

The FLASH

MAY 2010 | ISSUE 393



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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Main Cover Photo: Ralph and Vera Scarfogliero (North Jersey). Ralph's first time on the road "modified Healey"

Bottom: Harrisbrug, North Jersey, Long Island

What's In The Flash

by Steve Jekogian

EDITOR'S
NOTE

Now I believe you can not believe what you read or see in the press. Last month we published in "This month in Healey History" the story and photo of DMH receiving a big trophy at the Miami World Fair Auto Show. Kind of a nice trophy don't you think.

But our intrepid reported (Baird Foster) flew "over the pond" to do a "follow up" interview and a new set of information was uncovered, which casts new light on the subject. Check this out.

From Baird Foster, regarding the Photo on page 16 of the May Flash. (Note from editor it was the Healey 100 with the big trophy)

We attended the Healey Drivers Club event and I latched onto a ride with Roy Jackson-Moore. Roy told me that the huge trophy in Miami was "borrowed" from Packard, which had won another award and can be seen in the background of the photo of the Healey, and the pictures with the trophy and DAM were sent on to BMC in New York for publicity for the new Healey 100. Roy and DAM were keen on selling these cars and went to any length to do so including a borrowed trophy.

I always thought I bought the Healey because I like the looks, but I now believe there was some "Madison Avenue advertising" magic (or the street the ad agencies in London are) going on in my head.

Now I am wondering, did the Healey 100 actually go 100 MPH at the speed runs on the Jabbered Highway, in Belgium. Those were runs completed just days before the car's introduction at the London Motor Show at Earls Court on 22 October 1952. Does anyone have an early 100 that has done 100 MPH?

Do I still have your attention? Good because there is a contest! You guys like contests and this one should be easy. The winner is the first person that e-mails me the answer and the question is what has changed on the Flash? steve.jekogian@spcorp.com

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PRESIDENT

I miss one month, when I have little or nothing to say; and now I have too much? Well, I will do my best to be succinct. Did everyone sign up for Encounter? The registration fee will be increasing within a week; procrastinators awaken! Every time I attend an Encounter planning meeting, Leo, Trish and the committee are adding more activities! A cooking 'tech-session', guest speaker (Gordon Whitby) speaking-not once but twice, a charity auction to benefit The Make-A-Wish Foundation, a bus tour from the hotel down to a world famous museum on Wednesday night (including dinner), self-guided driving tours including side bars about local history? Did I include enough in my run-on sentence? How about staying at a highly rated hotel and conference center with a famous restaurant whose room rates include hot breakfast on Thursday, Friday and continental breakfast on Saturday? Let's not forget: road rally, funkhanna, gymkhanna, valve cover race, popular Car Show. Have a valid driver's license? How about learning to drive a stick shift? You can read more detailed articles in this month's Flash. Please register today and join us in Blue Bell, did I mention first round is on John Heffron (Just trying to gauge how many are reading my article—you John--)?

I came across the moniker, 'silver-surfers' recently and it registered with me immediately. Yes, I guess I am a 'silver-surfer'; self-taught computer user and knowing just enough to get myself through the day. Did you know that the Club has a Facebook page? I realize many believe it's a waste of time, see Betty White hosting SNL 'On-Demand' or on YouTube (if you dare). While one hundred and seven are presently participating, most are not members of the Club, many are from other countries! Exposure for our Club, its activities and members now reach around the world. I am hoping it will introduce our cars and club to a younger generation. I really hope it will provide us an additional method of communicating. I realize Facebook has made recent headlines about its security settings but it only displays the information you give it. We've posted some videos from previous Encounters, including the valve cover race from 2005, join today, take a tour and join our AHSTC group page.

I visited Carlisle Kit Nationals for the very first time! People have always told me that it has lost something since vendors started selling parts on the internet but I still enjoyed it very much. Despite other misgivings I was (pleasantly) surprised to find many parts for our British Cars. The Harrisburg Region has procured a tent from the organizers for many years which provides a very nice (and friendly) 'home base' for our members. Friday's weather was great, what was everyone talking about rain at Carlisle? After roaming the parts vendors, visiting the kit cars and car corral and yes, purchasing a hood for our '71 Super beetle (best not to ask). On the way home, John Heffron and I found Café Bruges, a great little place with a wonderful selection of Belgian beers! I am hoping to return next year... to the show and most likely to Café Bruges!

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OCT09

Membership

by Rick Brodeur

MEMBERSHIP

Let's welcome some new and returning members.

Philadelphia

Raymond & Lois Dunkley, Sr.
Langhorne, PA
'59 BN4

Lehigh Valley

Joel & Jolene Keefer
Coopersburg, PA 18036
'60 AN5

Brandywine

Jim Martin
Landenberg, PA
'65 BJ8

For the next 13 months or so I'll be sending out renewal notices to members who renewed for multiple years. If you didn't get a renewal form for the March 2010 renewal, it's because you will come up later in the year or next. I'll still be sending out renewals 4-6 weeks before they are due. 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 and also on our web site.



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From Baird Foster, regarding the Photo on page 16 of the May Flash.

(Note from editor it was the Healey 100 with the big trophy)

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If you get oil leaking from your rear end on your rear brake shoes, then your rear brakes become ineffective. Most would just replace the rear hub oil seals, gaskets, and o-rings. There are three other critical things to also consider.

First thing is to check the hub itself. Many times the hub have burrs around the edges that can keep the hub and axle from seating properly and making a good seal. If there are burrs just lightly file the edges flat with the hub face.

Second thing to consider is the rear end breather that is positioned on top of the rear housing on the right hand side from center. It can be turned out with a large standard stubby screwdriver or carefully turned out with pliers. Clean it thoroughly and make sure the holes are clear so the rear end can breath. If the breather becomes clogged, the pressure (caused when the rear oil heats up) can cause the oil to be forced out past the oil seals.

Third thing is to clear the rear housing oil drain holes that are located on the rear axle housing just inside the rear brake back plates (at about the six o'clock position). These holes tend to get clogged up with road debris and if your oil seals do leak they are designed to keep most of the oil out of the brake drums/ shoe area and drain down the rear of the brake back plate.

From Shawn Miller

To all,

Gerald Huthoefers in Colorado Springs, CO. said that he lost a Healey Hundred during Katrina and since moved to Colorado Springs. He will be coming to the Cooperstown, NY area around the end of July and is interested in purchasing another Healey.

Can any of you contact Gerald with any leads? He would be towing it back, so condition is optional, obviously depending on price. Thanks. huthoefers@aol.com

SUBMIT LETTERS TO THE EDITOR
TO STEVE JEKOGIAN
973-492-8115
steve.jekogian@spcorp.com

Letters to the Editor Cont....

Thanks to Bob Pense of the North Jersey Region for this helpful comment

Subject: Flash article Rear axle bearings

I just read the article on the rear axle overhaul and thought I'd comment as it is fresh in my mind.

- The large axle nuts are directional, so you must be careful – not always “righty-tighty, lefty-loosey”.
- If you only do one side at a time, you can avoid draining the rear pumpkin by raising only one side with a jack under the spring plate and the other side supported under the frame.
- You don't need a wheel puller. Take the axle and put it back on with the shaft extended away from the car. The center cup will hit the center of the housing if you use a large socket as a spacer. Turn on 3 nuts with flat washers until the hub releases.
- Also old S.U. fuel pump bodies are good for installing flat oil seals.
- A manila oak tag file folder works well to make the paper gasket for the flanges. Rub it in axle oil to saturate it before installing.
- The old rubber o-ring can be used around the gauges.



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Thank you to Ray for providing me with the Cliffs Notes from this month's meeting. I'd like to be able to say that I was swamped with kids' activities and unable to attend but the truth is, for the first time in ten years, I just completely forgot there was a meeting until I read my email the following day. (Didn't I start my article by thanking Ray last month as well?)

Attendance at the meeting was on the light side this month with only nine members making it to Mariano's. As one might imagine, plenty of Encounter items were addressed – still lots to do with rapidly approaching deadlines! In that vein, we have added an additional “tech session” that will feature a cooking class with Jim Coleman. We need a minimum number of participants to make it feasible to run this “session” so please register quickly and encourage fellow members to join in the fun.

In addition to Encounter discussions, upcoming events continue to be a hot topic. A number of Philly members were planning to connect and head to Carlisle this past Friday for the Import Show. Thankfully, the weather on Friday was uncharacteristically nice; while this was great for Carlisle, it was also blessing for my daughter's senior prom (hence my inability to be in Carlisle on Friday!). Prom committees should know better than to schedule proms on Carlisle weekends given the annual deluge that usually occurs on the same weekend (not to mention the conflict for car enthusiasts with high-school-aged kids). Another event discussed at the meeting was a potential tour in the not-too-distant future. We lost out on a spring tour due to uncooperative weather and members' schedules, but we remain hopeful that we can make up for this before we start talking about a fall tour.

Hopefully folks are getting out in their Healeys. We've had some inconsistent spring weather and few weekends that offered back-to-back nice days, but I have found ample opportunities to take the Sprite out regularly. At this time last year, I was recovering from arm surgery so I am now attempting to make up for last year's lost season. In fact, in the past two months, I've already exceeded my total mileage from last year! I've yet to do any seasonal maintenance on the Sprite (shame on me? or kudos for leaving well enough alone?). The one exception is a brand new ignition rotor from Advanced Distributor. Thanks very much to Shawn Miller for a very comprehensive tech article last month, addressing an issue that has plagued and frustrated many a car owner over the years. That is the kind of content a quality publication should have regularly – great substance and so much better than listening to me drone on month after month!

We'll chat again next month and gather shortly thereafter at Normandy Farms in August. Get out and drive....

This Month in Healey History

JUNE

by Baird Foster



June and the Le Mans “Grand Prix of Endurance”

June is the month when the world’s oldest and most important endurance sports car race is run near Le Mans, Sarthe (in northwest France). This exciting and grueling 24-hour race has been held each year since 1923 except for a ten-year hiatus from 1939-1949, following WWII. The event is run in mid-June each year, when the hours of daylight are longest.

Many technological aspects of motorcars— aerodynamics, engines, and brakes—are developed and tested during these daylong endurance races. The very essence of this race run on public roads dictates both speed and reliability features of the entries. Over their many years of competition, Healeys and Austin-Healey production cars saw improvements based on the racing lessons learned at Le Mans.

The first Healey-badged car to compete at Le Mans was a Healey Elliott in 1949. Driven by Bartlett and Mann, it finished thirteenth overall and covered 1,513 miles at 63.1 mph.

The last time a Healey-badged car competed was in 1970, when the Healey Repco SRX ran for well over 23 hours and worked its way up to fourteenth place overall. Driven by Roger Enever and Andrew Hedges, it never took the checkered flag due to a broken fuse.

1952 – Nash Healey Places Third Overall at Le Mans

At the 24-Hour Race at Le Mans, Leslie Johnson and Tommy Wisdom drove a Nash Healey Prototype to a third place overall, first in class, and first British car to finish. This proved to be the highest overall finish at this famous race for any Healey-badged race car. In 1952, this Warwick Works car defeated the likes of Ferrari, Cunningham, Aston Martin, Talbot, and Jaguar. Two massively supported factory Mercedes finished ahead of the Nash-Healey, which covered 2,196 miles and



The first Healey to compete at Le Mans was this Elliott Saloon #20, JGO 892, in which Bartlett and Mann finished thirteenth overall in 1949.



The last Healey to contest the 24-Hours of Le Mans was this somewhat battered Healey Repco SRX #34 seen in the pits, and driven by Roger Enever in 1970.



The 1952 Le Mans Nash Healey (#10) with Preston Gray aboard is flanked at left by a 1953 Nash Healey Roadster, body by Pinin Farina, and at right by a 1951 Nash Healey, body by Panelcraft. Following the 1952 Le Mans success, Nash Motors displayed the race car at various venues in America. In September 1953 the car was sold in “as is” condition to racer Preston Gray of North Scituate, Massachusetts for \$1,200 as a “used racing car.”

Healey History Cont...



Bic Healey sits in the restored Nash Healey that competed at Le Mans in 1952. Hyannis Restoration completed the extensive restoration and displayed #10 at the Cape Cod meet of the New England Region of the AHCA in 1999.



Brian "Bic" Healey receives the International Motorsports Hall of Fame Award for his father, Donald Mitchell Healey, at the IMHOF Induction at Talladega, Alabama.

averaged 91.5 mph.

Previously a prototype coupe, which placed sixth overall in 1951, the car was crashed by Donald and Geoff Healey in the 1952 Mille Miglia a few weeks before the Le Mans event. Roger Menadue and Jock Reid rebuilt it as an open car in just over two weeks, in time for the race.

1961 – Morley Twins Win the Alpine Rally

BMC's Competition Department fielded five Austin-Healey 3000s for the difficult Alpine Rally. These cars, at the pinnacle of their development, attained the Healeys' first outright victory in the Alpine. By the end of the race, three of the 3000s had crashed, one finished fifteenth overall, and one finished first overall, first in class, and won a Coupe des Alpes, for a penalty-free run—the only one on this rally. The winning drivers were twins Donald and Erle Morley in the Works car, XJB 876. It was their first Alpine, and their mastery of the French and Italian high mountains brought them their first rally victory in which only 25 of 64 starters finished.

Long Island

by Paul Parfrey

LONG ISLAND

It is the 25th of the month again and it's nearly two months since I drove my Healey! It's a long story... Right now, the Healey is hemmed in by my VW van sans engine. Hopefully, said engine will soon be reunited with the truck and the Healey will be liberated.

Rich Miot has his 64 BJ8 running and moving under its own power. Rich purchased it last fall from Vito Buccarelli of the North Jersey region. He plans to drive it this summer and assess the next step in its restoration.

Encounter 2010 promises to be a special one. Check out the info in this month's issue. The LI Region has reserved a number of places in Chef Coleman's Friday cooking class. I personally am looking forward to the Wednesday tour and dinner at the Simeone Foundation Automotive Museum in addition to the rally and gymkhana. It's not too late to send in your Encounter registration and make your hotel reservation. If you procrastinate, you will miss the early \$70 registration fee (versus \$85) which ends on June 15th.

Included this month are one old photo and one new photo. The old is a photo of the placard on Neil Barrella's BJ7 at Encounter 2008. The new one is Rich Miot's BJ8 when it first emerged from the garage this season.



This says it all!



Rich Miot's BJ8

The May events were the Lewes British Car Show on May 1st and the Carlisle Import Show May 22nd. The following report concerning the Carlisle show is courtesy of Chuck Ott.

The Brandywine region was represented at the Carlisle show by Steve Garrett in his white bugeye Sprite and Chuck and Randy Ott in Chuck's blue squarebody. The trip was eventful as Chuck's Sprite engine quit when they were a block from the entrance to the fairgrounds. Just as he stepped on the gas to start moving in the traffic stream the engine died and would not restart. Chuck and Steve rolled into a parking lot and did a little trouble shooting. Cranks like gangbusters, fuel at the carbs but no spark from the plug wires. The points appeared to be closed up, so they were adjusted but you can only do so much in the parking lot. Fortunately Chuck had a tow strap and Steve's bugeye towed Chuck's car into the show field. With plenty of helpful advice and offers of tool loans, Chuck went through the trouble shooting. He removed the distributor, and went for a walk to the vendor area, stopping at the Winner's Circle tent for a new condenser and rotor and a used tool vendor for a set of feeler gauges for the points. Total cost: \$11.50. With the new condenser and rotor in place and the points gapped, the engine fired right up. There were lots of Healey parts vendors this year, it seemed like more than previous years. The Harrisburg region put on a nice spread with Shawn Miller back at the grill, despite the minor explosion he had with the grill last year, and did a fine job. Chuck and Randy wandered the show field, looking over the Stags, Civics, Minis, and the Mercedes Supercar. There was some disappointment as we didn't see the Pantera club of the Fiero club guys, and the motorcycle exhibits and show vehicles were essentially nonexistent. Still the turnout was better than we'd seen in years and the weather stayed pleasant throughout the event. The return trip was nice enough to put the top down once we got off the freeway, and the Sprites made it back to their home garages with another adventure behind them. Back home Chuck put the old rotor back in the Sprite's distributor and cranked the motor – it spun but did not start. I had heard of big Healey rotors going bad, but apparently it can happen to Sprites too! A rotor is a small enough part to carry around and is well worthwhile to have as it can save you some aggravation if you don't happen to break down at your friendly LBC parts store or a swap meet with British car vendors a short walk away.

Earlier in the month, Joan and I took our BJ8 out for a ride into the neighboring Maryland – Pennsylvania hill country. We took a road that we had previously only traveled partially



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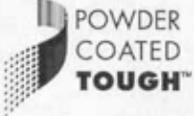
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Brandywine Region Cont...

on and decided to see where it took us. Much to our surprise we came upon an old covered bridge that we hadn't known about. A really pleasant afternoon trip. Just goes to show you -- take your car and do some exploring on a beautiful day. You may be quite surprised at what you find.

Our June event is a summer picnic at the Smart's residence in West Chester, Pa. on Saturday the 19th at 1 pm. Be sure to check the E-Flash for more details as the event gets closer.

In July, we will have a tech session at Chuck Ott's garage in Middletown, Delaware on Saturday July 17th at 1 pm. If someone has a job they would like to do on their car in an afternoon bring it on down, we'll put it up on the lift in Chuck's air conditioned garage and get it done. If not, we'll work on one of Chuck's many unfinished projects on his BJ8, such as reassembling the internals of the doors or installing the wiring harness. We could try some bodywork projects too -- how about welding in patch panels for rusted out parts? Maybe disassembling a generator or starter for a rebuild? Vote early and often for your favorite summertime project and we'll do it.

Reminder -- anyone going to Encounter (August 11-15th) should register before June 15th to get the reduced registration rate. Encounter is a great time to renew friendships and make new ones. See you there!



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MOSS

The May 18th monthly clan confab drew 16 members to Culhanes for “joke night”. The event was established via presidential proclamation by our leader in absentia Joe Spears. Joe is our usual stand-up comedy guy, but was on the D.L. putting us on our own to try to fill his shoes. Well, we didn’t do too bad. Keeping with policy (you have to make the meeting to hear the jokes), I can only report that you missed some gems.

The business portion followed with refinements of our Carlisle Show preparations, a review of upcoming events including the regions Spring Tour June 12th, flyers on Lanco’s “Taste of Britain” show in Rothsville August 22nd, the Charity Car Show in Manheim on September 25th and our River Boat Dinner Cruise in Harrisburg July 9th. The Treasure’s report (\$800 plus on the good side) and 50/50 followed.

The main event was a slide show put on by Don Schneider covering his trip to the Bonneville Salt Flats for the reenactment of Donald Healey’s speed record runs in 1954. His eye witness descriptions of the weather, course surface conditions and the ever changing nature of the salt flats was never covered in any articles I can remember being published back in the day, or since for that matter. The bottom line is that this 2009 attempt failed to beat the original times set 55 years earlier. Way to go Mr. Healey. Another attempt will be in 2011 – the new guys don’t quit!

Carlisle enjoyed near perfect weather for both Friday and Saturday yielding a very good turnout, easily the best in recent years. Like clockwork, the Olsen/Cox long distance team showed up as did 17 Healeys and representations from Philadelphia and Brandywine Regions, Even old members I haven’t seen for years like Tom Cibort made an

appearance. Our food spread drew members like flies and our tent filled with activity as Chief Miller did his thing. We had a good selection of dishes and pastries brought by members

The regalia sales were down, but the midway vendors had the same experience, so the economy is



VP Shawn Miller chairs the meeting in Joe Spear’s absence.



Don Hoffer finishes his meal as Shawn gets the meeting started

Harrisburg Region Cont...

still a problem – as if you haven't noticed! It was still a good meet and we enjoyed it.

Oh, in the teleportation department we had the following: Despite being cloudy, it didn't rain on Sunday, but by then the rainy forecast dropped the 3rd day's attendance considerably. When I rolled in Sunday I was 1st to reach our site and noticed that the tent was virtually empty. A check of the locked bed of Sweeney's truck confirmed that a lot of gear not locked up was missing. Much later as Bob and Joanne Sweeney and I were waiting for the 3 o'clock car drawing, I noticed chairs and a cooler resembling ours under a tent some 50 yards away. We did an immediate recon and managed to recover 5 of the missing chairs and 1 of 2 coolers. We concluded that this stuff probably didn't beam over there by itself and made a note to downgrade our faith in human nature to current 2010 standards. Another Carlisle adventure that, along with Chuck Ott's mystery break down (which he managed to overcome) will be added to the club lore.

The June 15th meeting will be at the Soda Jerk in Hummelstown. Look forward to seeing you there (or rattling your cage unmercifully for not showing up).



Famous Healey racer Bud Weichert with Don Pritchard's Jensen Healey that Bud restored.



Hooper's Bugeye, Charlie Grove 100, Unknown BJ7, Rishell BT7



Steve Garret, Chuck Ott, Fred Sherk, and Shawn Miller's cars



Brockers' 3000, Pritchard's Jensen, Hoffer's 3000 and Sanders' 100-6.



Sprites, unknown owners.

I must thank my daughter, Sarah, for helping to make my decision the other night a bit easier. As luck would have it, her 24th birthday fell on Tuesday, May 18th. (It is always on May 18th; but not always on Tuesday). This year it happened to coincide with our monthly club meeting. She made my decision easier by going to visit family and friends in western Massachusetts for a few days, so I didn't feel obligated to help her eat cake and ice cream.



Instead, I was free to attend the club meeting held at Frank Valente and Laurie Lynch's home in Denville, NJ that night. Joining us we had Laurie's mother, Kathleen, Richard Ippoliti, Frank Dapiran, Larry Gersten, and Steve Jekogian. Upon arrival, the (almost) unanimous comment heard was in the understanding of why Frank Valente was a bit hesitant in driving his late-model BJ8 down the hill into downtown Denville without first addressing his brake servo problem. The trail, I'm sorry: the ROAD leading down the hill (the same one that goes up the hill), is generally only wide enough for a mountain man leading a mule. It has numerous little dips and turns, and is close to a mile and a half long. It seems a lot longer. I met one car on my way up, and two on my way down. I guess that is what the neighbors' driveways are for: room to pass. Frank's advice is that "on the way down, don't make any sharp lefts..."



Being the wise guy I am, I thought I'd test it and see just how far I could go without using the brakes. You know, like if they failed or got scared and quit. I'm guessing about 67 and a half feet. It was kind of hard remembering how many times I used my 12 inch ruler. Oh yeah, and it was dark. And my hands were shaking a little...



We had a nice visit, and then we adjourned to the lower garage to check out Frank's Healey. The short version of the story on this BJ8 is that it was built in late 1967 around November-ish. Frank originally owned it in the early 1970s (third owner) and traded it in on a 1972 Ferrari Dino. The Dino was named after Enzo Ferrari's son, Dino. The Dino (with six cylinders) is like a little brother to the more popular Testa Rossa (V-12). Kind of like the Sprite is to the big Healey, only on a grander scale.

North Jersey Cont...

A few years ago, Frank went back to check out what was new and exciting where he had picked up the Dino. He was told that his old Healey was back, looking for a new home. The car was a bit worn and looking rather shabbier than when Frank had last seen it; and like a little lost pup, it followed Frank home and parked itself right next to the Dino. What was intended as a cosmetic facelift and a fresh coat of paint, turned into a fantastic rebirth; that car looks gorgeous! I cannot wait to see her on the streets in and around Denville, and gracing many a show field. Who says you can't go home again?

More visiting, and a bite to eat followed, while the conversations ranged from who's doing what to who's cars; upcoming events; Encounter; the substantial progress Frank Dapiran has made on restoring his BT7 (Frank brought pictures!); and admiring some of the interior architectural innovations Frank and Laurie incorporated into their home. The talents possessed by members of our clubs never ceases to amaze me. Frank and Laurie were gracious enough to invite Sarah and me back this week so Sarah could take notes and get some ideas in practicality of application before heading off to college to study Interior Design/Interior Architecture in a few weeks. Thank you to Frank and Laurie for sharing their home with us.

On Sunday, May 23rd, the Austin-Healey Club members were invited to join the Triumph folks on a Spring Tour they had put together. The weather was expected to be "Spring-like", ie "overcast with showers most of the day." Members from the North Jersey region included Richard Ippoliti (Blue/White 100-6) Steve Feld (White/Red BT7), Jim Krous (Silver 100-8), Ralph & Vera Scarfogliero (Red 100-8), and George & Denise Crombie (BJ9). I had Denise talked into (reluctantly) riding in Little Red (AN9 Sprite) but only if the weather was going to be decent. With a better than 50% chance of showers, I agreed to take the Toyota. I can live without a top; but I do think it would be prudent to have working wipers. And Denise insisted on them.



We met up with the others at The Long Valley Pub and Brewery for brunch and tire-kicking at noon, before heading out on the tour. At the beginning of the brunch, Ralph presented Jim Krous with a nicely done personalized pen in an engraved wooden case in appreciation for the hard work and efforts Jim has done in helping Ralph customize his 100-8 beauty. After brunch, we lined up (MGB, five Triumphs, four Healeys and a BJ9) to start the tour. Our first stop was about 20 miles away, at the Willow Brook Arboretum in Chester. Wonderfully twisting and undulating backroads wound through areas most people would never expect to find in New Jersey. The Triumph folks employed a technique best described as “drop frogging”, where the second car back would drop out of line to block traffic at a change of course, and then get back into line at the end. It is the reverse of “leap-frog”. Remember, one of the nice things about a “tour” is trying to keep the participants’ cars together to attract as much attention to the group as possible. In my BJ9, I started at the end (where I felt I belonged), but before long, I was second in line and soon it became my turn to drop out. One plus to this strategy is that Denise is now a little bit more agreeable to going on a short excursion in the Sprite.

We had a lay-over of about 30 minutes at the Arboretum, before continuing on to the final destination, Jockey Hollow. We lost Richard, Jim, Ralph, and Vera at the Arboretum; they called it a day. We left shortly thereafter and headed south on Route 206, leaving Steve Feld to soldier on with the Healey banner. A good day, all told.

Oh yeah; and the weather? It cleared up quite nicely with hardly a drop of rain on the windshield. Denise even admitted it would have been “a good day to go topless.”

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UPCOMING EVENTS

May 29-June 6

Drive your British Car Week (All over)

June 5

Bonnie Brae Highland Games and Show

June 6

Red Mill (Clinton) British Car Show

June 12

“A Touch of England” HoHoKus, NJ

June 22

North Jersey Ice Cream Social and club meeting (Denville Dairy)

August 11-15

Encounter 2010 Normandy Farms (Blue Bell, PA)



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Philadelphia, PA

August 11 - 15, 2010
Historic Normandy Farm
Blue Bell, PA

Savor The Flavor, Savor The Friendship

Philadelphia Region of the Austin-Healey Sports & Touring Club Invites You



We begin Wednesday night with a coach ride to nearby Philadelphia to see the vintage race cars at the Simeone Foundation Museum.

Thursday, we plan a scenic road rally, tech session, and wine and cheese party with a



charity auction to benefit the Make-a-Wish Foundation, hosted by none other than our celebrity auctioneer, Alex Tricarb.



Friday, the group will be running two autocrosses, one with gimmicks the other flat-out, both for fun, both for trophies! Friday evening will be Normandy Farm's famous BBQ dinner.



Saturday, we'll feature the Popular Car Show and Awards Banquet.

So, please join us, "Savor the Flavor" and "Savor your new and old friends."

Note: The scheduled events referenced above are tentative and therefore subject to change



**The Philadelphia Region of the
Austin-Healey Sports & Touring Club
presents
ENCOUNTER 2010
"Savor the Friendship"
August 11-15, 2010**

Philadelphia, PA

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 "Make-A-Wish" Foundation)

- Complete registration form
- Make check payable to "AHSTC-ENCOUNTER 2010"
- Mail to: Encounter Registration
c/o Jennifer Payne
1691 Meadow Glen Dr
Lansdale, PA 19446-4740
215-361-7555 PM or jjpayne3@verizon.net

Registration Fee includes:

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

Hotel Registration:

Call Normandy Farm (215-616-8500) for reservations. Mention "Austin-Healey Encounter" to get the special rate of \$124++. Register by July 4, 2010 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.

****All Flea Market Vendors must register for Encounter
++ Plus taxes and fees - Includes free Full Breakfast Thursday & Friday and free Continental Breakfast Saturday for participants staying at Normandy Farm.

- 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 Normandy Farm? **Y / N**
When will you arrive? Wed 8/11, Thurs 8/12, Fri 8/13, Sat 8/14

REGISTRATION FEES

- \$70 if postmarked by June 15, 2010 _____
\$85 if postmarked after June 15, 2010 _____
Extra Cars _____ @ \$10 each _____
Extra Adults _____ @ \$20 each _____
WED 8/11 SIMEONE MUSEUM TOUR & DINNER
Adults & Children _____ @ \$49 each _____
FRIDAY Cooking Class _____ @ \$32 each _____
FRIDAY 8/13 PICNIC
Adults & Children 10 & Over _____ @ \$28 each _____
Children 9 & Under _____ @ \$20 each _____
SATURDAY 8/14 AWARDS BANQUET
ALL _____ @ \$38 each _____
Please indicate Dinner Choice
Strip Steak _____
Chicken _____
Pizza Party-Children 4 to 10 yrs old _____ @ \$10 _____
Concours Judging Fee @ \$70 per car _____
Chinese Auction Tickets 7@ \$5 pre-purchase only _____
Total Remitted (US) _____

Last year I wrote an article about what tools to carry in your trunk. You know all the tools you need to fix it, start it, stop it, hold it up, hold it on, or make it make electricity. The article listed all the tools and supplies most commonly needed, but really did not talk about how to hold them or what to put them in.

When I got my Healey in 1971, my tool box was a plastic “fishing tackle box” – you know the kind where the top tray hinges up with the lid. It worked. I then moved to a metal tool box that barely fit in the trunk and would hit the inside of the trunk lid on big bumps. It took up most of the space between the battery and the tire.

The original Healey tool role was actually a good idea. Soft, small and it could fit in the space between the shroud and gas tank. But it did not hold a lot of tools. In latter years I used a cloth “Masons” bag—you know opens at the top, cloth sides, leather bottom, sturdy and easy to “fit in the trunk.

What are you guys using? Send me a picture of your “tool box”.

Recently I came up with a new and somewhat novel idea. We all have one of these or maybe two. And we generally do not know what to do with them, but seem to keep them in the closet or basement. What is it you a wondering, a Laptop computer bag.

Think about it for a second,

- It is soft –that’s good so it will not dent the trunk or rattle around.
- It is nylon so it will not rust or short out the battery terminals.
- It is long enough top hold ratchets and screwdrivers.
- It has a lot of zippered compartments to hold “little” stuff” like spark plugs, points and rotors.
- It also has sections to hold the business card of your repair guy and the AAA card.
- It has space for the repair manual, Moss catalog and the AHSTC membership list with phone numbers.

Importantly it is relatively flat and it is narrow and can fit between the battery and tire, and you can put stuff on top of it. Just a thought.



Charity Auction

by Leo Kob

ENCOUNTER 2010

ENCOUNTER CHARITY AUCTION

Thursday, August 12, 2010-02-10

Normandy Farm, Blue Bell, PA



We have a packed Thursday evening planned to kick off our Charity Auction. We will be starting the night with an informal talk by Gordon Whitby, author of *Earning the American Dream*. In 1952, Gordon joined Gough Industries an import distributor and dealer for British cars in southern California. Whitby began as a mechanic and became General Service Manager through 1967. He was invited to join British Motor Corporation's attempts at speed and endurance records at the Bonneville Salt Flats in 1956, 1957, and 1959. This is just the beginning – come on out to hear the stories and have a chance to ask him questions as well as purchase his book and get it autographed.

Following Gordon Whitby's talk we will be conducting our Charity Auction benefiting the Make-A-Wish Foundation® of Philadelphia and Susquehanna Valley. During our wine and cheese reception, we will hold a silent auction with the “select” items being auctioned off live by our entertaining auctioneer.

The Make-A-Wish Foundation® of Philadelphia and Susquehanna Valley's mission is to grant the wishes of children with life-threatening medical conditions to enrich the human experience with hope, strength, and joy.

This is truly a “There but for the grace of God go I” situation as these youngsters are fighting for their lives.

Some items donated so far to be auctioned include: (this is just the beginning....)

- Hand colored and signed design drawings by Gerry Coker Streamliner and AH 100
- Original Art painted and contributed by Bic Healey
- Limited Edition (numbered) Autographed Bonneville Salt Flats Posters from Sept, 2009
- One-week vacation condo @ Bluebeard's Castle in St Thomas, USVA
- Custom poster of your car by Bill Bravo (\$300 value)
- \$400 gift certificate for KoolMat cockpit insulation
- \$100 gift certificate from Coker Tire toward purchase of tires
- Team Shirt for Carroll Shelby embroidered with “Healeys Return to Bonneville” 1 of 1
- Commemorative Shirt for the 75th birthday of Carroll Shelby with an Invitation to Birthday Bash Size XL
- Formula 1 Jenson Button items - signed photo with letter of auth, Jenson Flag and Lanaird and Book

- Formula One Souvenirs from 2009 F-1 Abu Dhabi Race - T-Shirt, Program, etc.
- Winterthur Museum & Country Estate 1 Year Family Membership

Some of these items are one of a kind. This should be a lively and entertaining auction.

In 2005, we were able to raise over \$6000.00 and made wishes come true for several area children, giving a little boy and his family a trip to Disney World and a complete computer set up, desk and all, to a young teen girl battling leukemia. With your help, we hope to match or exceed what we did five years ago. We are asking each region to bring an item as a donation for the Auction.

We are also inviting area British Car clubs to join in the fun and participate. The cost for non-registered guests to attend the Charity Auction to listen to Gordon Whitby talk, get his autograph, enjoy the wine and cheese and get a bid number is \$15.00. This event is included and free to all the Encounter registrants with an Encounter Name Badge.

This will be a fun-filled evening as we mingle and chat with our British Car Enthusiast friends; peruse and sign on the dotted line for the items we hope to bring home; participate in a, usually animated, live auction and the best part – experience the wonderful feeling knowing that you’ve helped a special child reach a dream. This is a special event you don’t want to miss.

WHEN:	THURSDAY, AUGUST 12, 2010 7:00 PM
WHERE:	NORMANY FARM HOTEL, ROUTE 202 & MORRIS RD., BLUE BELL, PA
REFRESHMENTS:	WINE & CHEESE – SILO BALLROOM
FEE:	\$15.00
RSVP	Trish Woglom – 610-310-2037 or e-mail – pwoglom@comcast.net

Any questions – Contact Trish Woglom – 610-310-2037 or e-mail - pwoglom@comcast.net

Gordon Whitby as a Competitive Businessman

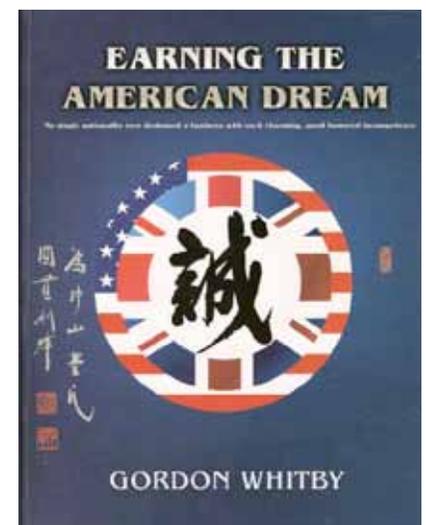
ENCOUNTER 2010

While best known for his technical competence in support of so many racing greats, Gordon and self-taught chief engineer at BMC, Syd Enever, teamed up to develop a dealer network, tried to foster owner loyalty and adapt BMC products to make them more appealing to, and serviceable for, the American market. His book is loaded with tables showing the total and import production of vehicles from most countries over almost three decades, sales handbooks he had prepared that provide histories of all BMC offerings and comparisons with its biggest competitors, first VW and later Datsun & Toyota. Did you know BMC produced 1,145,000 MG's between 1945 and takeover by British Leyland? Did you know BMC produced 1,145,000 MG's between 1945 and takeover by British Leyland? The last MG factory closed in December 1980. In addition 203,071 Austin Healeys were built between 1953 and 1967(129,343 Sprites and 73,728 Big Healeys).

Gordon shares his learn-as-you-earn experiences beginning with setting up a central vehicle prep location. In the 50's cars were swung individually onto and off ships in nets, so repair of damaged bodies and crud removal required lots of manpower and skill. It took over a decade for him to set up a sufficient number of dealers for Americans to consider British sports cars capable of serving as their primary driver capable of going on long trips.

There were 14,000 independent BMC dealers by 1959, however most were converted used-car dealers who had minimal business acumen and lacked service facilities. He watched VW and the American dealers (who provide one-stop prep, warranty and post-warranty service) develop a personal relationship with many buyers who were more likely to become repeat customers. BMC 'dealers' were reduced by almost 50% over the next four years in an effort to increase dealer dedication and sophistication. Inherent reliability problems made warranty work expensive and constant source of customer reluctance to buy another British vehicle. Gordon's book contains dozens of recommendation memos for making BMC's products more saleable here. But in retrospect he realized there were too many barriers, many greatly influenced by cultural differences between nations:

1. America's standard of living increased much faster between 1950 and 1970 compared to UK.
2. The British tax structure restricted size, performance and affordability of non-public transportation in contrast to America's cheap gas and developing interstate highway system.
3. American taste for competition drifted toward speed and horsepower on oval tracks and drag strips, losing interest in autocross and rallying.
4. British (and later American) labor unions coupled with weak management did not recognize the power of quality. Japan and Germany on the other hand, embraced the teaching of W. Edward Deming. The Japanese labor/



ENCOUNTER 2010

management relationship was in Gordon's vernacular, 'homogenous'.

5. Parts suppliers were the biggest contributor to Brit reliability problems...he asserts Smiths was responsible for more warranty repairs than Lucas.....and the Abington plant had a far more dedicated labor force than Coventry & Longbridge.
6. A 12,000 mile warranty, considered generous in Europe where people only drove a couple thousand miles a year, only lasted about 18 months for US drivers. The independent, unsophisticated BMC 'dealers' did not win any favors with customers by strictly enforcing warranty terms....and manytimes shorted the work while charging BMC fully.
7. The vast contrast in driving environments triggered many head-scratching problems over here that could not be duplicated back in Britain. Example: memo covering a problem with carb performance Gordon traced to the rhythmic vibration caused by California concrete freeway expansion joints at higher speeds.
8. Independent mechanics services most post-warranty problems. Most were not trained in 'foreign' car repairs. They were not kind to BMC's drivetrains, and parts were not readily available. Both problems helped spread the poor reliability tag.
9. Lack of TV a domestic advertising campaign because British TV was government controlled. BMC never understood (or was unwilling to underwrite) the resources were needed to launch a successful mid-size family car for the American market.

Gordon continued to throw all his energy and intuition into keeping the British car lines alive in the USA, but the consolidation into British Leyland became the last straw. Just as the citizenship conflict diverted him from becoming a part of the military-industrial complex in 1950, an unsolicited call from a contemporary at fledgling Nissan/Datsun in 1967 launched his new and highly-successful career there. Funny how close the 240Z drivetrain resembles a 3000's!

Next month his experiences and industry overview after 30 years will be covered.

Order a hardcover copy of his book, *Earning The American Dream from Encounter 2010* Committee: Send check for \$55.00 to Trish Woglom, 212 Lower Valley Road, North Wales, PA 19454.

Gordon is contributing all book proceeds to cancer research. He will personally sign your copy at Encounter!

Gymkhana and Teamkhana Rules

by Del Border

ENCOUNTER 2010

We will have the following car classifications:

1. Stock Sprite
2. Modified Sprite
3. Stock Big Healey
4. Modified Big Healey

Other/Hybrid Healey - For Healeys with non-Healey engines (not eligible for FTD or Teamkhana awards)

The modifications that will bump a car from stock to modified are:

1. Engine modifications including, but not limited to:
 - Tuned exhaust headers
 - 1275 engines in Mk I or Mk II Sprites
 - Non-stock carburetion
2. Oversize tires:
 - Sprites – 165/70-13 maximum
 - Big Healeys – 185/70-15 maximum

The Teamkhana competition will consist of the total of the fastest times of cars in the following classifications (lowest total wins):

1. Stock Sprite
2. Modified Sprite
3. Stock Big Healey
4. Modified Big Healey

A Concerted attempt will be made by the Gymkhana Chairperson to allow everyone to get three timed runs. A run includes Off Course and Did Not Finish.



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CLASSIFIEDS

Classifieds & Calendar

Of Interest/For Sale

AUSTIN HEALEY BT7 1962 MKII

Frame off, nuts and bolts restoration done in 2007. Engine re-done and in correct detail; tri-carbs with overdrive. Blue leather with white piping. Located coastal Maine.

Owner has run out of room and has twenty five plus/minus cars. Fifteen thousand miles since completion.

Reasonable offers welcomed we're at \$42,500 USD so far.

castineme@gmail.com

3000 BRAKE ROTORS

Sorting through some stuff in the shop. I've got a pair of brake rotors for big Healey (except phase 2 BJ8) that are new (some light surface rust) that were used for mockup only. If you know of anyone that can use them, \$50 for the pair.

Contact Alan Tucker actucker@copper.net

BT7 TRICARB

Rusty / nonexistent outriggers, frame rails, floors, etc., but is all there. Except for what rusted away and fell off. It does not run. \$8,000 or best offer. Located in central NJ near shore. S/N of car: HBT7L16056. Built in 1962, but titled as 1961.

Contact Ed at 937-515-7935.

USED BJ8 PARTS

From large (gas tank, painted wire wheels) to small (new fan belts, chrome flashes for front fenders), from my restoration. Available for any reasonable offer.

Larrygris@aol.com



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Classifieds & Calendar Cont...

Wanted

1960MK BODY

I lost an 1960MK I In a dispute by the guy who was doing the restoration work and his land lord. I have some of the parts from the original car, as well as a Mark II parts car. At the very least I need an interior body tub or full body, in order to cobble together a working vehicle. If you can refer me to anyone who can help I would appreciate it.

James Donahue dejames57@gmail.com

Regalia

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JUNE

3-5

AACA Eastern Spring Meet
Canandaigua, NY
www.aaca.org

4-5

Lime Rock w/ Jaguar Club
Lime Rock Park
Lakeville, CT
www.vsgcca.org

4-6

Heacock Classic SVRA Gold Cup Historic Races
Alton, VA (VIR)
www.virclub.com

5

Cars of England
Oakbourne Mansion
Westtown, PA
www.delvaltrs.org

5

SWSCC Meeting of the Marques
Hershey, PA
www.swscc.org

5

Ragtops & Roadsters Open House
Perkasie, PA
www.ragtops.com

5

2010 Orphan Car Tour
Mt. Airy, MD - Hanover, PA
www.orphancartour.org

5-6

Concours d'Elegance
Greenwich, CT
greenwichconcours.com

6

32nd Original British Car Day
Adamstown, MD
www.chesapeakechapter-mgtclub.com

6

Larz Anderson Auto Museum British Car Day
Brookline, MA
www.larzanderson.org

6

21st British by the Sea
Waterford, CT
www.ctmgclub.com

6

Red Mill British Car Day
Clinton, NJ
www.keystonemg.com

7-11

AACA Founders Touc
Greensburg, PA
www.aaca.org

12-13

24th Manchester Classic & Antique Car Show
Manchester, VT
www.bcclv.com

12

A Touch of England
Ho-Ho-Kus, NJ
www.njtriumphs.org

13

37th Annual Concours
Lyman Orchards
Middlefield, CT
www.jcna.com

13

17th Annual British Motorcar Gathering
Hellertown, PA
www.keystonemg.com

19

Jaguar Assoc of NE Spring Slalom
Devens Airfield
Ayer, MA
www.jcna.com

25-26

Minis on Top
Mount Washington, NH
www.minisontop.com

25-27

VSCCA Rallye/Tour
Red Lion Inn
Stockbridge, MA
www.vsgcca.org

25-28

Le Bella Machina d'Italia
Skytop, PA
italiancarsatpocono.com

26-27

Pagoda Hillclimb
Reading, PA
www.pahillclimb.org

JULY

10-11

Giants Despair Hillclimb

Laurel Run, PA

www.pahillclimb.org

11-16

AHCA Heritage 1975-2010

Conclave

Galena, IL

austinhealeyconclave.com

11

British Invade Gettysburg

Gettysburg, PA

britishinvadegettysburg.com

16-18

Hemmings Annual Concours

Stratton Mountain, VT

www.hemmings.com

20

Car Cruise at the Waterfront

Pittsburg, PA

www.pvgp.org

21-24

AACA Eastern Divisional Tour

Buffalo/Niagara Falls, NY

www.aaca.org

24

British Car Day

Schenley Park

Pittsburg, PA

www.pvgp.org

24

History of Long Island Auto Racing Photo Exhibit & Car Show

Garden City, NY

www.holiar.org

24

Delaware Valley Jaguar Club Slalom

Glen Mills, PA

www.jcna.com

24-25

British Car Show of NE PA

Clarks Summit, PA

www.bccnepa.com

25-30

4th Annual Hemmings Challenge Vintage Car Rally

Bowling Green, KY

www.hemmings.com

30

The Roadster Factory Summer Party

Armagh, PA

www.bccnepa.com

30

Dowlestown at Dusk Classic Car Show

Dowlestown, PA

www.heartofbucks.com

31

Jaguar Assoc of NE 38th Annual Concours

Sturbridge, MA

www.jcna.com

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