

The FLASH

MAY 2010 | ISSUE 393



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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www.austin-healey-stc.org

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Main Cover Photo: Ed Buchbinder at April 34th Gymkhana

Right: North Jersey Meeting; Harrisburg Meeting; Philadelphia Luncheon

What's In The Flash

by Steve Jekogian

EDITOR'S NOTE

Do you know what the T stands for in AHSTC? Yes some of you do, it stands for Touring. In last month's "what's in the Flash" article I challenged club members to answer a question about Donald's sunburned head.

Well, Baird called "some people" in the know and wrote a great reply which is in this issue. While you read his recap of Donald's "US tour" consider the following:

1. Roy Jackson- Moore and Donald drove from New York City to Florida in 2 days
2. That's about 1,300 miles
3. Washed the car and
4. Won the Grand Premium Award
5. That really does not happen anymore, does it?

Many of us complain about the drive to Encounter or that it's "too far". In "those days" guys would do anything to start a car company or "sell a car". Baird's glimpse of history really shows that Donald was made of the "right stuff".

Thinking about a tour, you may want to first read Mike Jennings great Tech article about rear wheel bearing removal. Getting that *#*\$)*&^ nut off and then pulling the \$#^&%*! hub has always been "close to my heart" in Healey jobs I "love" to do. They rank right up there with bleeding the Clutch slave and installing air cleaner nuts.

Also, Shawn Millers article on "getting it to spark" can be helpful in your Spring awakening" of the car.



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Membership

by Rick Brodeur

MEMBERSHIP

Let's welcome our returning members.

Philadelphia

Don & Peggy Redlinger

Mantoloking, NJ

'56 BN2

North Jersey

John & Lydia Sims

Aberdeen, NJ

'58 BN6

Ralph Capogrosso

Pearl River, NY

'65 BJ8

Nick & Kristine Van Ness

Waldwick, NJ

'59 AN5

For the next 14 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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LETTERS

Letters to the Editor

While at the progressive dinner before Christmas Shawn Miller had a VCR of "Healey, The Man, The Marque, The Machine". You don't get to hear or see all of the presentations at, or on, these functions so I asked him where he got it? He said as best he could recall, he got it at a flea market. There was no marking on the box so we were at a standstill. I tried online but there was nothing. Finally, I found information of the supplier which is JPL Creative. Essential contact information is:

JPL Creative
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www.JPLcreative.com

The work was done for a Frenchman who never paid for the work. Thus, JPL retains the masters. Donald had passed and the folks that remembered him gave their remembrances-Jeff Healey, John Wheatley, Sterling Moss, and others that worked and raced with Donald. If you are interested in the Healey history, this is the CD/VCR for you. It is available from JPL for \$19.95 plus \$5.00 shipping and handling.

Regards
Don Olsen

I am sorry to report that when I ordered parts from British Car Specialist this morning, I was informed of the passing of Norman Nock.

The depth of his knowledge and willingness to help everyone will be missed. He was a true gentleman and his shoes can never be filled.

Rich Kahn



SUBMIT LETTERS TO THE EDITOR
TO STEVE JEKOGIAN
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This Month in Healey History

MAY

by Baird Foster

HEALEY HISTORY

1953 – Production Begins for 100

Full-scale production of the Austin-Healey 100 (BN1) began and continued through June, 1955. There were 10,688 BN1s built at Longbridge, followed by 3,924 BN2s. A majority of these very popular sports cars were built for export, most being shipped to North America.

1958 – Sprite Introduced in Monte Carlo

The new Austin-Healey Sprite was introduced to the motoring press at the Monaco Grand Prix on May 20. Donald Healey had wisely chosen the Monte Carlo site, since the surrounding roads and good weather would show off the Sprite's excellent handling to the many national and international correspondents who were invited to test drive it.

Rave notices followed: Tommy Wisdom in *Sporting Life* said the Sprite was “the first ever people’s sports car.” Jack Hay in the *Birmingham Post* noted, “Without doubt, this car is a winner.” In the *Daily Express*, the dean of the motoring press, Basil Cardew, listed five outstanding points of the car, one of which was “road holding better than any car I have tested.”

1961 – Tulip Rally Class Winners

Pat Moss and Ann Wisdom placed first in class, eleventh overall and were awarded the Coupe des Dames (Ladies' Award) in the Tulip Rally. This European rally was dominated by speed tests; and the new Austin-Healey (BN7) works car, XJB 877, was somewhat hampered by the event's class "performance improvement" marking system, as the big Healeys had set such high standards in the event the previous year. Despite these odds, Moss and Wisdom won a very prestigious event for the BMC Competition Department.



This is the very first Austin-Healey 100 produced at the Longbridge plant in 1953. Owned by Canadian Blair Harber, the car was on display at the Automotive Hall of Fame in Dearborn, Michigan during Donald Healey's induction in October 2004.



Motoring correspondents get ready to test-drive the brand new Austin-Healey Sprites at Monte Carlo in May, 1958.



Pat Moss and Ann Wisdom in XJB 877 lead the Morley twins through a French village during the 1961 Tulip Rally.

Thanks to Ray for covering regional editor duties so well last month. After my less than exciting article two months ago, I was looking to the possibility of redeeming myself last month but was thrilled for Ray to step in and cover things in my absence. Sometimes life gets so busy that we become detached from some of the typical things in our lives and that probably sums up me and everything Healey right now. As such, I have missed my share of monthly regional and Encounter meetings lately. Fortunately, I was able to make April's monthly meeting along with a good showing of other members. My very quick scan of the Mariano's parking lot revealed no Healeys but Mark Weinberg brought out his very cool vintage Beetle.

The events calendar was a big topic of discussion with some focus on what can be done to keep member attendance strong at events. E-Flash seems to be effective, particularly when an event is scheduled far enough in advance to be posted in the monthly Flash with E-Flash used to provide reminders and a follow-up.

During April, members did gather to travel to the America on Wheels Museum in Allentown. Thank you to Tracy Wilton for providing the pictures. Although attendance from the Philly region was a bit low, members joined in from Lehigh Valley and the Morgan club for a very nice event. I was attending a high school soccer game and was unable to join in the fun. Some talk had been circulating regarding a spring tour but busy schedules and unfavorable weather forecasts have hampered efforts. Next up for people to look forward to is the Carlisle Import Show (May 21 – 23). If you plan to be in attendance, please be certain to register so the club can procure the free tent! Also in the not-too-distant future, as Ray mentioned last month, is the Philly regional annual picnic. John & Jennifer Payne have once again stepped up and offered to host the gathering on Sunday, June 13 @ 2:00 p.m. If you are looking for something to do on the morning of the picnic, head to Hellertown for the Keystone MG Club British Car Show at Reservoir Park.

Despite the busyness on the homefront, I did manage to sell two project cars this month, my Bugeye and



The Philadelphia Region at America on Wheels

Philadelphia Cont...

my Fiat 850. It was a bit painful to see both of them go but probably the right decision given time and space limitations that aren't likely to change anytime soon. Speaking of items for sale, Philly member Walt White is parting ways with his 19' Mariner sailboat. As with all of Walt's stuff, it has been meticulously maintained and tastefully modified consistent with Walt's engineering nature. If you are looking to branch out from the asphalt, give Walt a shout or shoot me or Ray an email and we can put you in touch.

The Wogloms continue to put out an excellent spread each month to entice members to their home for Encounter meetings. Food definitely has a way of attracting people. Although, one possible exception might be Leo's ham loaf last month but we all have our unique culinary interests! Thanks Trish, I promise to have better attendance at future meetings!



K&T Luncheon Trip in Late March

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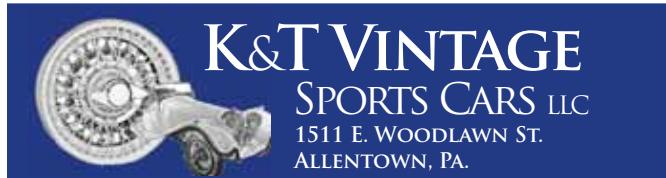
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Saturday, April 17th found the group at the New Jersey Motorsports Park. Steve and Kris Garrett, Chuck Ott, Bryan and Dave Ehret, Joan and myself attended. A special guest was Del Border who lent his valuable racing background comments to our tour. Our objective was to scout out this facility as a potential 2011 Encounter site. Motorsports events coordinator Joe Volpe gave us a tour of the clubhouse and all of the racing circuits and support facilities. Every track was in use. The "Lightning" course had motorcycles racing. The separate Go-Kart track was gearing up for an event with many participants getting their karts ready. The somewhat larger "Thunderbolt" course had a variety of cars racing. While we were touring, one car smashed into a guard rail. The driver (apparently not badly hurt) was transported off the track in an ambulance while his car smoldered a bit. Very exciting! Valuable information was obtained and will have to be digested prior to making any commitments.

We then went over to the nearby Country Inn and Suites to check it out as a potential hotel for the Encounter. After a tour of the hotel, we all had an enjoyable lunch in the adjoining restaurant. By early afternoon, Encounter Chairman Dave Ehret left with much information and many questions to be answered. Stay tuned.

May's events are the annual British Car Show in Lewes, Delaware May 1st and the Carlisle Import Show May 22nd. Saturday, June 19th at 1 pm is a summer picnic at the Smart's residence in West Chester, Pa. Check the E-Flash for more details as the event gets closer. Also, a reminder to get your car serviced for the upcoming driving season. I spread my yearly maintenance schedule over two days and now feel that the car is ready for some pleasant top down driving. Cheers!



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Long Island

by Paul Parfrey

LONG ISLAND

The 55th Annual Garden City Easter Sunday Car Parade was held on Sunday, April 4th. The LI Region was well represented. I arrived late and found Jim Elliott, Bob Shaffsick, and Tony DiFrancesca there already. Jim, Bob and I entered our cars in the parade. It was a beautiful day which made for a substantial turnout of old cars. My favorite was an unrestored 1917 Studebaker touring car with enormous wood artillery wheels with skinny tires, and a flathead 4-cylinder engine with a very large horn atop it..

A small LI group attended the N.Y. International Auto Show at the Javits Center on the 5th of April. No Healeys on display; however, your president was photographed in a new Ford Fiesta, thirty-one years after the Healey Fiesta article in Road & Track appeared convincing him to buy his first Fiesta.

I missed the April 24th ENYMG Gymkhana due to illness, but Jim Elliott and Ed Buchbinder didn't. Frank Filangeri encountered a gasket problem and Bob Shaffsick had a clutch malfunction so they joined me in sitting this one out. Ed has received his restored Healey and used it in anger for the first time, making two runs at the Gymkhana. Ed told me how much he enjoyed the event. No surprise to me, I'm just sorry I missed it.

Now I'm looking forward to The British Are Coming on June 13th. Looking for a good turnout, and hoping to actually get there myself!



Ed Buchbinder at April 34th Gymkhana



Jim Elliott and Healey at Easter Parade



Pilgrim, your search has ended - NY Auto Show



The Parfrey Healey at Easter Parade

HARRISBURG

Harrisburg Region

by Don Hoffer

The last gathering of this merry band drew 21 members as Joe's "Ladies Night Out" worked again! First started last year, the success of this 2nd edition proves the 1st one was no fluke. Now as long as this doesn't morph into the image that my crystal ball conjured up the other night of the future (the inevitable invoice for Chippendale dancers) the treasury should remain solvent.

Joe started with the events schedule which begins of course, with Carlisle, May 21-23. The onsite CEO will be V.P. Shawn Miller, since the Grand Poobah will be on the DL at the time. Seems he will be going into the repair shop for some procedure that will no doubt boost the economy of the AMA, and hopefully get Joe another 100,000 miles. Shawn meanwhile will also double as camp cook and the usual regalia and amenities will be provided. Staffing will be finalized at the next meeting, May 18th.

June will have the region's Joe and Fred's Spring Tour, now named the "Old Mines Tour". Specific details will be coming out soon, but this much is known: Date is Saturday June 12th, it's a one day tour of North Lebanon County, pack a picnic lunch, grilling location and pavilion available, rain date June 13th. You can leave your pick, pan and burro at home – the referral to gold mines comes from the name of one of the roads we'll be on.

July is the riverboat dinner cruise on the "Pride of the Susquehanna" scheduled as a joint venture with several other sports car clubs for Friday the 9th. A wine and cheese will precede the cruise starting at 5:45PM on City Island, Harrisburg with the paddle wheeler casting off at 7PM.

After the above, Joe invited those who never got to confess how they got into Healeys at our last meeting, to finally fess up this month. Charlie Baldwin, Don Schneider, Fred Sherk, Joe Spears, Dave Rishell, Del Border, Shawn Miller, Jon Arndt and Liz Brockman all took part. This reminiscence idea got our president 2 whole meetings and

He's destroyed more Healeys than the car crusher at the old Abrams junk yard...



Jon Arndt notices the camera



Foreground, L to R, Don Schneider, Shawn Miller, Del & Liz Border while Joe Spear conducts the meeting

Harrisburg Region Cont...

with just the line-up above, we could have filled a third easy. It's amazing what this exercise revealed. My favorite was Rishell's record of wrecks. He's destroyed more Healeys than the car crusher at the old Abrams junk yard. On the other hand he may, single handedly, have made Healeys the rare car they are today and inadvertently raised their value. Give him a big Thank You the next time you see him – it will make his day!



Try and make our meeting May 18th so we have our act together for Carlisle – see you there.

Baldwin, Arndt, & Miller Healeys driven to the meeting

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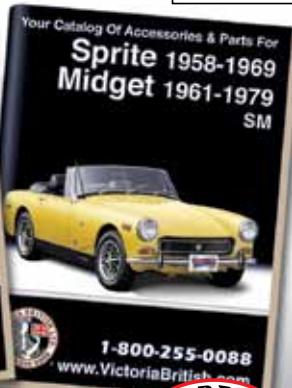
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NORTH JERSEY

North Jersey Region

by George Crombie

Saturday, March 27th started off just a bit on the cool side (Tom Mulligan reported there was ice on the lakes of water left over from the previous week's floods), but the day dawned bright and sunny for a change. And a welcome relief it was. I arrived at Art and Joan Herkomer's home in Oakland, NJ right behind Tom, at about high noon. Mention a free lunch, and it's rather hard to keep me away! Joan was in the middle of slicing rolls for cold-cut sandwiches to go with the chips, drinks, coffee and cake when we came in. Tom and I, being the proper gentlemen we are, forced ourselves to remain civilized for several minutes keeping up with small talk until reinforcements arrived and we were able to outnumber Art and Joan before the feeding frenzy began.

By the time the cake and coffee were served, we had a rather impressive band of hardy souls assembled and ready to take on Art's 3000. Tom Mulligan drove his Golden Beige Metallic BJ8; Jim Krouse drove his silver-colored 100-8 monster; and John and Jeffery Moore came in John's MGC-GT. Mark Goodman, Ralph Capogrossi, Nick Van Ness, Ray Lynch, Ralph Scarfogliero, Frank Dapiran, Dennis Meehan, Richard Ippoliti, Steve and Lynn Jekogian, and George Crombie all arrived in various models of BJ9s. Along with Art and Joan, that made for quite a crowd.



As we migrated out to the garage, we were told that the 3000 did, in fact, start and even run, but not well. It ran rough and back-fired, and lacked power. And blocking its access to a proper test-drive was Nick's AN5, which wouldn't start at all. The 3000 was pushed out of the garage so we could all gather 'round to assess the situation. Jim Krouse dug right in to sort out the various maladies, inducing so many back-fires Art's neighbors must have thought they had been transported to the "bad" section of Newark!

There were two main problems found: the first was that the carburetors needed to be adjusted (the front one was off by



North Jersey Cont...

a good bit); and the distributor timing was off. A couple of the guys helped Nick push his bugeye out of the way so Art could test-drive his car. The test-drive went well; Art actually came back in a few minutes under his own power and seemed rather pleased with the results. I think he's ready for a longer drive, like maybe to Encounter? He'll probably have it out for the Spring Tour in May, first.

While all of this was going on, the rest of the crew attacked Nick's AN5 and got it running. Its problems were: dead battery, fouled spark plugs (all 15 or so of them-ask one of us about that!) and minor carburetor adjusting. Oh, yeah; and something about a defective accelerator pedal. All this fun, food, and good times in less than a couple of hours or so. And the day warmed up quite nicely, too. A successful outing, to be sure.

The April monthly meeting was held on Tuesday night April 20th at La Cucina Restaurant in Denville. I thank Richard Ippolitti for the cliff-notes of the meeting, which will have to do. I couldn't attend as I was on my way back from Texas Healey Roundup #30 which was held in Fredericksburg, Texas (naturally) over April 16-18. I think I was somewhere in northern Virginia at the time of the start of the meeting. It took me 18 hours of driving on Tuesday to get home from Birmingham, Alabama; I crawled out of my Toyota just before midnight. I daresay the meeting was over by then? I know I was done.

Attending the April meeting were: Tom Mulligan, Art Herkomer, Allen Rosenberg, Steve Jekogian, Steve Feld, Frank Valente, Frank Dapiran, and Richard Ippolitti. Mix in an evening of wine, women, and song and I'm sure I missed one heck of a meeting. Wait a minute; I didn't notice any women listed, and I'll go out on a limb here and surmise that you wouldn't want this double-quartet to serenade you. So that kind of leaves the wine. Add in some beer, pizza and pasta, and a touch of shop talk and I'm sorry I missed it.

The main topics of the evening were Frank Valente's brake servo rebuild, complete with photos; the progress Frank Dapiran is making on the restoration of his big Healey; and the fact that the North Jersey Region is responsible for hosting Encounter in 2012. Suggestions of a venue and other input is being actively solicited (a.k.a. "HELP!").

Next up for our area will be the May meeting, tentatively scheduled for Tuesday, May 18 at 7:00 P.M. and hosted by Frank Valente in the Denville area. This will be followed by Carlisle Import Nationals on May 21, and the Spring Tour with the NJ Triumph folks set for Sunday, May 23. Check out the flier attached to you e-Flash for start time and place as well as other details. After this will be "Drive Your British Car" week from May 29th through June 6th. It seems to me that June 6th is a famous date (1944), and that the British had a hand in it. This year it falls on a Sunday; does anyone know of any parades or celebrations being held that weekend? Just a thought...



Until next time, keep checking your e-Flashes from Richard for the latest area news.

DMH & the first Austin-Healey Tour of the US

by Baird Foster

To answer your inquiry in the April 2010 Flash about DMH driving from Miami to New York , here is a summary of that trip as told by Geoff Healey in his final book, *The Healey Story*, published in 1996, and by Roy Jackson-Moore.

As the pre-production cars were constructed, one was destined for Los Angeles, one for the NY show (cover of this show's program appeared in April Flash), one for DMH's tour of the USA, and the last one headed for the Frankfurt, Germany show.

The first, AHX2, was shipped to Los Angeles at the end of January, 1953. The second, AHX3, for DMH's tour, was shipped to America on the Queen Mary, on 18 February, accompanied by DMH. After a visit with Austin of England in New York City, DMH and a young English salesman employed by Austin in the USA --Roy Jackson-Moore--planned a trip around the USA to introduce the Austin-Healey 100 to the various distributors.

Roy and DMH drove to Sebring, Florida, called on Briggs Cunningham at West Palm Beach, and then went to the World's Motor Fair in Miami . Per a recent e-mail "conversation" with Roy, they left New York "not too early Tuesday morning" and arrived in Miami [the next day] on Wednesday P.M. Roy said, "We stopped about half-way down, on the main highway. Donald wanted to stop at several places on the way and have a leisurely

trip. I was not too popular when I told him I had arranged for the car to be in the Motor Show for the last few days. Fortunately, I knew the organizer, Mr. Patterson, and he agreed to the very late entry. Initially, Donald was not at all pleased, but later it all turned out fine, and he was delighted with the reception when we reached Miami."

Roy said, "The car [we drove from NY] was washed and cleaned and was on the [show] stand Thursday. At the time, this was the only Healey in America. (See attached photo.)

Following the World's Fair Show



The "Grand Premium Award" for the best car in the World's Fair Auto Show, Miami, March 1953, is presented to Donald Healey by Al Patterson, president of the Miami Sports Car Club. This 100 is the same car driven by Roy Jackson-Moore and DMH from New York City just days before.

DMH Cont...

in Miami, Roy and DMH went to the race at Sebring and then drove through Mobile, spent the night in New Orleans, and continued to Dallas, where Roy left DMH. Roy continues, “At Dallas, the Austin West Coast rep took Donald to California. This tour ended in San Francisco, and the car remained at the Austin depot on Gough Street. After a few days there, DMH flew back to New York.”

Apparently, the two pre-production Austin-Healey 100s shipped to LA and NY were used at the auto shows in San Francisco and New York City, respectively. The “tour” car was displayed at the Miami show.

To drive the 1,300 miles from NY to Miami in two days is motoring! Even today, in modern cars that do everything but wipe your nose electronically, on Interstate highways, the drive is quite a feat.

As for Donald Healey’s sunburn, Roy said, “I’ll have to give that some thought; I know he did get a bit burnt in Palm Springs on one occasion.”

This is yet another piece of “Healey History” which for some is a great way to know more about our cars.



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by Mike Jennings, Bel Air, MD

Owner of HBJ8L27153 for 31 years

Have you experienced that sinking feeling when you notice oil seeping down to the bottom rim of your rear wheels on a Healey? Chances are you have a bad rear axle oil seal which will need to be replaced. It could be the inner or outer one, but it is sound practice to replace both seals. The inner seal is a typical rubber lip seal; the outer one has an O ring and a joint washer gasket. Having performed this task twice recently I have a few tips which will make the job relatively quick and easy.

The first step is to jack up the rear of the car, put it safely on axle stands, remove the rear wheels and drain the axle oil. Then remove the self locking splined hub extension nuts. This is a 9/16 nut and a 6 point socket works better than a 12 point socket which can burr the nuts as there is not much of the hex nut to work with due to the self locking section of the nut. Remove the splined hub extension and next the Phillips head screw securing the brake drum.



Close up of distance piece.

Slacken off the rear brake shoes by screwing the adjuster on the brake back plate out as far as possible. This makes it easier to remove the brake drum. OK, now you should be looking at the brake shoes and the outer end of the half shaft in the center. Remove the Phillips head securing screw and pry the half shaft out by separating it from the bearing housing. Remove the half shaft. Note how there is a sealing joint washer and an O ring seal. You should now see the axle hub locknut which is held in place with a large lock washer. Use a drift or chisel to flatten out the lock washer on the big 8 sided nut which holds the rear bearing assembly to the rear axle.

This nut can be removed using a special $\frac{1}{2}$ inch drive socket tool which can be purchased from parts suppliers. (Hemphill's Healey Haven in Baltimore, Md, Moss) This socket is shown in picture #2 on the right hand side. Having got this far, you will find it necessary to use a puller to remove the bearing assembly. Problem is, there is a hollow shaft on the end of the axle and no place to put the center point of the puller. To handle this I made up a distance piece from a selection of fender washers purchased from the local hardware store. This is shown in picture #1. It is held together by drilling through the washers and clamping them with a small machine screw. The largest washers are hefty stainless washers that are the same size as the axle housing and will allow the housing to be pulled out past it. The small washers fit inside the housing bore and the middle size ones provide a place for the puller to bear against.

Picture #2 shows the distance piece in place in the axle bore with the puller placed on the middle. The puller is

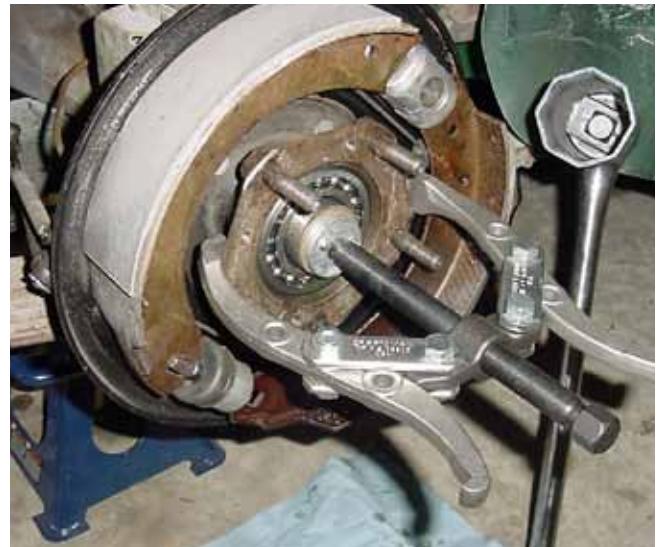
Replacement Cont...

a two jaw Craftsman puller which cost under \$30. Turning the puller screw will withdraw the bearing housing from the axle with ease. Note under the lock washer there is also a bearing spacer.

The bearing and oil seal can be removed by tapping the bearing and seal from the inboard side of the bearing housing. Rinse the bearing carefully (I use engine oil, not solvent and do not spin the bearing quickly if dry). Then hold the outside of the bearing firmly while turning the center. If you feel any roughness or checks as the bearing turns it is best to replace it. Now for the reassembly. Let's use the relative expansion and contraction caused by hot and cold! It sure is better than beating the axle housing back on!

The seal inserts easily if you put some oil on the outside of the seal to ease insertion into the axle housing. Make sure the flexible lip points IN to the bearing. Put the new or cleaned wheel bearing in a Ziploc baggie and put it in the freezer. Let it cold soak for 2 to 3 hours. Then wrap the bearing housing in aluminum foil and put it in your oven set at 250 degrees for approx. 20 minutes, or over the barbecue with the top down for a few minutes. You do not want to cook the assembly too long as remember there is a rubber seal in the housing already. (If you use your oven be sure the housing is clean of any oil etc. as you will stink up the house and not be too popular!) Take the housing off the heat and place it with the bore into which the bearing fits facing up. (The studs will be pointing up). Take the bearing out of the freezer and drop it into the bearing housing. It will go right in without any hammering or effort at all. Be careful as the housing is hot however. Best to use hot mitts! Now that the seal and bearing are in place, wrap the entire assembly in foil again and reheat the housing. When it is nice and warmed through, remove it from the heat, keep it wrapped in the foil until you get to the car and after unwrapping it at the car, slide it quickly onto the axle housing. You will get one shot, but I have done this a few times with 100% success. No hammering or bashing at all.

Then remember to put the bearing spacer back, the lock washer and replace the 8 sided nut, tighten it up and bend the lock washer in place. When fitting the half shaft, use a new joint gasket (these are a little tricky to fit over the studs without damage) and make sure the O ring is in good condition, better yet replace it. Replace the securing screw; refit the brake drum, then the splined hub extension. Remember also to re adjust the brakes. Fit the wheels, refill the rear axle with gear oil (I use a small pump that fits in the top of the quart bottle) remove the jack stands and retighten the wheel spinners (or lugs if you don't have wires and the job is done!



The puller and distance piece in place.

First registered Austin Healey Sprite Silverstone Test

1958 launch Frog Eye Sprite driven at Silverstone by Roy Salvadori.

Courtesy of PBL75 on YouTube.com



If you see other clips like this send them to Steve Jekogian (steve.jekogian@spcorp.com)

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Lehigh Valley

by Mike Bradley

LEHIGH VALLEY

Well, here I was, on a very beautiful Saturday morning, on my way to meet the Philly Region to view the America on Wheels Museum in Allentown when, just three miles from home, the Healey quits. Won't start...nothing. I thought it was fuel related, but it turns out it was the points & condenser. So much for my mechanical ability. I did manage to get to the post museum lunch at K & T, thanks to AAA.

Oh well, it needed some fine tuning anyway.

Everyone was pleased with the museum and Ken & Cindy put on a nice spread for the folks. It was a nice turnout, as well.

Two of the Philly members stopped to check on me on the side of the road and Dick Stover and his lovely wife were kind enough to drop me off at home afterwards. Thanks to all.

The Healey is never boring. Now I know why Kathy won't ride in it. Kenny thinks I'm jinxed. Considering my usual luck with mechanical contraptions, he may be right.

We had nine members at last Monday's April meeting, yours truly included. It was great to see Cheryl & Greg Delfino again and also Ken Weidner, who brought his plan for the July Tour. Bob Pritchett gave us a report on his recent trip to the Amelia Island Concours, including an event program for all to peruse. He had a great time, as usual.

Remember, we are taking names for the next three meetings. At the July meeting, we will draw a name-the winner gets a free night at Encounter. The more meetings you make, the better your chances.

For our next meeting, Monday May 17th, Ken will be escorting us to a Race Car Museum in Schnecksville. I will E-Flash times and meeting points soon.

In June, we will be taking an Ice Cream Run to Heislers, led by Bob Weaver and In July, we are planning on a Saturday morning road trip hosted by Ken Weidner, It will be a two hour tour thru Berks County and will end up at the Kunkle's for our summer picnic. Details to follow.

Ray Donovan has asked me to remind all to get your Encounter rooms soon before they are either gone or released for other events.

We have lots planned for this driving year so keep in touch. I will try to get all the pertinent information out in a timely manner through the E-Flash.

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Enjoy the rest of Spring-it's been fantastic, hasn't it? and Happy Healying.

Mike

There is a lot of talk about remanufactured parts being substandard. YES, in some cases it is very true. I had heard about substandard ignition rotors causing many problems for LBC owners. Hopefully my recent experience with this rotor issue can be helpful to the AHSTC members.

In general there are two types of “bad” rotors out there. One has a poorly attached rotor arm that can release from the rotor base and ruin your distributor cap, also shutting down your car. The other “bad” rotor allows the spark from the coil to conduct through the rotor (black carbon material) base and into the distributor itself. Both are really BAD!

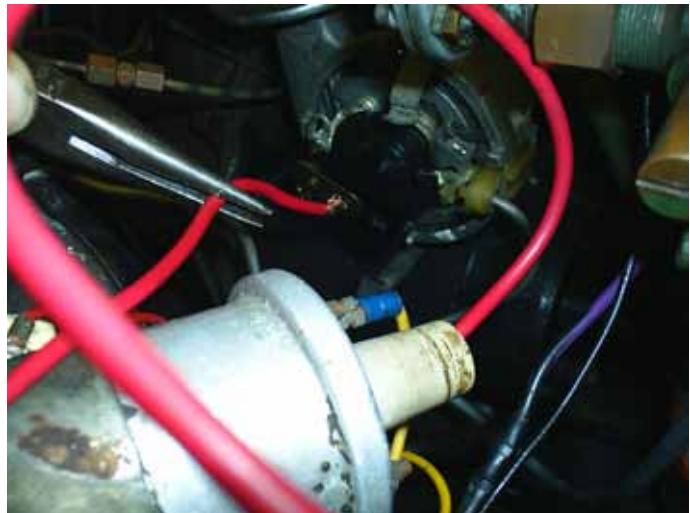
Sure enough our Bugeye had the first rotor installed on it and one time when returning from an AHSTC function the arm let loose and shut her down. I managed to bubble gum it back together to get home. And funny (not really) enough, without knowing it, I replaced it with the second “bad” rotor. After some time it had developed a “miss” that for the life of me I couldn’t seem to track down. Sure seemed like a ignition issue, but after numerous attempts and many hours I was about to sell Tam’s Bugeye on Craigslist. I even switched rotors and had the same “miss”- The same type “bad” rotors.

Here is how I tested the rotor: Take a piece of insulated wire about a foot long and strip both ends. Remove the HT lead from the coil and remove the distributor cap. Bend over one end of the wire so that it will stay in the coil when inserted. Hold the other end with insulated pliers about 3MM from the rotors (see photo). Now turn the motor over with the ignition turned on. There should NOT be any spark (other than a VERY small static spark) between the wire and the rotor. If there is a spark, then you have the “bad” rotor. If you have any question about the spark strength, hold the wire next to a ground (engine block, etc.) and this is what you should not be seeing at the rotor.

Also pictured is one of the “bad” type rotors.

Advanced Distributor sells rotors that address this issue: <http://advanceddistributors.com/index.htm>

More info on rotors can also be found on John Simms website under the tech section: <http://www.healey6.com>



Announcing Chef Coleman's Exclusive Encounter Cooking Class!

by Leo Kob

ENCOUNTER 2010

Normandy Farm's celebrity chef's Administrative Assistant Day cooking class was an almost instant sell-out, followed by a second. Not being much more than a BBQ grille jockey, I didn't see much synergy, but took a half-day's vacation and escorted my wife thinking I'd be the only male in attendance....wrong! That was the first surprise! Having listened to Jim's show on WHYY many times (it follows The TAPPET Brother's show every Saturday), I settled in for a low-key presentation from behind a made-for-TV kitchen set wrong again!

His sous chef Mike was presentation from behind a made-for-TV kitchen set....wrong again! His sous chef, Mike, was posted behind the stove while Jim strode back and forth in and among the 'students' talking all aspects of food. His voice and enthusiasm resembled more a linebacker who had just pulled off three quarterback sacks in a row than talk show host. He also swapped a chef's hat for Flyer's cap- perhaps their second biggest fan after Kevin Eubanks!

From my class notes:

- *Top steak houses gain a simple edge because they know protein-based foods should not be heated when below room temperature...never throw steaks directly from the fridge onto the grille!*
- *From his vast collection of cookbooks, the oldest (Italian) dates to 1472- there are no recipes calling for tomatoes.*
- *Never add salt to shellfish (or any fish) prematurely - depending on season, the salt content of waters from where they are harvested vary greatly...so taste before salting.*



**CHEF COLEMAN WILL HOLD
A SPECIAL CLASS JUST FOR
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**Friday, August 13
@ Noon....only \$32/PP
90 Minutes of Fun, Drink & Food!!!**

**We need 25 people to hold event:
so sign up now via Jennifer Payne:
jjpayne3@verizon.net**

Like a number of British automotive moguls of his era, Gordon's roots began in Britain's aviation world. He worked shoulder-to-shoulder with US Air Force ground forces as a British Air Ministry master mechanic. Like Donald Healey, he recognized what these WW2 military men saw in those sexy little sports cars which were not offered on our side of the pond.

Multiple bouts with pneumonia motivated Gordon to apply for a green card and emigrate. Anticipating a long (and probably non-remarkable) career in the military/industrial complex, a couple of [lucky] quirks landed him at the doorstep of the first British car importer on the west coast. That year (1952) there were already 50+ million autos & trucks on America's highways (no interstates yet!). Detroit was turning out 5 million vehicles a year. Only 20,000 cars were imported.

Gordon's book contains dozens of internal BMC memos which relate the frustration he and chief designer Syd Enever experienced trying to influence changes in existing and recommended future BMC product lines that would survive the harsh (as in hot) American climates and customer driving expectations. Anecdote after anecdote supports his book's subtitle: "No single nationality ever destroyed a business with such charming, good-humored incompetence."

One ironic passage: Nissan of Japan built drivetrains for Austin between 1950 and 1969 (year the Datsun 510 was introduced into the US). In Gordon's words, "these Austin [labeled] engines did not leak oil because [Nissan] made sure that gasket cement was used on [every] engine assembly." BMC's refusal to add a few beads of Permatex created a negative national product legacy... Gordon ended up joining Nissan in 1967, advancing to National Director of Dealer Support , capping a 17-year career.



An antidote to this frustration was diving into California's club racing world. He vividly describes designing and fabrication of the first (tubular steel chassis) MG R1 with Ken Miles, his new service manager fresh in from England. The success of this nimble, hand-crafted aluminum-clad racer proved that 'winning on Sunday results in sales on Monday'. Gordon reveals numerous tricks they employed while pushing modified engines to the limit with minimal support from the 'home office', like using freeze plug ports to increase block cooling. Similar ingenuity adapted the first AH 100S in a few months after arrival to the hot US' climate: creative brake cooling and aircraft-grade hydraulic fluid. It took 1st in class, 3rd overall at Pebble Beach in 1955.

Then came his assignment as the only 'American' mechanic to assist setting up BMC's record-setting sleds at Bonneville in 1956, 1957 & 1959. Here he is standing beside Stirling Moss (Coke in hand) after a run in DM

Excerpts Cont...

Healey's long-nose 100-6. [right]

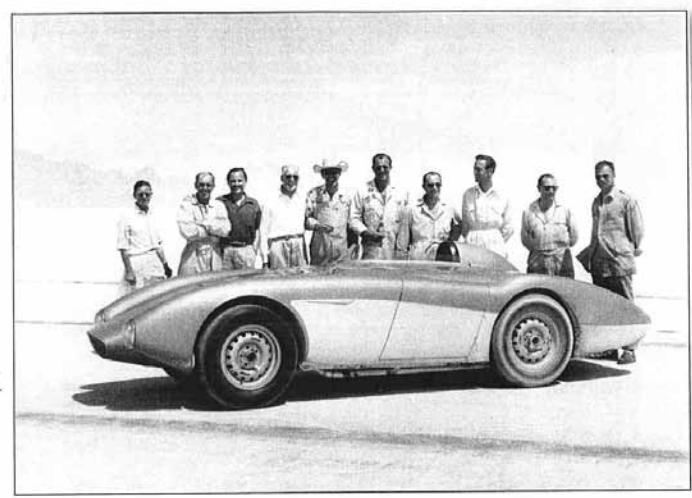
He also worked on the EX179 (91 BHP via supercharged AH Sprite 950cc), EX 181 'Teardrop' (290 BHP via supercharged 1489cc MG twin-cam), and finally, infamous 'Streamliner'. Phil Hill shared the endurance runs with Moss. [below]

Check out this collection of racing greats' autographs commemorating their accomplishments at Bonneville in 1959 from Gordon's personal archives [right bottom]

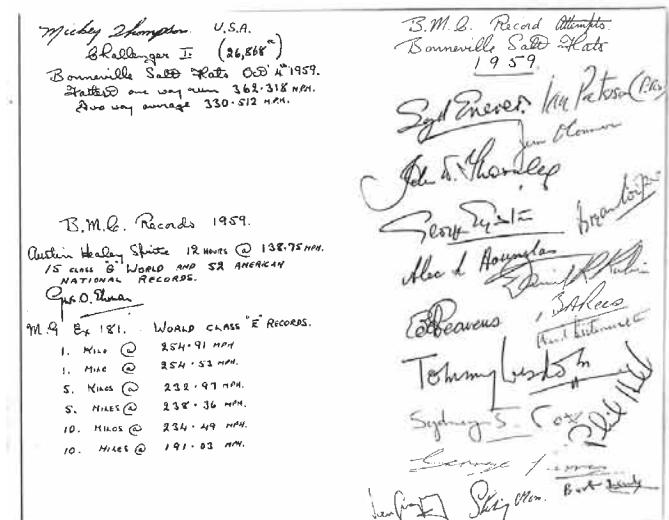
For more about his adventures at Bonneville and other racing circuits, read Baird Foster's article in November's FLASH or September's Healey Marque. Next month we'll share some of Gordon's adventures in the business-end of the auto industry.



1957: Driver Stirling Moss with the Fin Tailed M.G. EX-181 "Teardrop" after his first run. G.W. Photo Archive.



1956: L/R Unknown, Bill Pringle, George Williams, Captain Eyston, Carroll Shelby, Gordon Whitby, Roger Menadue, Roy Jackson-Moore, Eric Vale, Geoffrey Healey, A/H 100-6. 200 miles at 152.98 MPH, 3 hours @ 153.98 MPH and 6 hours @ 145.96 MPH Class "D" 2000 cc - 3000 cc. Dan Rubin Photo.



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Encounter 2010

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August 11 - 15, 2010

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Blue Bell, PA

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The Philadelphia Austin Healey Sports & Touring Club Region Invites You to Participate in



We begin Wednesday night with a trip down to Philadelphia to visit The Simeone Foundation Museum which celebrates the Spirit of Competition.

Thursday, we continue the festivities with an enjoyable and 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, our Popular Car Show and Awards Banquet.

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



Encounter 2010

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Philadelphia, PA

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"Savor the Friendship"
August 11-15, 2010

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)

1. Complete registration form
2. Make check payable to "AHSTC-ENCOUNTER 2010"
3. Mail to: Encounter Registration
c/o Jennifer Payne
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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)
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- Registration gift
- Free flea market space with registration****
- Registration packet includes dash plaque, assorted goodies, and local information

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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

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Are you staying at Normandy Farm? Y / N

When will you arrive? Wed 8/11, Thurs 8/12, Fri 8/13, Sat 8/14

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WED 8/11 SIMEONE MUSEUM TOUR & DINNER
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FRIDAY Cooking Class _____ @ \$32 each _____

FRIDAY 8/13 PICNIC _____

Adults & Children 10 & Over _____ @ \$28 each
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SATURDAY 8/14 AWARDS BANQUET _____

ALL _____ @ \$38 each _____

Please indicate Dinner Choice _____

Strip Steak _____

Chicken _____

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Total Remitted (US) _____

CLASSIFIEDS

Classifieds & Calendar

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Dann Smith

Lehigh Valley Region AHSTC

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(610) 433-5607 WK

djsmith@kussbrothers.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.

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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

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2

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2

British & European Car Show

Williamsburg, VA
www.wmbgbrit.com

5-9

Gathering of Faithful GOF 87

Oneonta, NY
www.nemgtr.org

6-9

18th Annual Boardwalk National Car Show

Wildwood, NJ
www.thundermoto.com

15

Cecil Kimber Run

Milford, PA
www.mgdriversclub.com

16

Millburn Classic Car Show

Millburn, NJ
www.downtownmillburn.org

16-21

New England 1000

Woodstock, VT
www.vintagerallies.com

21-23

Import/Kit Replicar Nationals

Carlisle, PA
www.carsatcarlisle.com

22-23

Concours de' Elegance

Newport, RI
www.newportconcours.org

29

Concours @ Sunset Lane Park

York, PA
www.jcna.com

30

Chester County Car Show

Kimberton, PA
valleyforgemustang.org

29-6/6

British Car Week

www.britishcarweek.org

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.vscca.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

JUNE CONT...

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.vscca.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

British Invade Gettysburg
Gettysburg, PA
britishinvadegettysburg.com

11-16

AHCA Heritage 1975-2010
Conclave, Galena, IL
austinhealeyconclave.com

16-18

Hemmings Annual Concours
Stratton Mountain, VT
www.hemmings.com

20

Car Cruise at the Waterfront
Pittsburgh, PA
www.pvgp.org

21-24

AACA Eastern Divisional Tour
Buffalo/Niagara Falls, NY
www.aaca.org

24

British Car Day
Schenley Park
Pittsburgh, PA
www.pvgp.org

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History of Long Island Auto Racing Photo Exhibit & Show
Garden City, NY
www.holiar.org

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Delaware Valley Jaguar Club Slalom
Glen Mills, PA
www.jcna.com

24-25

Vintage Races at Schenley Park
Pittsburgh, PA
www.pvgp.org

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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

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The Roadster Factory Summer Party
Armagh, PA
www.bccnepa.com

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Doylestown at Dusk Classic Car Show
Doylestown, PA
www.heartofbucks.com

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Jaguar Assoc of NE 38th Annual Concours
Sturbridge, MA
www.jcna.com



Friends of Paradis
des Indiens, Inc.

Earthquake Relief Regularity Run

Open to all Sports Cars!

*Delaware Valley Triumphs Ltd. is pleased to present a Spring Driving Event
Location: Lake Nockamixon in beautiful Bucks County, Pennsylvania!*

This event will benefit “Friends of Paradis des Indiens” an established organization in Haiti dedicated to helping the people of the Grand’ Anse area. Since the earthquake the huge influx of refugees from Port au Prince into this more stable region, has created a highly critical situation, especially for the children. This charity also schools children and provides them with a much needed meal each day, and for most, the only meal of the day.

The future of Haiti is with its' children, so we are asking for you to donate with an “eye to the future” by giving to an organization that understands and fosters this philosophy, and will make the most constructive use of this money. Our hope is to raise as much as we can for those in need. Please visit the website of this charity at www.friendsofpdi.org.

Date: Sunday May 16, 2010
Location: 243 Old Bethlehem Road Hotel Quakertown, PA 18951
Time: 11:00 AM..first car off at 11:30 AM

A Regularity Run is similar to a TSD only easier, as you determine your own speed! After completing a pre-described circuit, you run the loop again to best match your first circuit times. A 1st, 2nd, 3rd place award will be given to the car with the best driving times and most money raised. Award presentations will be held once the last car has returned and the scores calculated.

Our event will run similar to a walk-a-thon. An entrant fee of \$50.00 per car, includes coffee and scones prior to the event and also a \$15.00 per car restaurant credit towards lunch at the Old Bethlehem Road Hotel. (This coupon can also be used up to two weeks after the event.) If an entrant brings 3 or more pledges of \$25.00 each, the entrant’s fee will be waived!

We encourage pledges to “donate” between .50 cents & \$1.00 per mile, as total miles driven will be about 50 miles. Cash and check donations made out to “Friends of Paradis des Indiens, Inc.” will be accepted day of event. **PLEASE Register NOW, call Dave and Charlene Hutchison at 215-538-7785.** If we are not available, please leave a message and we will get back to you. You can also register via e-mail to: **DVTDave@comcast.net**

"Friends of Paradis des Indiens" is a 501 3c non-profit organization with an office in Davie, Florida

Entrant Name: _____

Navigator Name: _____

Address: _____

City, State, Zip: _____

Phone Number: _____

e-mail Address: _____



Friends of Paradis
des Indiens, Inc.

PLEASE CALL 215-538-7785 or send e-mail to DVTDave@comcast.net to pre-register for this event!!! Leave your name, number and email address. we will confirm your registration. We need a car count, so be sure to pre-register!

Entrant Fee is \$50 or a minimum of (3) \$25.00 pledges from "sponsors". Remember awards will also be given to the best 3 Fund-Raisers! The Entrant fee is waived if you find 3 or more \$25.00 sponsors! Please print this form and bring it to the event along with your contribution(s). We can accept cash and all checks should be made out to "Friends of Paradis des Indiens". Please use the form below to list your sponsors. All sponsor pledges should be collected prior to the event and brought with you to the Regularity Run.

| Sponsor Name | Address | City | State | Zip | Phone | Donation per mile | x miles | Total Donation |
|--------------|---------|------|-------|-----|-------|-------------------|---------|----------------|
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
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| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| | | | | | | | | Total _____ |

Thank you for your support and generosity!



Directory

CONTRIBUTIONS

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

MEMBERSHIP & SUBSCRIPTIONS

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

ADVERTISEMENTS

25 word, non-commercial classified ads run for 3 months and are free to members. Non-member classified rates are \$0.20 per word. Commercial Advertisers please contact Larry Griswold at 908-647-1926 or LarryGris@aol.com

NEWSLETTER DEADLINE

Contributions & advertising must be received by the editor prior to the 25th of each month for inclusion in the following month's issue.

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HARRISBURG REGION

| | | |
|----------------------|----------------------|-------------------------|
| President | Editors | Meetings |
| Joe Spear | Don & Dot Hoffer | 3rd Tuesday, 7:30PM |
| 717-272-8343 | 717-761-1254 | San Carlos/"The Hop" in |
| bjspear1@verizon.net | hoffer57@comcast.net | York |

LEHIGH VALLEY REGION

| | | |
|------------------|------------------|-------------------|
| President | Editor | Meetings |
| Mike Bradley | Mike Bradley | 3rd Monday |
| 610-282-4876 | 610-282-4876 | Call for Location |
| mkb@1983@aol.com | mkb@1983@aol.com | |

PHILADELPHIA REGION

| | | |
|--------------------------|---------------------|-----------------------|
| President | Editor | Meetings |
| John Heffron | Al Tocci | 3rd Monday, 7pm |
| 856-429-4386 | 215-444-5515 | Mariano's in Lansdale |
| john.heffron@hotmail.com | altocci@hotmail.com | |

BRANDYWINE REGION

| | | |
|----------------------|------------------------|----------------------|
| President | Editor | Meetings |
| Chuck Ott | Ernie Leser | Call for Date & Time |
| 302-378-7287 | 410-398-7308 | Call for Location |
| chucknsueo@yahoo.com | ernstleser@verizon.net | |

NORTH JERSEY REGION

| | | |
|------------------------|--------------------------|----------------------|
| President | Editor | Meetings |
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| 908-832-2311 | george_crombie@yahoo.com | Call for Location |
| austhealey@comcast.net | | |

LONG ISLAND REGION

| | | |
|---------------------|---------------------|-------------------|
| President | Editor | Meetings |
| Paul Parfrey | Paul Parfrey | 3rd Friday, 8PM |
| 718-353-8138 | 718-353-8138 | Call for Location |
| workshealey@aol.com | workshealey@aol.com | |