ___ @ \$36 per person	\$ _____
Children: less than 4 yrs old: free	
: 4-11 yrs ___ @ \$18 per person	\$ _____
Wednesday Ice Cream Social, Go-Kart & Miniature Golf Competition ___ @ \$15 per person	\$ _____
Thursday Ladies Event ___ @ \$20 per person	\$ _____
Thursday Awards Banquet ___ \$46 per person	
Enter number of entrées:	
Fish <input type="checkbox"/> Pork <input type="checkbox"/> Chicken <input type="checkbox"/>	\$ _____
Thursday Night Pizza Party & Movie (for kids)	
Children (3-12) ___ @ \$12	\$ _____
"Chinese Auction" Tickets ___ @ 7 for \$5	\$ _____
Concours Judging/Awards ___ @ \$60 per car	\$ _____
Regalia Total, from page 2	\$ _____
Total Remittance (\$US)	\$ _____

HEALEY
 2015

SUNDAY EVENING: The Generals Lee & Grant Opening Night Welcome Reception

The Opening Night Welcome Reception will be held at the new [Gettysburg National Park Museum and Visitors Center](#) which features the Gettysburg Museum of the American Civil War and the "Battle of Gettysburg" Cyclorama. Attendees will have exclusive access to this unique venue to kick off our week of "Healeys on Hallowed Ground".

The museum showcases an extensive collection of artifacts and archival materials and provides visitors with a perspective of the Civil War through the words of its participants, including Presidents Lincoln and Davis, Generals Meade and Lee, soldiers, correspondents and civilians. Through a variety of exhibits, interactive displays, films, and a host of research resources, you'll be provided a Civil War experience unlike any other. Hors d'oeuvres will be served and a cash bar will be available.

MONDAY: The James Longstreet Battlefield Rally and Winfield Hancock Winery Tour

Join us on Monday morning for a fun and scenic ride through the beautiful, rolling Central Pennsylvania countryside including the historic battlefield. You'll be challenged to answer questions that will be both educational and entertaining for seasoned veterans and novice conscripts alike. Be on the constant lookout for clues while navigating down Jeb Stuart's cavalry route or Joshua Chamberlain's 20th Maine Regiment's Lane to the Little Round Top. After fighting through the rally route, join your comrades in arms tasting wines and cheeses at a beautiful local winery while trading stories about missed turns, that frisky ground hog that we all swerved to miss (or hit), and the advantages or disadvantages of Pertronix, Abarth, silicone brake fluid, and NOS windscreen wiper blades. For those of you who are not rallying, come join the rally participants at the Adams County Winery for a tasting and tour.

TUESDAY: The Fields of Freedom Film and Jeb Stuart Guided Battlefield Bus Tour

The film provides a 30-minute introduction to the Battle of Gettysburg's climactic action told from the perspective of the soldiers who fought the battle. [Fields of Freedom](#) provides the perfect preamble to a guided bus tour of the battlefield. The two hour tour will be led by licensed National Military Park Guides who will provide detailed insights into the varying challenges faced by both armies' leaders and their courageous troops. You'll have ample time afterward to further explore specific sites of personal interest in your Healey over the Hallowed Ground.

TUESDAY EVENING: Picket's Charge VCR, John Buford BBQ & George Meade Charity Auction

Fierce fighting recommences at the hotel with the afternoon Valve Cover Races. Friend and Foe will then reunite at the BBQ where the likes of Old Pete and Curly would be envious of the chow and fix'ns. After the hearty meal, celebrate with the victors of the Rally and VCR events at the awards presentation. We'll then start the popular live Charity Auction featuring famed auctioneer Alex Tricarb. Enjoy post dinner repast, refreshments and laughs while bidding to win some incredible Healey memorabilia, car parts and other treasures while contributing to a very worthy cause.

WEDNESDAY: The George Custer Car Show & Jubal Early Go-Kart & Miniature Golf Competition Social

The cars will be on display today, bright and shiny in all their glory. Who will be awarded their hard earned Medals of Honor? With cars coming from near and far, feast your eyes on a field of dreams. After the show, you can show your true colors in a hot rod go-kart competition or miniature golf tournament. Gourmet ice cream will be served.

THURSDAY : The John Gibbon Gymkhana, Elon Farnsworth Funkhana & Mrs. Grant's Ladies Event

A day of heated competition, laughs and entertainment. Give your Healey a chance to prove its mettle as a true war horse amongst the ramparts of orange cones, requiring precise maneuvers in the Gibbon Gymkhana. Join in the fun at the Farnsworth Funkhana where you can show the troops how it's done in your regiment. After the fierce fighting is over and prior to our ending ceremonies in the evening, the ladies are invited to participate in the more genteel activity of exploring period fashion from top to bottom. Come and have fun while we discover the layers necessary to dress like a lady in 1860. Assorted scones w/ fruit spread, coffee cake, assorted fresh fruit & berries, coffee and tea will be served.

THURSDAY NIGHT: The Blue & Gray Awards Banquet

The Awards Banquet will provide an end-of-week opportunity to recognize those who excelled (or were just plain lucky!). In addition, we'll celebrate our week together and be entertained by a presentation from our Special Guest.. The dinner menu includes a selection of chicken, fish, or pork. (Cash Bar).

FRIDAY: Check out

Concours Information: Contact Randy Hicks (c) 508-981-5113; (h) 508-252-9295 Healey100M@gmail.com

Regalia (pre-ordered only) : deadline for ordering: June 7, 2015 ; enter quantities in boxes below

Size:	S	M	L	XL	*2XL*	White	Blue	Navy	Gray	Charcoal	Price	Total
Polo/golf Shirt-Men	<input type="checkbox"/>	----	----	\$32	\$ _____							
Polo/golf Shirt-Ladies	<input type="checkbox"/>	----	----	\$32	\$ _____							
Camp Shirt-Men	<input type="checkbox"/>	----	----	\$38	\$ _____							
Camp Shirt-Ladies	<input type="checkbox"/>	----	----	\$38	\$ _____							
Fleece-Men	<input type="checkbox"/>	----	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	\$45	\$ _____				
Fleece-Ladies	<input type="checkbox"/>	----	<input type="checkbox"/>	<input type="checkbox"/>	----	<input type="checkbox"/>	\$45	\$ _____				
T-shirt-Men	<input type="checkbox"/>	----	\$10	\$ _____								
T-shirt-Ladies	<input type="checkbox"/>	----	\$10	\$ _____								
T-shirt-Men 3XL	----	----	3XL	<input type="checkbox"/>	----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	----	\$14	\$ _____
Cap			<input type="checkbox"/>			----	----	----	----	----	\$15	\$ _____
Total												\$ _____

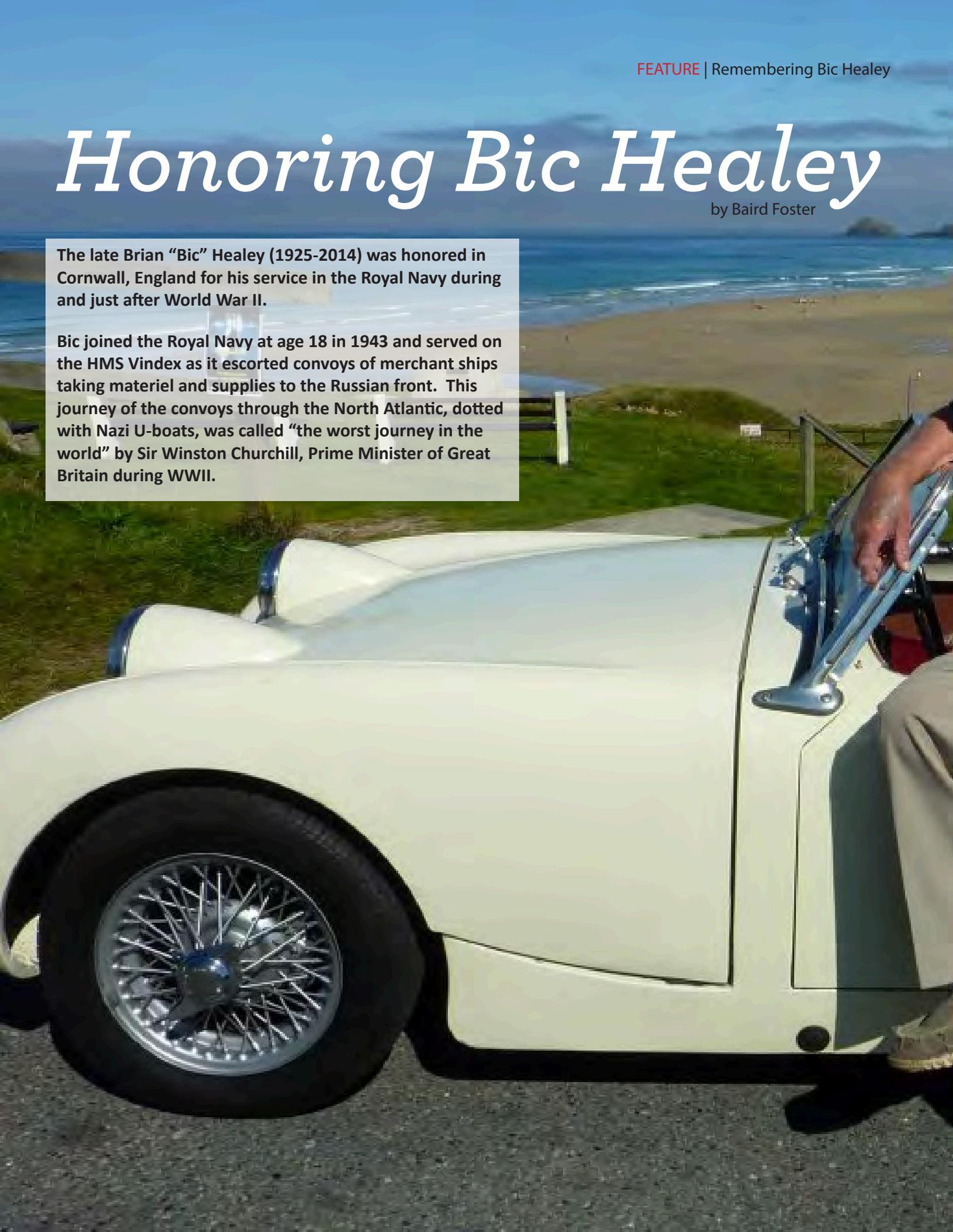
*\$2 extra for 2XL t-shirts *\$3 extra for 2XL other shirts*

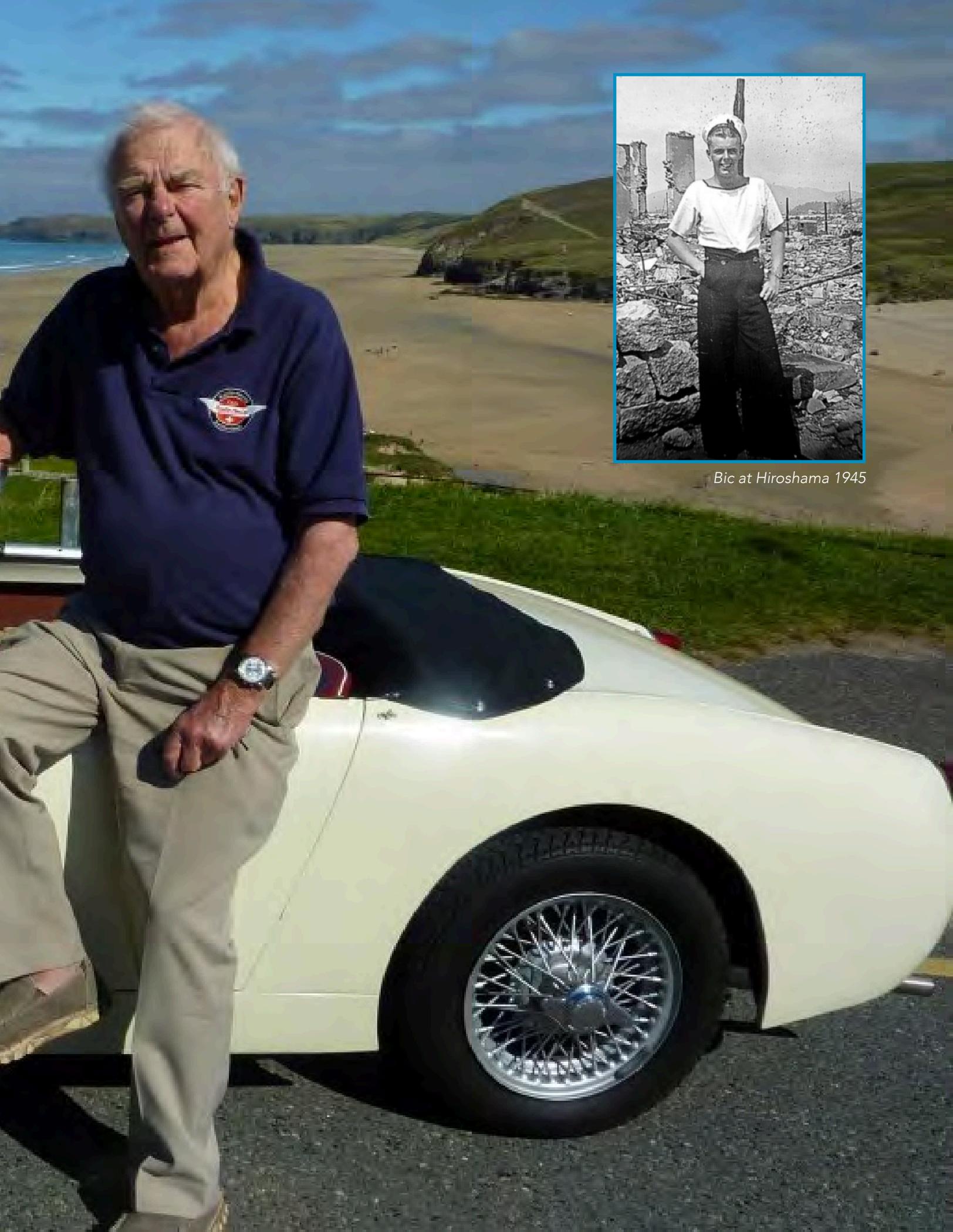
Honoring Bic Healey

by Baird Foster

The late Brian “Bic” Healey (1925-2014) was honored in Cornwall, England for his service in the Royal Navy during and just after World War II.

Bic joined the Royal Navy at age 18 in 1943 and served on the HMS Vindex as it escorted convoys of merchant ships taking materiel and supplies to the Russian front. This journey of the convoys through the North Atlantic, dotted with Nazi U-boats, was called “the worst journey in the world” by Sir Winston Churchill, Prime Minister of Great Britain during WWII.





Bic at Hiroshama 1945

Bic was one of 66,000 sailors of the Royal Navy and merchant seamen who provided protective convoys carrying four million tons of cargo that helped the Russians slow Nazi Germany's advances on the Eastern Front. There were 87 merchant ships and 18 British warships sunk by the enemy.

In June, 2013 at the Cornwall Armed Forces Day Ceremony in Falmouth, Bic was awarded the new Arctic Star by the British Government for his service and bravery in the war. Because of the Cold War following WWII, it was politically difficult for the British Government to award a medal to the surviving veterans for aiding the Soviet Union. However, in 2012 British Prime Minister David Cameron ordered the Arctic Star Medals and admitted that he was "righting a wrong" after decades of lobbying by the survivors and their supporters.

Bic's son Jonathan remembers his father telling his children how "sea spray would blow onto the deck and freeze into icicles in mid-air"—that's how cold it was in the North Atlantic.

Veterans who served on the Arctic convoys were also honored in November, 2014 in Truro, Cornwall, when the Ushakov medals were presented by Deputy Russian Ambassador Alexander Kramarenko. The Russian Embassy said that these Arctic convoys enabled Russian soldiers to defeat German soldiers on the Eastern Front during the Second World War. More than 3,000 merchantmen and navy men died during the maritime campaign.

Mary Healey attended the ceremony to receive the medal on behalf of her late husband, Bic. Mary was quoted in Cornwall's West Briton newspaper: "My husband died in April and would have collected his medal, but myself and the family are collecting it on his behalf. We are very proud to have been able to do this. He [Bic] did four missions on the Arctic convoy, which I believe is quite unusual."

Following the ceremony, Mary was pictured holding a photo of Bic next to a white Frogeye Sprite, and the Ushakov medal—a very proud moment for her and her family.

Bic Healey in 1945, soon after the bombing of Hiroshima, Japan during WWII. Bic's Royal Navy duties sent him to the Far East following his convoy escort duty in the North Atlantic.



Mary Healey 2015

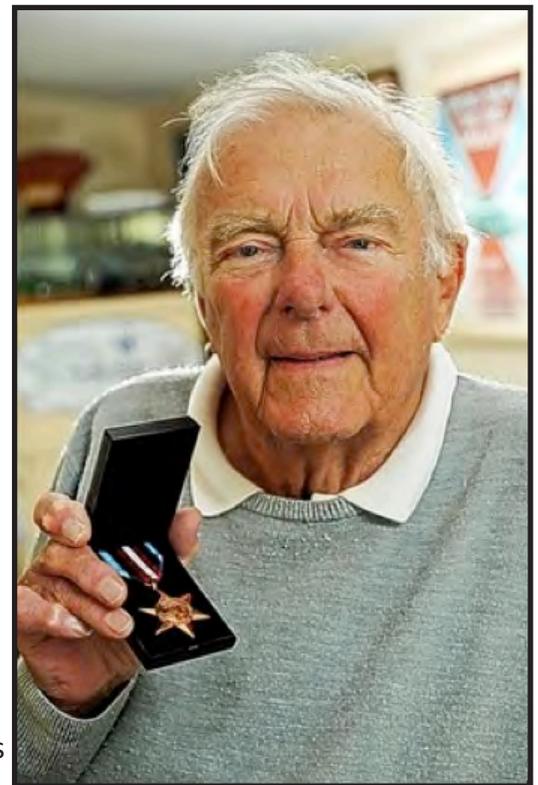


Photo Bic with Arctic Star medal

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A Simple Locking Trunk for Your Bugeye

by Fred Bennett/ Capital Area Region

THE BUGEYE (OR FROGEYE) SPRITE IS A GREAT LITTLE CAR, BUT THOSE OF US WHO LOVE THEM ALSO KNOW THAT THEY HAVE CERTAIN "SHORTCOMINGS." ONE SUCH DEFICIENCY, WHICH HAS BEEN THE SUBJECT OF NUMEROUS COMPLAINTS SINCE THE CAR WAS FIRST INTRODUCED, IS THE LACK OF A LOCKING TRUNK (OR 'BOOT') AND THE FACT THAT YOU HAVE TO BE A CONTORTIONIST TO GET ANYTHING IN OR OUT OF IT. IN THE EARLY 1960S THERE WERE SEVERAL COMPANIES THAT MADE AFTER-MARKET CONVERSION KITS. THESE KITS INVOLVED ACTUALLY CUTTING OUT THE REAR DECK TO INSTALL AN OPENING TRUNK LID AND LATCHING MECHANISM! THIS EXPENSIVE AND LABOR-INTENSIVE OPERATION WEAKENED STRUCTURAL INTEGRITY, CREATED NEW OPPORTUNITIES FOR LEAKS (AS IF THESE CARS DIDN'T ALREADY HAVE ENOUGH OF THOSE!), AND ADVERSELY AFFECTED THE COLLECTOR VALUE OF THE VEHICLE. CONSEQUENTLY, VERY FEW CARS GOT THIS DRASTIC MODIFICATION. STILL, MOST PEOPLE TODAY WOULD CONSIDER A LOCKING TRUNK A NECESSITY, NOT A PRICY OPTION.

Our 1960 Bugeye is a daily driver. Except during inclement weather, it is driven to the store, to work, and on short and medium trips. Over the years we have owned the car there have been numerous times when a locking trunk would have been very helpful, for securing valuables from theft (including the jack, spare tire, side curtains & top), as well as for keeping those items from striking us in the back of the head in the event of a collision. An enclosed trunk also dampens road and mechanical noise inside the passenger compartment and makes it possible for that tiny heater to keep passengers from freezing for five months out of the year.

The challenge was to come up with a practical (easy & cheap) design that did not in any way diminish the authenticity or originality of the car. As designed, the entire unit can be removed in five minutes and requires only 4 tiny holes in inconspicuous locations. The design is based on a simple "bulkhead," like you would find on a boat. The actual construction and installation on our own Bugeye kept me out of the house and happily playing in the shop for two snowy afternoons, something my long-suffering wife really appreciated.

So, if any of you Bugeye guys (or gals) out there are looking for something to do between the end of football season and the beginning of the spring driving season, this might just be the project that saves your marriage!

Instructions

Step 1 (Positioning and Making the Bulkhead Pattern):

Make sure car is sitting level.

Locate the narrow flange that runs across the underside of the trunk lid (approx. 2" back from the front edge). The rear surface of the top of the bulk head will rest against this flange.

Make a small plumb-bob with a piece of string tied to a large nail. Hold the string up against the flange at the centerline of the trunk and mark the position of the nail head where it touches the carpet below with a piece of tape. This should establish a reference point for the inside surface of the bottom of the bulkhead (usually located about 6" back from where the transmission tunnel meets the rear deck). Repeat this step 2 or 3 times on each side of center to establish enough points

Materials Required:

- (1) Sheet of ¾" A/C exterior plywood (preferably Douglas pine or hardwood) 2' x 4'
- (1) Piece of ¼" plywood 2' x 3' (cheap, luan underlayment works fine!)
- 4' x 6' piece of vinyl fabric (texture & color to match interior)
- 2' x 3' piece of ¼" thick foam padding material
- 1" latch & key set (type used for desk drawers or filing cabinets- see photo)
- (2) 1" x 1" 90 degree angle-braces (galvanized or zinc plated)
- (2) 1 ½" long metal straps (both these and angle-braces are in screen door hardware section)
- (2) hex-head sheet metal screws- #8 x ¾" (or something close)
- (2) hex-headed sheet metal screws- #8 x 1 ¼"
- (4) Wood screws - #8 or #6 x ½"
- 10' of Frost King foam strip window & door insulation (gray or black)
- Automotive headliner spray adhesive
- ¼" staples (monel or stainless)
- (2) Sheets of medium duty poster board (for patterns)
- Masking tape (3M blue works best)
- Exterior Wood Glue (or Epoxy)

to mark a straight line going across on the carpet on the rear deck.

Tape down a piece of scrap 2 x 4 (about 3' long) to the carpet going across the rear deck along your marks. This will provide a bearing surface for the poster board when making the pattern.

Make the pattern. The easiest way is to tape the largest rectangular piece you can that will fit in the middle of the space. Then, cut smaller pieces and tape them into position around all the nooks and crannies, until it fits tightly. The trickiest part here is getting the top edge correct because the underside of the trunk has a slight arch to it.

Tools Required:

- Sabre Saw
- Staple Gun
- Electric Drill/ Bits
- Level Gage
- Home-made Plumb-bob
- Small Square or T-Bevel
- Compass
- 5 or 6 C-Clamps
- Utility Knife
- Small Socket Wrench Set
- Screw Driver

Step 2 (Cutting and Laying Out the Bulkhead)

Cut out the bulkhead with the sabre saw. Find the exact center of the bulkhead and lay out the hatch (door) opening. This should be an oval 33 ¼ " across and 11" high(see picture and photos). Note: Instead of a symmetrical oval, I chose to curve the top of the hatch to match the curvature of the trunk lid, which results in a width at top-center of 11 ¼".

After cutting out the hatch, place it on top of the ¼" piece of plywood. Trace the shape. Next, taking your compass, set at a ¾ ", trace a second line (the actual line you will cut to) around the outside. This piece will form the front surface of the hatch.

Cut to the outer line on the ¼" piece. Tip: To start the cut, drill a small hole no larger than the width of your sabre saw blade at the bottom-center of the marked line and then go all the way around.

Assemble the hatch by gluing and clamping the outer ¾ "piece to the inner ¼ "one. You now have a hatch with a nice ¾" lip all the way around that will close tightly when locked and not leak fumes or noise.

Step 3 (Finishing the Bulkhead)

After the glue sets. Paint the bulkhead and hatch pieces on both sides with primer paint or epoxy. Put at least 2 coats on the end grain.

Lay out ¼" foam padding material, place the hatch on top, and trace. Cut the foam leaving about a ¼ "inch extra all around to curl over the edge of the plywood.

Lay out vinyl cloth (top side down) and place bulkhead on top (also good side down). Trace the shape. Remove and spray adhesive on both surfaces (Don't cut the vinyl yet, and don't worry if you get some overspray outside the lines- you want to get plenty of glue on both surfaces) After you affix the bulkhead back on top of the vinyl, apply some weights on top and leave overnight.

When laying out the hatch piece on the vinyl, make sure that you leave an inch of extra vinyl material all around the edge. Glue the foam on the front of the hatch, but you will not be gluing the vinyl to the foam- it will be held in place by staples.(Note: Because our Sprite had a "mock" tuck and roll pattern inside the doors,



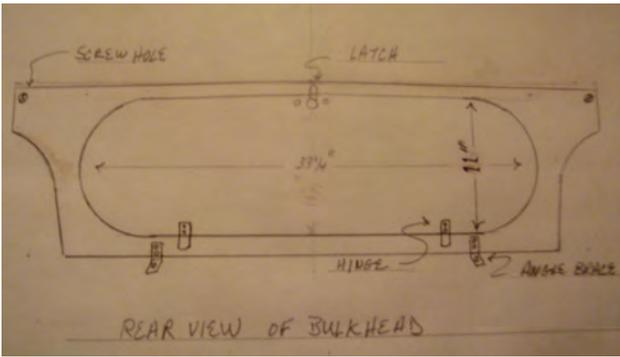
Inside Bottom Race as Screwed into Carpet



Interior View



Lock Mechanism-Inside Top of Hatch



Rear Drawing-Hardware Location and Rough Dimensions

we chose to copy it on the hatch. (see photos) If you choose to do this you will need to allow for an extra 2 inches of material and you will have to sew up the tuck and roll to the foam before gluing the foam to the front of the hatch.

After the adhesive has dried, take your utility knife and carefully cut the bulkhead vinyl off flush with the edges of the plywood, both around the outside edge and the inside of the hatch opening. Now the front of your bulkhead should have a perfectly trimmed vinyl facing. Note: Save the oval off-cut piece of vinyl from the opening, because you are now going to glue it to the inside face of the hatch.



Right Top Screw

Now position the vinyl over the front of the hatch and stretch that extra 1" of material around the lip and staple it liberally to the back side of the flange. (see photo) You will occasionally need to fold and overlap the material a bit going around the curves at either end. Tip: Use a waterproof sharpie that matches the color of your vinyl to 'paint' over the staple heads.

Step 4 (Installing Hardware and Final Installation)

Install the metal straps, which will hold the bottom of the hatch in place and serve as a kind of hinge, on the inside bottom of the hatch. (see photo and drawing)



Trunk Hatch and Bulkhead-Locked Position

Install the latch, per instructions on the package, at the top center of the hatch. (see photo)

Place the hatch in position and check latch operation. It may be necessary to use some washers on the latch and/or a small wooden shim on the back side of the bulkhead where the latch catch bears against it to allow for any play. You want the hatch to latch snugly, but not jam.

Screw two keeper screws into the back of the bulkhead (see photo) to keep the latch catch from turning too far in either direction.



Trunk Lid and Hatch-Open Position

Install angle braces on bottom of bulkhead (approx. where shown in drawing) using wood screws. Note: Make sure you don't install them where they are going to hit the angle braces. Double check under the carpet before locating the braces to make sure that when you drill your mounting holes in the rear deck you are not hitting any wires or anything else on the underside- the screws will be penetrating the sheet metal slightly.

Place bulkhead in position in the car. Note: You may have to gently bend the feet of the bottom braces upward a tiny bit to match the rising angle of the rear deck.

Once you have positioned the bulkhead, mark the positions of the screw holes on the bottom legs of the angle braces on the carpet.

Drill the holes for the two upper mounting screws. (see drawing) These holes will have to be angled outward a bit so as to pass through the narrow flange behind. Note: Be very careful not to angle them too much and put a 'stop' on your drill bit, as you could accidentally drill through the fender!

Remove the bulkhead, and drill the mounting holes as marked on the carpet.

Affix the self-adhering Frost King foam strips around the outside edge of the bulkhead. Re-install the bulkhead and screw it in place with the sheet metal screws using your socket wrench, using 3/4" screws for the bottom and the 1 1/4 " screws in the top corners)

I've tried to make these instructions as clear and detailed as possible. Unfortunately, it never occurred to me to actually take pictures of the process while I was doing it, which would have made things much easier! For some of you, the instructions are probably over-simplified. However, if you should run into any problems, feel free to email me at thinwaterpaddler@yahoo.com.

We've had our bulkhead for a year now, and I honestly don't know how we did without it! When we take day trips we don't have to worry about leaving valuables behind in the car, and driving with the top up and side curtains on is much quieter and warmer in the winter. The Bugeye has an enormous trunk for such a tiny car (larger than the "big" Healeys!), so it's nice to finally be able to use all that space. Of course, you still have to be a contortionist to use it!

Happy Motoring!

Fred

Austin-Healey
100-4-6-3000 -Sprite

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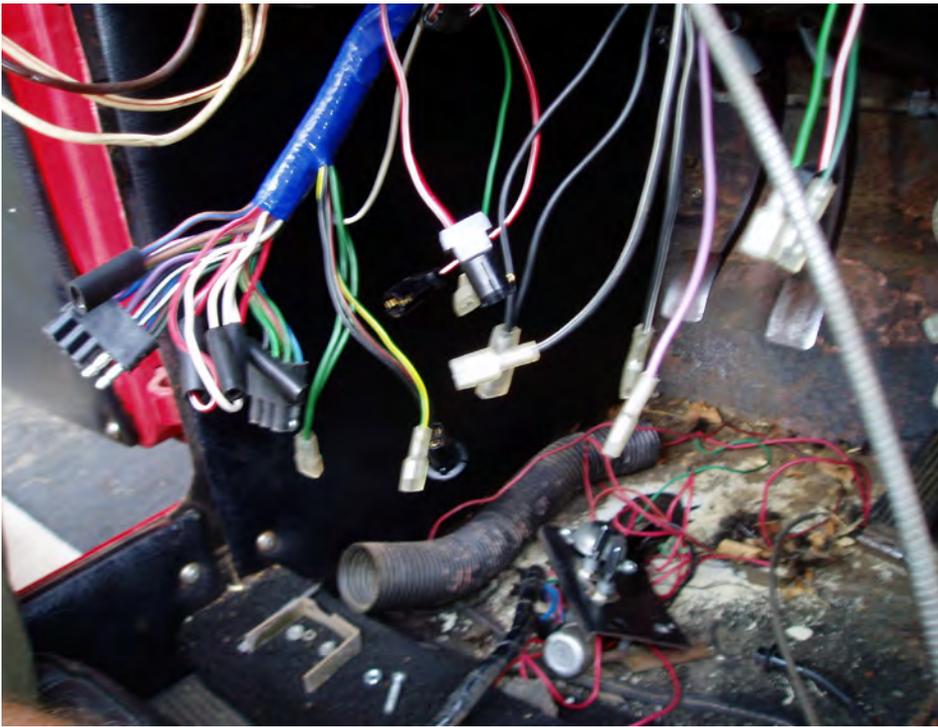
Part 2

So, where was I? Oh, yes; checking the electrical connections to the switches and gauges under the dash, and making sure that there were no loose wires, and that all the switches and gauges were back in their proper places. The gauges had all received new gaskets and light bulbs, and the switches looked bright and shiny with their chrome trim. The originals were black, but the new ones came with chrome trim, and they actually looked so much better than the black ones. The chrome matches the bezels on all of the gauges.

I did notice a couple of differences with the new harness. The first was that the light bulb sockets for the turn signal indicators were a bit smaller than the housings; the bulb holders have a nasty habit of falling out of the dash with the very least bit of provocation. If you just wonder if they have fallen out, they probably have. Another problem I noticed was that some of the connectors on the original harness seem to be of a larger gauge than the ones on the new one. The ignition switch pig-tail comes to mind right off. Another section is the sub-section for the Hazard Flashers. Trying to make these connections takes a good deal more effort than it should. I really don't know if this is supposed to be this way, or not; different gauge wires.

After verifying that all of the connections were made correctly, I pushed the Sprite back into the garage. A couple of days later, I rechecked the main connections and hooked up the battery. No smoke escaped; always a good sign. Then I switched on the ignition; again, no smoke. Now I was starting to get braver (this is never a good sign around Red!). I turned on the headlights; they worked (even with the new switch!), and one tail light worked; turn signals didn't, though. Next, I tried the wipers. Nope; damn! Oops! I didn't mean to use that word; yeah, right! Actually, I had quite a few stronger words in mind, but I settled on that one, as it is





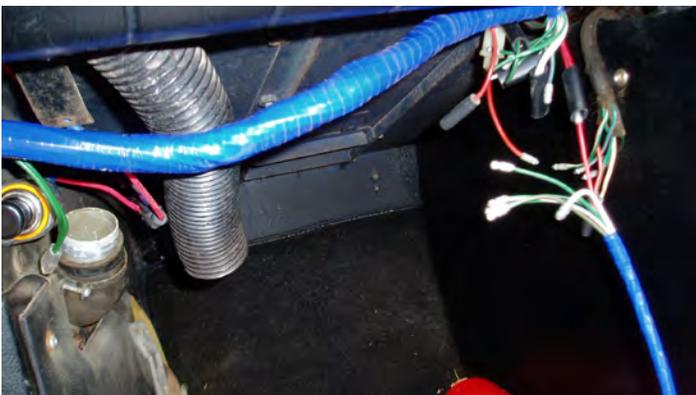
somewhat fit to print and it gets the point across. It was also brought to my attention that the brake lights didn't work. Lovely; just absolutely flipping lovely! As you can tell, I'm really starting to have fun again with this little piece of British... Easy, now! We'll get through this.

About this time, I decided to take Red out for a drive; yes, without working brake lights. I hooked up my magnetic yellow safety beacon, fired her up and went around my normal loop. On my way back to the house, the right rear tail light assembly had shaken loose and

promptly deposited the upper red plastic lens (you know, the one for the turn signal – that doesn't work! -) out in the middle of Old York Road! I pulled a u-turn and circled back to retrieve it. I couldn't find it, so I circled around again; you know, sort of like a buzzard looking for a snack. I still couldn't find it, so I parked the brat, got out and started walking down the road. I had just the one, fleeting thought (I swear it was only the one, and it was really very fleeting!!) of stepping out into traffic... But, the way my luck was running... I shudder to think... I finally found it; well, most of the pieces, anyway. Back to the house, I parked Red and shut the garage door. My wife could tell that the test drive didn't go too well. Gee, I wonder how?

With a twinkle in her eye, she asked if I had run out of gas; "I didn't hear you drive back in," she says. Snarl! "What," says I; "you didn't hear the gunshot?" So I ordered a new turn signal lens; all the while thinking that, maybe, just maybe I should order two of them...

I drove Red out to FallFest in Flemington on Saturday, September 6th. She made it out with no troubles, and was accompanied by a pretty, yellow 1966 Square-body Sprite in her class. The '66 was fitted with a hard top; she really looked stunning in that get-up. I spent the day visiting with fellow club members (Steve Feld came by, as did Larry Gersten, Allen Rosenberg, Ralph Scarfogliero, Jim Vollmuth, Frank Dapiran, and Ian Kessen) and fussing over Red. I spot-washed her using a water bottle, and spent a little time fiddling with her gas cap and trying to fit her new back-up lights on her. I decided that I wasn't too happy with the quality of the new back-up light units; they appear to be much cheaper than the originals. Jim mentioned that he would be hosting the monthly meeting at his home; I mentioned that Red and I would be there, and that I could use some counseling



regarding Red. When the awards were announced, I'll be danged if Red didn't score first in her Class! It was quite a surprise to me (and even surprised Denise when she learned that Red actually even had Class competition!). I guess it helps to get the one or two extra "pity" votes once in a while! "Red and I would like to take this opportunity to thank all those who came out and voted for us..."

Sarah and I drove Red up to the Vollmuths' for the September Tech Session/Club Meeting. We again connected the safety beacon to keep from getting run over on the drive there. My one main goal was to get the help from the gathered experts to at least get my brake lights working for the drive back home in the dark, on winding roads... We had a few laughs over the size of the wiring diagram (almost bigger than Red, herself!!) before we got down to business. Steve Feld broke out his trusty circuit tester and helped trace down a couple of wires, and I really liked Richard Ippoliti's suggestion to disconnect all the green wires from the fuse block and re-connect them, one at a time, until we had brake lights. According to the wiring diagram, the brake lights are fed through the fuse block by a green wire. After blowing a couple of 30 or 35 amp fuses, we were able to isolate the feed to the brakes. Success!! And we were able to polish off a couple of pizzas, to boot! Sarah and I were able to drive home in the dark on US Route 206 (S) comfortable in the knowledge that our brake lights were working. A successful evening, if you ask me. We did have a bit of a discussion on the wire connections to the tail and turn light sockets. You may recall that I had mentioned my confusion regarding the "extra wire" I had noticed in Part 1.

I have since tried to add in the various other green wires, that we had disconnected, back into the fuse block, with varying results. When I added one of the wires back in, I got the windshield wipers to make just over two complete passes, before they stopped cold, never to budge again. They are now pointing straight up (all three of them). I also managed to blow two more fuses, thank you very much. The fuel gauge still doesn't work, and I ran out of gas the other day because I had miscalculated how far (or should I say "How long it had been"; the speedometer / odometer still doesn't work, either) I had gone since the last fuel stop.

I have taken the Sprite out a few more times over the past month, and proceeded to deposit the new turn signal lens back onto the road a couple more times; chipping it the last time. I dropped it on Milltown Road once, and back onto Old York Road twice more. I have also knocked the left hand one loose twice, as well. I am having a devil of a time trying to keep them secure; what a useless design! I can understand why the newer style is secured with two screws, instead of just one. I think I might try duct tape; I may have some old red stuff in the garage...

So I guess it is time to recap this experience, don't you think?

When I started, the windshield wipers didn't work; neither did the fuel gauge, the tachometer, the speedometer/odometer, nor the dash lights. The horn worked, intermittently and weak; but it worked. The back-up lights didn't work; neither did the temperature gauge, nor the demister/ heater motor. What did work were the headlights, brake lights, turn signals, emergency flashers, and oil pressure gauge.

At the end of this lovely project, let us take stock:

The wipers still don't work; neither does the fuel gauge, the tachometer, the dash lights, the horn, the speedometer/odometer, the back-up lights, the temp gauge, the emergency flashers, the turn signals, nor the demister/heater motor. However, what does work are as follows: Headlights (via the correct dash-mounted switch), one of the tail lights (the other is intermittent), the brake lights (at least until I blow another fuse...), and the oil pressure gauge.

The emergency flashers not working, I can understand (at least for now: I haven't hooked them back up, yet; remember, I had mentioned that the wire connectors are of a different gauge); I can also understand the back-up lights not working (I haven't found out where the switch is supposed to go); and I had disconnected and removed the heater unit some years ago, and will re-install it soon...I promise! Maybe. The horn? I have a feeling that if I hook up the horn, I'll probably blow up the whole damned car! Although, come to think of it: Could that really be so bad?

What burns me up, though, is: How did I lose my turn signals? Why don't I have my wipers? Why don't I have a working fuel gauge?

All in all, if I had to do it all over again, would I? No. No hesitation; no time to think it over. No. Period. I would have (should have) been content to have left well enough alone. The brat.

AUTO TRIVIA

Q: What was the first car fitted with an alternator, rather than a direct current dynamo?

Q: What was the first car fitted with a replaceable cartridge oil filter?

Q: What was the first car to be offered with a "perpetual guarantee"?

Answers later in the issue

Remembering a Friend: The Donald M. Healey Memorial Fund History

*Stained Glass Window
Dedication Service*

*May 26, 1993
12 Noon*

*St. Michael's Church
Perranporth, Cornwall*

by Baird Foster, DMH Fund Chairman (2014)

The Contributors Book lists those who donated to the DMH Fund; Nancy Feild was the calligrapher. One of the three books produced will become part of the archives in the Healey Museum

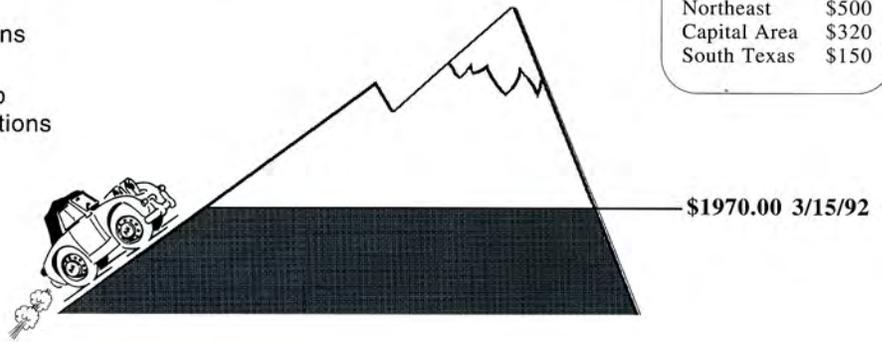
FOR NEARLY 25 YEARS, THE DONALD M. HEALEY MEMORIAL FUND HAS BEEN FULFILLING ITS GOAL OF REMEMBERING A FRIEND, THAT FRIEND BEING DONALD MITCHELL HEALEY, CBE.

DMH Memorial Fund

Contributions:	
Kansas City	\$300
Carolinas'	\$600
Quebec	\$100
Northeast	\$500
Capital Area	\$320
South Texas	\$150

Do you remember the charts depicting a little Sprite climbing the big mountain? This chart was periodically published in Chatter, the name of the Austin-Healey Club of America's magazine before it became Healey Marque. It showed the progress of the fund-raising drive for the DMH Memorial Fund. Here is that story.

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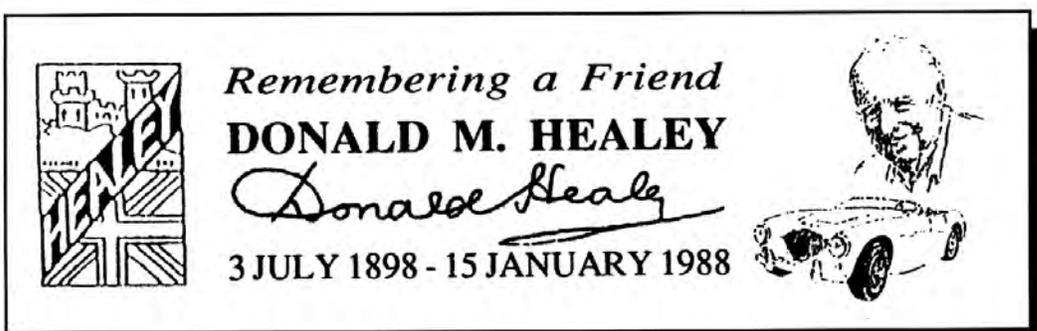
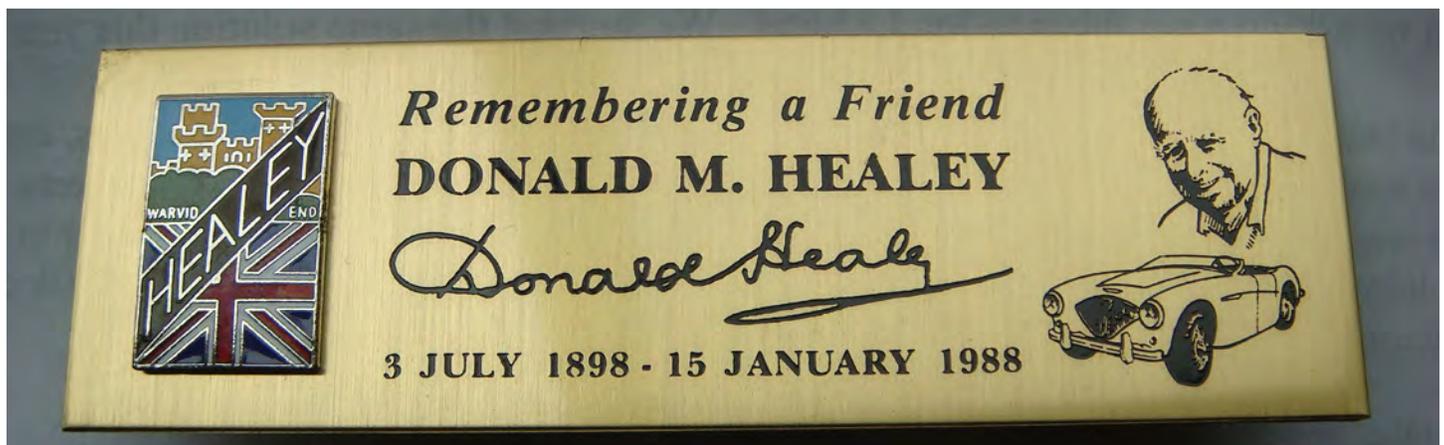
The climb begins! The chart from the April, 1992 Chatter indicates \$1,970 collected.

The Beginning

In 1991, following the death of Donald Healey on 15 January 1988, Bonnie Ayer, then the president of the AHCA, initiated a movement to honor the late DMH.

For many long-time members of the AHCA, the Austin-Healey Sports & Touring Club, and other Austin-Healey clubs in North America, memories of DMH's visits to North America were legend. Healey's sons Geoffrey and Brian (Bic) and their wives, Margot and Mary, often accompanied Donald on his trips to "the colonies."

From these visits, a bond was created between the Healeys and North American club members and enthusiasts. Following Healey's death, Bonnie wrote in the November, 1991 issue of Chatter, "I am very pleased to announce the formalizing of the Donald M. Healey Memorial Fund" in honor of DMH. The initial intent of the fund was to help maintain a memorial garden in Perranporth, Cornwall, where DMH was born and lived much of his life.



This brass dash plaque was given to those who contributed \$25 at the outset of the DMH Memorial Fund drive.

The DMH Memorial Garden

Early in 1992 Bic Healey wrote about the history of this garden:

“When DMH lived with my brother John, he regularly walked to our home along the disused railway (railroad) embankment. When suggestions were made that it might be developed for building, DMH came up with the idea that we should form a committee to raise the necessary capital to purchase the area and to hand it over to the Gardens Trustees in Perranporth who would continue to maintain it. We raised the money—over £8,000—thereby preserving the land for posterity. DMH passed away not very long after this, and the Parish Council erected a seat [bench] to his memory on the piece of land which has subsequently become the DMH Memorial Garden.”

Committee appointed for the DMH Memorial Fund

In June, 1992 Bonnie Ayer appointed Carolinas AHC member George Feild as chairman of the Fund’s committee, whose members included Bonnie Ayer, George and Nancy Feild, Warren and Jeanne Gallinger, Bruce and Inan Phillips, and Bev Sealand, AHCA’s treasurer. Bic Healey was also part of the committee, assisting from his home in Perranporth.

George had asked Baird Foster, AHCA and AHSTC member, to help with the project, and they developed the design for a brass dash plaque which would be given to donors to the Fund. The theme of “Remembering a Friend” was Bic’s idea. The artwork for the plaque—line drawings of DMH and of the Austin-Healey 100—was created by artist Cal Knorpp of the Carolinas AHC.

Under George Feild’s leadership, an all-out fund-raising campaign began. The initial goal was \$5,000 and was announced by Bonnie in the April 1992 issue of Chatter. This amount was slated to be raised before the Healey International Meet in Breckenridge, Colorado in August of that year.

Fund-raising efforts reached out across the Healey world, resulting in contributions from a number of Austin-Healey clubs and individuals. For a contribution of \$25, the donor received the brass dash plaque, and the donor’s name was hand-inscribed by Nancy Feild in each of three leather-bound books.

The Memorial Window

Meanwhile, Bic and Mary Healey devised the idea of creating and dedicating a stained glass window to honor DMH in St. Michael’s Church in Perranporth. This small church is adjacent to the DMH Memorial



The Dedication Service program shows a photo of the three lancet Memorial Window design by Cornish artist Nick Beringer. (The original artwork may be seen at the Healey Museum in Holland www.healeymuseum.nl.)



St. Michaels Church in Perranporth at the Dedication Service, May 26, 1993. The American flag was flying to honor the guests from "the colonies."

November 1992): "One of the most special things [at Healey '92 International] was reaching the goal we set for the Donald Healey Memorial Fund. The \$10,000 was our goal to reach by Breckenridge, and not our final goal by any means."

At the Breckenridge meet, the overall plan for the Fund was announced to the more than 1,000 enthusiasts present. Included were the plans for the commissioning and installation of the stained glass window in St. Michael's Church, Perranporth.

Window Dedication Service

After a very successful fund-raising campaign, plans were developed for a Dedication Service of the window at the church. The date was set for May 26, 1993. Bic handled the coordination of the design, manufacture, and installation of the window. A tour group of about 33 club members from America who wanted to attend the service was planned and executed by Chuck and Edie Anderson, co-founders of the AHCA.

George Feild, who succeeded Bonnie Ayer as the AHCA president, spoke at the Dedication Service which was attended by the Right Reverend Michael Ball, the Lord Bishop of Truro. To a standing-room

Walk and Garden.

The goal of the Fund was elevated to \$10,000, and plans for the design, manufacture, and installation of the memorial window began. Bic coordinated the project in Cornwall. He selected Nick Beringer, a noted Cornish artist, to design the three-sectioned window and artisan Les Adshead to carry out the design in stained glass.

Momentum grew, and there was a generous outpouring of donations from many Austin-Healey clubs, regions, and individuals from around the globe. Bonnie acknowledged the contributions in her column "The President's Notebook" (Chatter,



Healey-badged motorcars, owned by Healey family members, were parked near the church.

only audience, George noted that “...we have raised over \$17,000, and the contributions are still coming in....The idea of sponsoring these...window came from Brian and Mary Healey...the idea was enthusiastically supported by the committee as we felt the window would be a lasting tribute to Donald Healey and his works and...secondly...would serve as a beacon, guiding many of those who have contributed to this project to visit his hometown of Perranporth in years to come.”

George also presented copies of the hand-crafted, leather-bound book listing donors’ names to Reverend Anthony Wright, Vicar of St. Michaels’ Church and to Bic and Mary Healey. The books also included a brief history of Perranporth and the window design, written by window designer Nick Beringer, and a short biographical sketch of DMH, prepared by Bic and Mary Healey.

Following the Dedication Service, those attending were treated to a sumptuous feast in the church hall, the food having been prepared by the ladies of the church. Traditional Cornish pasties made by John Healey’s wife, Joy and Bic Healey’s wife, Mary were a highlight. Mary said later that she had never made so many pasties in one go, before or since!



Ladies of the church, including Mary and Joy Healey, presented a sumptuous Cornish spread for the guests.

Other Remembrances Sponsored by the DMH Memorial Fund

Shortly after the successful Memorial Window installation, the Fund provided the Methodist Chapel in Perranporth with a stainless steel cross installed atop the chapel roof.

In 2005 Bic Healey and Nick Beringer, aided by Baird Foster, created a photographic time line of the life and accomplishments of DMH in poster form, titled “DMH, Motoring Legend.” The large poster is displayed at the Callestock Cyder Farm, owned and operated by David Healey and family. (David, a grandson of DMH, is the son of Joy and John Healey.) The poster is also part of the DMH collection at the Perranporth Library. Proceeds of the sale of a limited number of smaller replica posters added to the Fund.

In North America, a granite block engraved with “Remembering Donald M. Healey, CBE (1898-1988) was installed at the International Motor Racing Research Center in Watkins Glen, New York. The Antique Automobile Club of America Museum in Hershey, Pennsylvania includes an inscribed commemorative brick for DMH.

Scholarships and Grants

After the window dedication, the DMH Memorial Fund Committee, now chaired by Baird Foster, met at Bic and Mary’s home, Trebourne, and agreed to expand the scope of the Fund to provide educational grants to deserving young people from the Cornwall area. The reserves of the fund have helped a number of students in a variety of ways over the past 20 years including: the purchase of medical textbooks for studies as Middlesex School of Medicine; partial costs for a sailing adventure which counted toward the Duke of Edinburgh Gold



The DMH Centenary plate, designed by Nick Beringer, was sold as a fund-raiser in 1997 and 1998.

Award; provision of equipment for hiking and camping in the “Ten Tors” at Dartmoor, which led to a higher national diploma in a Public Service Course; aid in achieving an Honors Degree in Architecture at the University of Plymouth; partial funds for the study of a Bachelor of Science degree in Marine Biology at Southampton University; provision of funds for equipment needed for a course in Building Surveying at the University of Nottingham; and acquisition of specialized tools for use in a car body and repair course at Exeter College.

Recipients of the awards were selected by the original UK Selection Committee consisting of Bic Healey, Jonathan Healey, Jenny Harris, and Sebastian Parker. [2014: Peter Healey will be assuming the responsibilities of his late father, Bic.]

Hall of Fame Honors

Meanwhile, here in North America, the Fund paid the expenses for the promotion of Donald Healey for induction into the International Motorsports Hall of Fame in Talladega, Alabama in April, 1996. The IMHOF medal was presented by Carroll Shelby to Bic Healey, who received it at the induction ceremony on behalf of his late father. A large and enthusiastic group of Austin-Healey enthusiasts helped make the ceremony a most memorable evening. This effort was orchestrated by Fund Chairman Baird Foster.

Once again, guided by the theme of “Remembering a Friend,” DMH Fund Chairman Baird Foster took the initiative and nominated Donald Healey for induction into the prestigious Automotive Hall of Fame in Dearborn, Michigan. Induction on the first nomination is an unusual occurrence at the AHF, but DMH was overwhelmingly voted into the Hall on the first attempt, and in 2004, Bic Healey once again received an automotive honor for his late father. These two inductions are permanent remembrances of Donald Healey and add to his legacy in North America.

Additional Fund Raising

Following the initial, successful fund raising drive, Fund Chairman Baird Foster and Bic Healey planned for the manufacture of a commemorative plate to celebrate DMH’s centenary year in 1998 as a way to add to the Fund. This effort began in 1997, and Bic again called on Cornwall artist Nick Beringer to design and create the art work for the plate. The original run of 100 numbered plates quickly sold; an additional 50 were produced for sale due to popular demand.

Bic Healey and Dick Rowley conceived another way to raise funds. Using existing prints of the famous “Bonneville Salt Flats—USA—1956” by noted painter Roy Nockold, the two set about having 200 limited and numbered prints signed by friends of Donald Healey. These included Mike Dale (former Donald Healey Motor Company employee and retired president of Jaguar Cars North America), Bic Healey, Carroll Shelby (American racer, friend of and driver for DMH), Gerry Coker (body designer of the original Healey Hundred), (Sir) Stirling Moss (Grand Prix racer, friend of and driver for DMH), and John Fitch (noted American racer and racing safety innovator). Sale of the prints proved very successful, thanks to Dick Rowley’s commitment.

In addition, Californian John Hunt contributed a number of collectable items of DMH memorabilia to several fund raising auctions at Healey events over the years to benefit the DMH Memorial Fund.

The DMH Memorial Fund today

The activities of the DMH Memorial Fund are ongoing, as are the fundraising efforts. The Fund provides a meaningful way to remember a friend, family or club member, who has passed away.

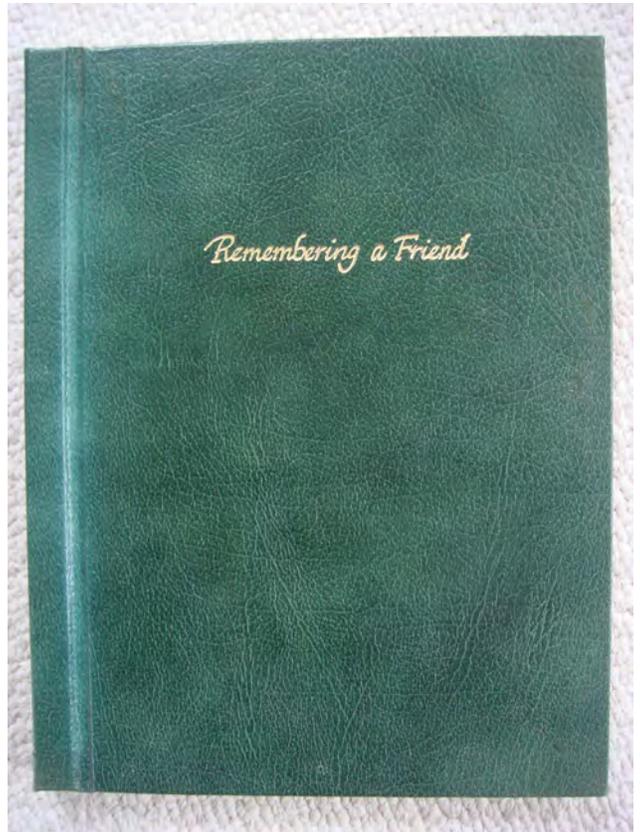
To contribute to this worthwhile cause, please make your check payable to the “DMH Memorial Fund” and send it to Baird Foster, DMH Memorial Fund Chairman, 129 Somers Avenue, Moorestown, NJ 08057-3437.

In the future, contributions to the Fund will also be generated in Cornwall at the Callestock Cyder Farm as well as from various charity auctions at Austin-Healey events, such as the upcoming Enclave 2015 in Gettysburg, PA.

Thanks

The DMH Memorial Fund owes a great deal of gratitude to those visionaries of the early 1990s who started the project: Bonnie Ayer, Bev Sealand, and George Field. Cornish artist Nick Beringer added vital design work for the window and commemorative plate. Jonathan Healey and his selection committee searched for and found worthy recipients for the Fund’s grants in Cornwall. And Bic Healey, with his faithful dedication and tireless work, helped the fund to flourish over the past decades.

The Fund thanks the many contributors of the past. Ongoing financial support will enable the Fund to continue to “Remember a Friend” in the future.



Auto trivia answers:

Q: What was the first car fitted with an alternator, rather than a direct current dynamo?

A: The 1960 Plymouth Valiant



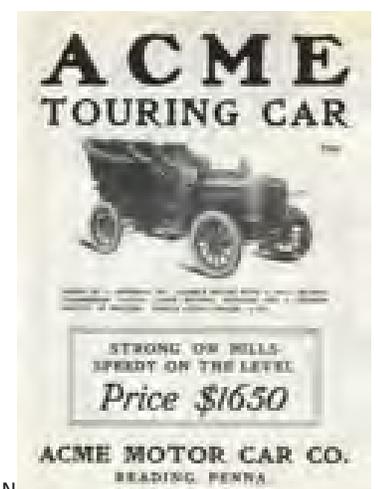
Q: What was the first car fitted with a replaceable cartridge oil filter?

A: The 1924 Chrysler.



Q: What was the first car to be offered with a “perpetual guarantee”?

A: The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.



FOR SALE/WANTED

FOR SALE: 1953 AUSTIN-HEALEY BN1 100-4 Badged "Austin of England." Known history since new. Less than 1K miles since complete restoration. All original body panels, Heritage Upholstery interior. Full photo archive and all receipts. Performance upgrades: + M Cam, + Denis Welsh Fast Road alloy head with roller rockers, + 3.66 Rear axle*, + Spin on oil filter* Gear reduction starter* *Original parts included. In New Jersey. \$75,000. Contact Bruce Strazdon bruce_strazdon@yahoo.com or 908 276-1081



FOR SALE: 1954 BN1. I have owned since the late 1980s, A driver It's a sound, good runner and has about 46k on the clock. Before I bought it, it was last registered in 1966! Most of the body work is done and there is color (the early Healey Blue) on most of the panels and enough paint to finish it. Comes with just about everything to finish it: rechromed original bumpers, all other chrome, most seals etc., interior kit, stainless exhaust, etc. Email Mike at mharan1947@gmail.com or cell at 631-740-1934

FOR SALE: I'm an old returning member to AHSTC I've decided that I can't live long enough to restore six more big Healeys and a bug-eye so I'm planning to reluctantly divest myself of some of them. Under consideration is a 1966 BJ8, two BN4's, and maybe, if there's someone out there with a pocket full of money, my Factory 100-M. All of the first three are worthy of restoration and are rolling chassis but not for the faint of heart. I also have a 1990 Jaguar XJS Convertible, Dark Blue top over White with < 85000 miles. Anyone interested can email me at [Les Lewis llewis333@comcast.net](mailto:llewis333@comcast.net) or call me at 302 354 1271.

FOR SALE: 4 X 72 spoke wire wheels for sale. 15" x 5". These were on my 1957 100-6. Not compatible with the front drum brakes. In very good condition Except for a few broken spokes. 3 wheels are stamped X457F, 1 is XD459A. \$100.00 for the set. Price is set so buyer can have wheels reconditioned. Rob Morrow 215-836-4933.

WANTED: Bug Eye Seats wanted. I am currently in search of seats for a 1960 AH Bug-eye Sprite. The restoration is almost complete and the car is road worthy. Unfortunately I have nothing at all related to the seats, which had been destroyed prior to my ownership. My search for seats has gone on much too long and I would love to drive my bug-eye! I would really like to purchase seats that are in excellent condition if possible but any seats at all would be considered. Contact Ken Whisler at c#(610) 883-1996 or kenneth.whisler@verizon.net.

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