

The FLASH

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OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



THE AUSTIN HEALEY SPORTS & TOURING CLUB

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IN THIS ISSUE...

	Contents
Ramblings	3
Overdrive	5
Brandywine Region	6
Membership News	7
Healeys Return to Bonneville	8
Long Island Region	13
Marty & Leo Kob's '62 Tri-carb Bookends	14
Encounter 2010 Your Car Here Raffle	15
Lehigh Valley Region	16
To Simulate Or Not to Simulate,	17
Photos From the Members	20
Mark's Encounter 2009 Photos	21
North Jersey Region	22
Philadelphia Region	26
Harrisburg Region	28
Classifieds & Calendar	32

Main Cover Photo: The Streamliner at Bonneville

Below: Larry's "Mayor's Choice", Brandywine Region, Knut Holzer's 100-M

Ramblings

by Nigel Smart

EDITOR'S
NOTE

Those of you that know me well are fully aware of my deep passion for these old cars and in particular seeing them being driven & raced with gusto!

Certainly this appears to have been a shared belief by Donald and Geoff Healey and by others who over the decades since their introduction have campaigned them on both open roads and on the track...not to mention the Bonneville Salt Flats speed trials.

With such a driving pedigree, true drivers and preservers of the marquee must be responsive to the challenges that potentially put that in jeopardy.

In previous issues of the FLASH I've sounded the alarm about the changing chemistry of oils we use in our cars and so once again I want to alert drivers and racers that many of the oils you are running in your cars are damaging your engine because they lack the necessary Zinc preservatives that offer engine protection.

Recently I received a significant e-mail from Brandywine stalwart Whit Ball (both driver and racer), about a new Pennsylvania oil that has all the ingredients we need, is reasonably priced and as a bonus of the purchase provides charitable help to sick children in need.

many of the
oils you are
running in
your cars are
damaging
your engine...

The ZZP has not been in "normal" oil since January 09 because it supposedly broke down the catalytic converters. Enter American Refining Group of Bradford PA.

They're marketing a new oil that meets our specs called BRAD PENN high performance oil.

This is 100% Pennsylvania oil refined to the same specs we were used to.

Whit and Robert Franz (of the Bentley Club), have arranged to provide a donation for each case of oil to The Sunshine Foundation which gives children a day in the sun...many of whom are ill and may not reach adulthood.

Here's the deal.....by one case for \$48/case or \$45/case for an order of three (that's \$3.75/quart), and they'll arrange a drop off in either Chester County or Bucks County at no cost.

Note: other suppliers often charge \$20/case drop off!

Check out the oil at the website www.bradpenracing.com

Call Whit to arrange for payment to the Sunshine Foundation and arrange a pick up. Whit can be reached at 610-363-1559.

Hat's off to Whit and Robert for arranging this! Do the cars a favor and order a bunch of cases and feel good about the children you are helping as a bonus.

On a separate note check out the picture and piece from Dennis Welch about the famous Healy 3000 DD300 The Le Mans Healey.

Denis Welch are proud to be appointed by Karsten-le-Blanc and Christiaen-van-Lanschot to look after the world famous ex- works car driven for many years by John Chatham.

After the John Gott Memorial race at Silverstone on 11th July, Denis Welch Motorsport undertook future preparation and running of this famous Austin Healey.

In the eight weeks since then the engine, gearbox, rear axle, brakes and suspension have all been overhauled and the paintwork tidied up and we managed to fit in two test sessions.

At the Goodwood Revival meeting on Sept 20th, Karsten-le-Blanc qualified on the front row in race 7, The Fordwater Trophy and proceeded to lead a very exciting race until the last lap, thrilling the crowd in a closely fought event, which was perhaps the best race of the day. In a last corner overtaking manoeuvre he was pipped at the post to finish second.

As always, see you on the road.

Nigel.

The Famous Healey 300 DD300 The Le Mans Healey



Overdrive

by Steve Jekogian

OVERDRIVE

What did you think the September Flash? I heard from a lot of AHSTC members and it was all very positive. The “new look ,“ lots of pictures from Encounter and the rich and lengthy regional articles were great. And THE VIDEO. WOW!

That’s the first time the Flash magazine has had a link to watch a video of an Encounter gymkhana run. If you missed it I’ll send it out again. The Video of Walter Cronkite driving a Healey and reporting on racing was amazing. Seeing all those old cars driving around with “absolutely NO safety equipment anywhere” was definitely a “throwback” to the “good old days”.

Congratulations to Jen Ohs who has helped the club with the new web site (austin-healey-stc.org) and now is helping refine the Flash. Check out her company (www.boomerang-design.com).

Many of you have heard of and may have been following the Bonneville World of speed in Utah where the streamliner and the endurance Healey ran last week, September 16-19, 2009. The “return to Bonneville team” has been issuing a newsletter (check out the site <http://healeysreturntobonneville.blogspot.com/>) detailing the action on the Salt flats and are own Don Schneider was there as well as Jim Cox.

Don quickly got an article and pictures to The Flash detailing the “Streamliner” and the “Healey endurance car’s run”.

Jay Baumann of North Jersey AHSTC designed the poster shown in this issue so AHSTC definitely had a presence at the Speed reenactment.

While the streamliner did not break Donald’s record of 203 MPH, it did a respectable 149 MPH on its first outing.

Photos: Bruno Verstraete Joe Jarick



Our annual “Crab Crawl and Feast” was held Sunday, Sept. 13th. The weather turned out to be gorgeous after a cloudy morning start. Attending the event were Steve and Kris Garrett in their white Bugeye, Chuck Ott in his blue Sprite, Pete Roberts and Dee Gaffrey, Dave and Bryan Ehret in their dark blue BJ8, Katy Ehret and her friend Tom, Andrew Leser and his friend Lydia, and Ernie and Joan Leser in their Healey blue BJ8. The ride along Delaware route 9 through the marshes and waterways was picturesque and peaceful as usual. The Boondocks crabs and the Blue Moon beer provided a very enjoyable feast. The accompanying photos tell it all!

The next Brandywine event will be the yearly region picnic on Saturday Oct. 3rd at 1 pm. Again this year the event will be held at the Leser residence near Fair Hill Maryland. Ribs and burgers are on the menu along with Oktoberfest brew. Hope to see all of you there!

Thursday, Nov. 19th is Elections at Matilda’s restaurant, route 896 Newark, Delaware at 7 pm. Be there or be elected to a lifetime term.

Saturday, Dec.5th at 6 pm is the Brandywine Christmas Party. Stoney’s British Pub on route 202 (Concord Pike) north of Wilmington will again be the scene of the merriment. Come out and celebrate the Holidays.

Meanwhile, get some good fall driving in with your cars before we have to store them away.

...Be there
or be
elected to
a lifetime
term.



Membership News

by Rick Brodeur

MEMBERSHIP

Let's welcome our new member this month:

Long Island

Ed Buchbinder &

Etta Zellman

Great Neck, NY

'67 BJ8

For the next 20 months or so I'll be sending out renewals to members who renewed for multiple years. If you didn't get a renewal form for the March 09 renewal, it's because you will come up later in the year. 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 directory page and also on our web site.



ENCOUNTER 2009 PHOTOS
THAT'S RIGHT you did not always have your camera at Encounter2009 but Mark Goodman did. Mark has been taking thousands of photos at Encounters and now you can download the ones you want, for free, at this web site <http://thepernas.com/ahstc>
Mike Perna set this up and we thank both him and Mark.

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Healeys Return to Bonneville

by Don Schneider

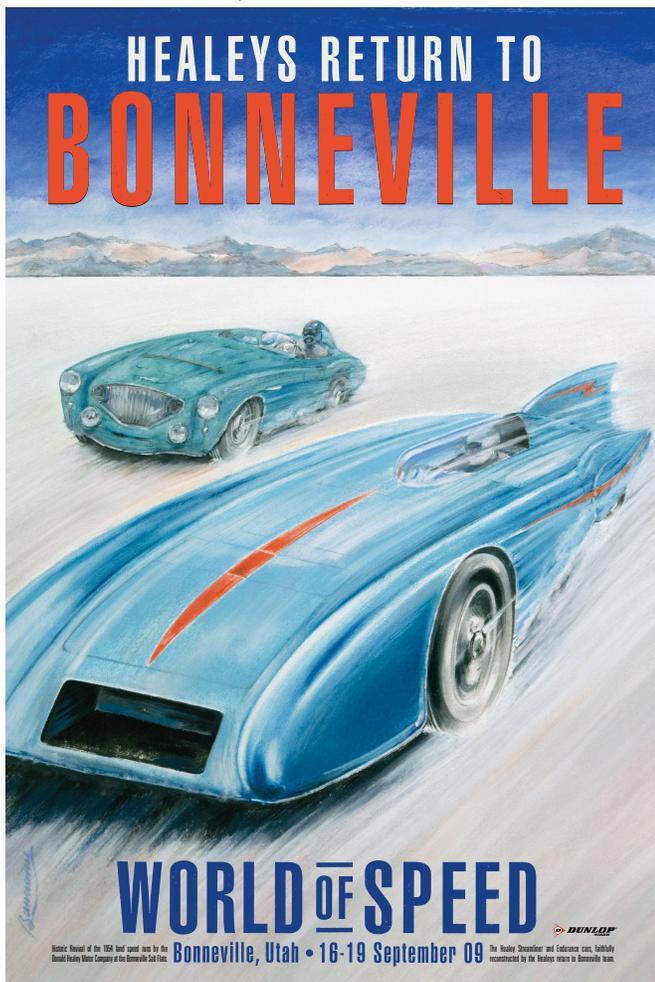
Healeys Return to Bonneville began for me in the early spring when I read about their plans in the March issue of Healey Marque. Editor Reid Trummel even gave a tip on lodging that was available in Wendover, Utah, a gaming town on the Nevada/Utah border near the Bonneville Salt Flats.

Armed with this info Flora and I decided it was a perfect time to visit our two sons, Craig, 38, lives in Boise ID and Keith, 39, lives in Eugene, OR. I checked with United and was able to book flights from Harrisburg to Boise and from Portland, OR home using my frequent flier miles. The Golden Nugget in Wendover had a room for four nights and National came thru with a rental car at a cost that I could afford. Gosh, I love it when a plan comes together. By June all was set in place.

Our plans were further refined at Conclave in Kingston, Ontario when I found out about others in AHCA that were going. While there, I also urged Jim Cox to attend. Smith Brody of Smittys Transmission fame contacted me with concerns: Where are you going to stay while on the salt---there is no shade you know! What about food, water, chairs, etc.? Well, Smith rounded up an old friend with an old camper and upon our arrival their we had a comfortable, well stocked home base. We bought some folding chairs, an ample supply of Coors Light,

water, sun screen, snacks, lip balm and we were set.

Florie and I arrived in Wendover about 4 pm on Wednesday afternoon, Sept 16 having driven there in our rental car from Boise. It was a rather desolate drive after we left I84 in Idaho. Jackpot, Contact, Wells and Oasis, Nevada are not big towns by any stretch of the imagination. We were no sooner in our room that we were greeted by a phone call from Jim Cox. He had arrived a day earlier so he knew the lay of the land and quickly showed us around. We met at the Wendover Community Center at 6 pm for a welcoming BBQ and a Q & A session with the participants. Those present were Charles Mathews, UK – Team Manager, Joe



Healeys Return to Bonneville Cont...

Jarick, AUS – Tech Advisor, Steve Pike, AUS – Constructor and owner of the Streamliner, David Pike, AUS – constructor and driver, Bruno Verstraete, SWISS – Financial Officer, Webmaster and owner of the Endurance Car, Marco Trevisan, SWISS – Technical Advisor, and Roy Jackson-Moore, UK - original 1954 and 1956 Healey Team Member.

There were about 150 people in attendance and we all sat spellbound as the new team unveiled their plans. The intention was to qualify thru the designated speed levels: 125-150 mph, 150-175 mph and then faster if possible with the Streamliner but not to a speed that would exceed Donald Healey's records.

Meeting Roy Jackson-Moore was a real treat but unfortunately he, Charles Mathews and Marco Trevisian had to leave on Thursday before any of the speed attempts to go to the Goodwood Festival of Speed where a new Austin Healey prototype was to be shown for the first time. This was the first that I had heard of this and apparently it has been kept very quiet by design. The principal in this effort is a Swiss investor named Daniel Schlatter and he is well known to both Bruno and Marco.

Thursday morning with much anticipation, Jim Cox, Florie and I headed to the salt flats and were surprised at the entrance as the \$20 fee was waived and we were given pit passes and waved thru. We drove through about 200 yds. of salty water about 6 inches deep and then drove about 2 miles on the salt to the pit area. There we found Team Healey preparing the cars under a large yellow Dunlop tent provided by Dunlop as the official tire. The Endurance car with Bruno and Joe Jarick left almost immediately to get in line for their first fun. Nearby we found Smith Brody and his set up along with Carl Brown, Wright Bagby, Bill Parks, and Paul Dunnell, Bob Bender, Jim Frakes, Reid Trummel, and others whom we know from AHCA.



Joe Jarick & Bruno Verstraete preparing for the 1st run of the Endurance Car



Udo Putzke examining the broken supercharger parts



Don next to the Streamliner in the start que

Joe Jarick actually made the first run in the Endurance Car going 121 on Thursday. Subsequent runs by both Bruno and Joe over the next days were at 120, 119, and 123mph. It seems the car ran fine thru 3rd gear but had little additional power or speed in 4th. This is where experience and knowledge played a big part; gearing, plug range, jetting and cam were critical to going faster and significant changes could not be made in the time allowed. Of interest to me was the very tall gearing utilized by both cars, the Endurance Car ran a 2.69 rear and 6.00x16 Dunlop tires made especially for the salt. The Streamliner used a 2.46 rear ratio and 6.50x16 tires.

The Streamliner didn't fare as well as the Endurance Car. It really only made one timed run. On Thursday with David Pike driving the Streamliner only went about 200 yds. before a pin in the supercharger drive broke. This had happened before and really was due to a weak point in the supercharger design. Udo Putzke, of Putzke Fahrpass shock absorber fame, came to the rescue and decided it could be fixed. He set about fashioning a pin made from a hardened steel Allen wrench. This ultimately became a hexagonal pin in a round hole but it held together for one run on Friday. David Pike was able to make a clean run at 149 mph, just under the 150 mph. allowed for the 1st stage qualifying run.

A second attempt with the Streamliner was set for Saturday but again the team encountered difficulties. They

Entrance to Bonneville Salt Flats. Click on the picture below to see footage of the 1954 Healeys at Bonneville.



Healeys Return to Bonneville Cont...

had trouble keeping the car running at slow speeds so with Steve Pike driving it was decided to push start the car (typical salt flat procedure to get the car up to a reasonable speed). In so doing, one of the two brackets made for pushing the car at the rear bent and pushed into the parachute deploying the chute again about 100 yds. from the start. The car spun around and trailing a semi deployed parachute came to an agonizing stop.

Although the USFRA officials agreed to let the car make another run without the parachute, Steve Pike had enough and decided to call it a day. The team began loading up about 3 pm on Saturday afternoon.

As I reflected on the past few days I came away with two very clear impressions.

One: The incredible vision of Steve Pike and Bruno Verstraete to contemplate such an ambitious endeavor and the dedication and skill of Steve Pike and his team to reconstruct these beautiful and unique cars. The workmanship was outstanding and both cars were gorgeous and sounded awesome when running.

Two: The knowledge, skill and dedication of the original Healey Team who 50 years prior had set records and achieved milestones that were still unrivaled. If you, like me, think this was a huge and difficult feat today, then just



David Pike getting ready for the 1st run in the streamliner



David in the Streamliner at the starting line



Steve Pike in the streamliner ready for the last run



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think what it was like some 50 plus years ago with a home base in the UK trying to effect speeds on a surface so alien and so far away.

Flora and I were both really glad we went to experience this piece of Austin Healey lore. We greatly admire the original pioneers, Donald Healey, Geoff Healey, Rodger Menadue, Roy Jackson-Morre, Carroll Shelby and others plus have the ultimate respect for Steve Pike and Bruno Verstraete who had the foresight, skill and resources to do the current endeavor. Our sincere admiration to all involved then and now.

Déjà vu, but hard to do!

Being pushed off the course after aborted run



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FREE Catalogs!

Long Island Region

by Paul Parfrey

LONG ISLAND

The Scottish Games were held on Saturday, August 22 at Old Westbury Gardens. The weather forecast was not optimistic, probably accounting for a lower than normal turnout. Bob Shaffsick, Steve Tjepkema, Lou Molinaro, and Arthur Lange brought their cars for the show while Mary Ann Sekelsky, Ted Krummeck, Susan and myself went as spectators. The weather that day was little like the forecast and no rain fell after all. Peter Burnside coordinates the car show which displays the cars in front of the mansion while all things Scottish go on around it. Fish and chips, Scottish cakes and pastries and all manner of Scottish items are available for purchase. Susan is looking forward to next year for another opportunity to win the drawing for a free trip to Scotland. Hope springs eternal!



Bob & Steve with their big and little Healeys.

Marty & Leo Kob's '62 Tri-carb Bookends by Bill Brovo

by Jason Urban

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Registering for Encounter 2010 before Halloween night qualifies you for a drawing whose winner will have Bill at your service to create a personalized poster in plenty of time for Christmas....your anti-procrastination incentive!

If you aren't the lucky one, Bill will be at Encounter to photograph your car on-site....or why wait? Contact him at BBRAVO@EPIX.NET or 570.280.6410 anytime between now and then to arrange an appointment. Fantastic gift opportunity.....

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Or register NOW for Encounter 2010 and send with your registration (see page for registration).

Drawing will be held on October 31, 2009. Need not be present to win. Encounter 2010 Committee reserves the right for final approval of car and artwork. Proceeds go toward AHSTC Encounter 2010 to be held at Normandy Farm in Blue Bell, PA – August 11 to 15, 2010.

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DRAWING TO BE HELD OCTOBER 31, 2009

INFO CONTACT: JENNIFER PAYNE 215-361-7555 JJPAYNE3@VERIZON.NET

Just returned from a magnificent ten days in the wilds of Wyoming. Fly fishing for enormous Rainbows, Brownies and even Cuthroat Trout was superb. Add to that four days of three - hour horseback rides, bushwacking our way up and down the Rockies, into canyons and across meadows, streams and the Platte River AND fantastic food PLUS Elk, Moose, Bighorns and Mule Deer and I was in heaven.

Now it's back to reality. We have several events for the Fall. I will E-Flash an updated calendar this week so everyone can prepare.

This is the best season, in my opinion, for our LBCs. The weather is usually perfect, cool enough for our Healeys, and the scenery here in the East is spectacular. So get ready to fire up those engines and come tour with us.

Due to my trip, I missed the September monthly meeting. Ken Beck was kind enough to take over. My understanding is that financially, Encounter was a success. We already knew it was successful otherwise. So, that's a relief for us all. Thanks again to all who helped and supported. It was a lot of fun and well received.

Please remember to contact me @ mkb1983@aol.com if you have any questions or need information. I can also be reached @ 215-287-7170. Don't hesitate to call me.

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I will E-flash the time and location of the October meeting. It should be on Monday October 19th. This is the meeting where nominations are offered for the Regional officers- President, VP, Treasurer, Secretary, Flash Editor and Activities coordinator. Come with names and ideas. Miss it and, if tradition holds true, you may be nominated.

Hope to see you there, or at one of our upcoming events.

'til then-Happy Healying.

Mike

To Simulate Or Not to Simulate, That is the Question

by Bob Messenger, Lehigh Valley Region

The call came earlier last week. With the mindless efficiency of once random electrons now organized and coherent, it stimulated my answering machine out of its pleasant dormancy into furious activity. It recorded and then began to blink, blink, blink its red plea for attention. It waited and waited. In but a moment in its frighteningly fast electronic world and many hours later in our ploddingly slow human world (alternate universes coinciding??), I came home. (OK, not a great opening but waaaay better than “It was a dark and stormy night...”)!

With one finger poised over the “delete” button in case it was a telemarketer or a politician, I hit the “message” button with another. The short and cryptic call was from Larry Griswold telling me that there was something neat (no explanation!) going on in the Lehigh Valley region and asking that if I wanted to experience this “neat” thing, he could make it happen! Passing strange, what? I’m wondering “Why the heck is Larry being so nice to me. Did I do something really swell for him at Encounter and forgot what it was?” Hey, it happens. Getting old’s a bitch! Then he dropped the other shoe! The catch was that I would also have to write an article about the “neat” thing for the October Flash, deadline in 4 days! Hmmmmm. Still, why me? Then it comes to me in a Flash (ouch) . Either he’s one of the steadily shrinking circle of fans of my past newsletter literary efforts (proof certain that good taste is VERY hard to define) or he’s clearly missed a med. Not much I can do about the first and, if it’s the second.....well hey, Lar, they sell those little plastic trays at Rite-Aid with the days printed in each compartment so you don’t do that.

Overcome with curiosity and with excess minutes still left this month, I decided to call Larry back to see what the “neat” thing was all about. Well, it turns out that Lehigh Valley Grand Prix (indoor cart track) in Allentown has a high tech digitally controlled electro-mechanical racing simulator

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similar to a professional flight simulator. I can ride it for FREE if only I will write an article for the Flash about the experience in the hopes that some of you will plunk down your hard-won Social Security benefits to try it as well. Call it.....advertising. I love the word “free” and I always feel the need for speed, even if it’s virtual speed. What’s not to like here? Yes, I’ll do it. Somehow Steve Jekogian found out about this “neat” thing, talked to Mike McCreary at LVGP about the potential economic benefits, then Larry got involved and he called me. Go figure! Doubtless, some others reading this will be thinking “Why didn’t they call ME. I woulda done this in a heartbeat!”. Too bad, so sad. Not that I’m trying to sow any dissension here. Not me. Hehehehehehehehe. Now, on to the racing simulator.

Sunday, Oct 4. It was a dark and storm.....sorry. Actually, it was sunny and in the high 60’s. Capital Healey or Jag weather but even I’m not crazy enough to leave one of the cars unattended for an hour or so in a commercial parking lot in downtown Allentown!! I hopped on the jet black very fast, superb handling Triumph (2-wheel) Legend TT and prepared for the racing experience by slicing and dicing through all the Honda and Subaru tuners vainly bbbrrraaapping their forlorn mating calls in front of the malls. Sweet! Like taking candy from a baby. Pulled into LVGP with an elevated heart rate and a glint in my eye. I’m ready!

I swaggered, in a geriatric sense, into the arena while navigating my way thru ominous gaggles of teen and twentysomething cart racers using only time-tested intimidating vocal strategies such as: “Pardon”, “Excuse me”, “Could I please get thru here?”, etc! Brain over brawn. Ain’t maturity great? Works every time, you just need the moxie to use it. But I digress....

I find Kevin, the manager, and verify that the “neat” thing is available for my gratis use. He points across the room and I turn to look. At first glance, I see a tangle of tubing and other bits that appear to have come from the knacker’s yard (ask Nigel). Walking closer, I perceive three large, angled video screens, a Recaro bucket seat, small black racing wheel, paddle shifters, gleaming hydraulic cylinders, speakers at the corners and a roll cage. Ahh, this is looking really promising! Let’s get it ON! Kevin gives me a brief explanation of the equipment and it’s operation. Actually, quite brief as the drool running down my chin is clearly upsetting him. Getting in is a simple procedure even for an old fart: two steps up, swing



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Simulator Cont...

into the bucket seat, wiggle your butt to fit, swivel the steering wheel down and bob's your uncle (Nigel again!). The screens light up and Kevin pulls out a wireless mouse and begins to pull down windows. Jeez, there's like 25 different tracks to choose from, all familiar names (even Lime Rock, Ken, see below) and you can choose from a "garage" of different cars! Kevin selects the oval at Daytona "just to let you get a feel first" and tells me to engage 1st and go. I hit the paddle, then the pedal, hear the engine rev up and pull out of the pits. Steering is tight and the wheel jerks in your hand as it hits the imaginary joints in the track. The simulator pulls back under acceleration, forward under braking and leans in the turns. It really is a "neat" thing! Very quickly I'm clocking 150 but it's a bleeding oval so pretty soon I'm at full throttle at 205 and staying there. Lap after lap! Haven't even touched the brakes! Actually, that's totally realistic as this is exactly what my NASCAR driver did at Pocono during the 2004 Encounter when I also got a FREE ride. Lucky sod! So I virtually pulled over and asked Kevin to punch up a road course. I got Watkins Glen and an Grand Prix car! Way, way better! Up, down and around. It take a number of laps to kinda get to know the course but I was ripping.....right up to the S curves that I forgot about. Tires screeching, simulator slamming back and forth, view screens spinning and "WHAM!" into the wall! Luckily, I virtually walked away! LOL! I later suggested to Kevin that a few drops of blood sprayed on the virtual windscreen would be totally rad, dude. Said he'd pass it on.

They let me play with it for about ½ an hour which, being old and decrepit, was just enough Besides, it was fine fall day and I could hear the Legend TT sobbing in the parking lot. Your hands really clench the wheel hard and, on the road course, I actually managed to work up a slight, non-virtual sweat when I was "on-track" and running hard. The mind is a strange thing, especially mine.

So, in a nut shell, this is truly a "neat" thing to experience and well worth the time and money. Particularly if you're also cart racing there as well. Nice break between cart sessions. They're getting \$10.00 for 7 minutes. Pretty reasonable and way cheaper than Prozac. How "real" is it? OK, I haven't been run off the track at Lime Rock by Sam Posey like Ken Beck but I have spent many years thrashing Olde Brit sports cars and Newe Brit motorcycles around twisty back roads at very socially incorrect speeds and a day shoe-horned into one of Skip Barber's Formula Dodges at Lime Rock. In my humble opinion, it's as near as you can get to actually strapping into a real car and whipping it around a real track! Try it, you'll like it!

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YOUR PHOTOS

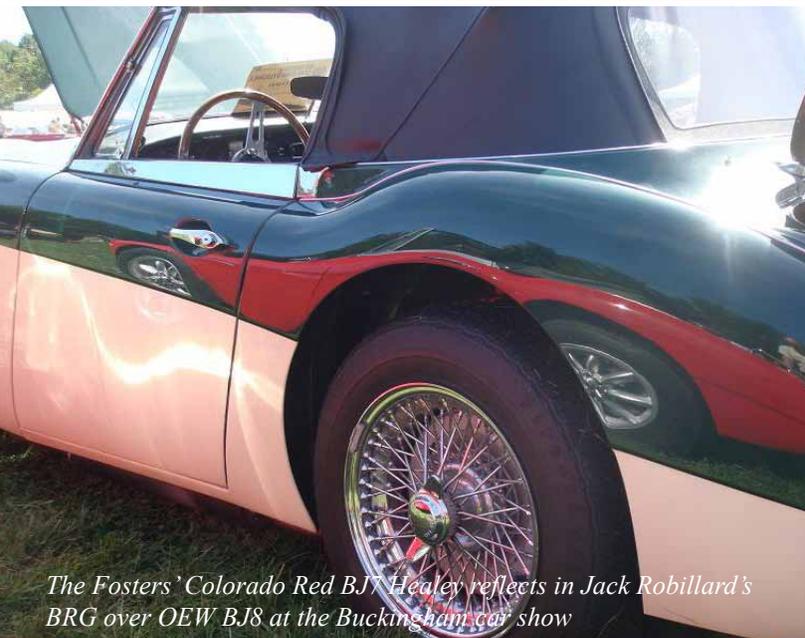
Photos From the Members



Larry Griswold & his "Mayor's Choice" Healey Morgan won the FallFest



Bill Kalnecker's BJ8 at the Warren, NJ car show looking great



The Fosters' Colorado Red BJ8 Healey reflects in Jack Robillard's BRG over OEW BJ8 at the Buckingham car show



Del won 1st place in Production Cars of the '60s class at the Your on Wheels show



The Kids enjoying themselves at Encounter '09



The Streamliner at Bonneville



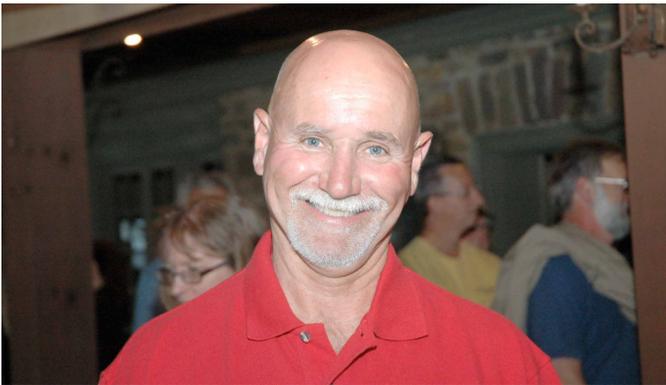
Allen Rosenberg's MGA in Warren, NJ

Mark's Encounter 2009 Photos Online

MARK'S PHOTOS

That's right you did not always have your camera at Encounter2009 but Mark Goodman did. Mark has been taking thousands of photos at Encounters and now you can download the ones you want, for free, at this web site: <http://thepernas.com/ahstc>

Mike Perna set this up and we thank both him and, of course, Mark.



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I have a couple of quick notes to get off my desk before we get on with the fun stuff.

Two or three weeks ago, while watching “Ms Marple” on PBS, my wife asked, “Isn’t that a Healey?” I had to drag my attention away from the game of spider solitaire that I was playing on the laptop for several minutes before it appeared again. Sure enough, there was a Healey making another appearance. The worst part was, they crashed the car as part of the plot for an alibi. Would I like to get my hands on the script-writer for that episode! I’ve got an air-ratchet just waiting for a workout...

Also, the Special Forces Association, Chapter 93 based out of Waco, Texas held a special raffle drawing on Labor Day. One of their members, Colonel Jon Ker, donated his 1960 Austin-Healey BT7 as a fundraising effort to help benefit Special Forces members and their families. The plan was to sell a limited number (no more than 500) of tickets at \$100.00 each, then pick one lucky winner to drive away in the BT7. I’m sure that there was a reserve that they must have met before the drawing could be held. Winner need not be present to win. Assuming the lucky winner didn’t buy all the tickets, he/she would have gotten a great deal while supporting a worthwhile project. It sounded like a good deal. If nothing else, I didn’t mind donating to such an organization. I sent off my check and started making plans for what to do with the Healey when I won it. I would drive it for a season, then sell it to finance the ground-up restoration planned for my BN2. This sounded like much better odds than the NJ Lottery. I believe the numbers broke down as follows: 301 tickets were sold for the raffle (I had #0352) bringing in \$30,100.00 for Special Forces Association, Chapter 93. Ticket number 0119, purchased by Jerry Allen of Hutchins, TX was the winning one drawn. Congratulations to Jerry! I just received an update from Col. Jon Ker. It seems that Jerry has donated the BT7 back to Chapter 93; they are now planning to offer this Austin-Healey on E-Bay. So, if you missed your chance with the raffle, keep your eyes open for the E-Bay listing. It is guaranteed to cost you more than \$100.00. I, personally, would be interested in knowing how much that endeavor will bring in for Chapter 93.

Now, on to the local highlights.

North Jersey’s post-Encounter pool party at Andy & Martha Smiths’ home in Chester was delayed a week and a day due to, um, rainy weather. Wait a minute. A rain delay for a pool party. Me, I was kind of looking forward to floating around in the pool...with an umbrella to keep from getting wet. The rain-date of August 30th caught my



Bill Kaltmecker's BJ8



Ian Kessen's BT7



Knut Holzer's 100-M

North Jersey cont...

FALLFEST AWARD WINNERS

Bugeye

1. Nick/Alice Ferrant
2. Larry Gersten

Sprite MK IV

1. George Crombie

100-4 (X2) = 8

1. Jim Krous

3000 Roadster

1. Ian Kessen

3000 BJ7 & 8

1. Mike Zalewski
2. Larry Griswold
3. Bob Shaffsick

family out of state for several birthday celebrations over the weekend. They didn't exactly get rained out, but they were moved inside. However, those members who did make it to the pool party were Art & Joan Herkomer, John & Helen Moore, Tom & Pam Mulligan, Richard Ippoliti, and of course, Andy & Martha Smith. I understand they all had a great time, and the weather even cooperated for a change. Thank you, Andy and Martha!

Following that, a few folks did show up for FallFest on Saturday September 12th. This was the second year that it was held in Duke Island Park, in Bridgewater, Somerset County. We didn't quite hit the mark we had hoped for: as you may recall, I kind of laid down a challenge to hit 125 cars in my write up after last year's great showing. Well, we missed the mark by just a little bit; like 94 cars. Yeah, we had 31 cars on the show field. Some categories even had more than one entrant each (if you showed up, there was a good chance you would take home hardware).

MGA had 5 entrants; BJ7 & 8 had 3. On the plus side, if you registered,

you got a door prize. And no, it wasn't a towel. I have a feeling that the weather, again, played a small roll in the turnout. The show was rain or shine, and you guessed it. It rained. It rained a good bit despite the weather forecast calling for "clearing skies" from around 5AM on. Collecting hardware for braving the elements were (see blue box).

Ian Kessen also garnered Best in Show; while Jim Krous got Diamond in the Rough. It is quite a feat to pull off both First in Class and Diamond in the Rough in the same show! I know; I did it once several years ago, and I can't begin to tell you how many people I had to pay off! And I wasn't even living in New Jersey at the time...

Those attending included Bob Shaffsick (in from as far away as L.I., NY), Ian & Sue Kesen, Larry Gersten, Jim Krous, Larry & Barbara Griswold, Allen & Ginny Rosenberg, Mike Zalewski, Nick & Alice Ferrant, and yours truly, coming all the way across the road. My thanks to Larry Gersten for the official results; it beats trying to decipher my chicken-scratching written in the rain. Congratulations to all who showed up and got their babies wet.

What a difference a day makes! Sunday, September 13th dawned clear and just a bit cool. The sun shone from a bright blue sky all day long, and it even warmed up quite nicely for the Classic Car Show held in Warren, NJ. Upwards of 400 cars were expected and it looked like they all made it out, and then some. There were examples of vehicles from every decade of the 20th century up to and including the 1980s. If you counted the daily drivers in the parking lot, the cars covered 106 years of production. The oldest car there that I saw was a 1903 (according to the brass placard affixed to its front footboard) Oldsmobile Surrey with a tiller instead of a steering wheel. Scattered around the athletic fields were many notable machines: Caddies, T-birds, Mustangs, Chevies of all kinds, a '54 Lincoln, a couple of Ferraris and Cobras, a 1936 Auburn 851 Boat-tail, and a 1948 Citroen. There was even an interest-

ing hot rod called The “RAT ROD”. Also on display was a fleet of Sprint Car Racers.

Among the British iron were a 1952 Bentley, an Aston Martin, a few run-of-the-mill MGs and Triumphs, and even some Healeys. Allen & Ginny Rosenberg were there with Allen’s hot-wired yellow MGA, as were Ian & Sue Kessen and their white over black BT7. Bill Kaltnecker had his red BJ8 on display, and Joseph Cornell was out with his white 1956 100-M. Knut Holzer and his daughter were displaying a 1956 OEW over black factory 100-M that his shop, British Motor Corporation (a familiar sounding name), out of Philly, had just finished restoring. There were a couple of minor details that still needed attention, but this car looked fantastic! If only my BN2 could look this great!

The ‘50s and ‘60s music alone made for a very enjoyable day; the vintage cars made it just that much more exciting. Some of those tunes, I hadn’t heard in a good twenty years. I had to bug-out early due to a prior commitment, but I wish I could have stayed longer.

Joe and Marge Costa hosted the club at their home in Ho Ho Kus, NJ (where Santa goes to unwind after Christmas) on Tuesday night the 22nd of September. This was a “club meeting/Tech session.” Attending were Steve & Lynn Jekogian, Richard Ippoliti, Ian Kessen, Ray Lynch, Mark Goodman, Larry Gersten, Dennis Meehan, Tom Mulligan, Art & Joan Herkomer, George & Sarah Crombie, and of course Joe & Marge Costa and their friend, Bill. Bill drives a Triumph (hence no last name; we kept him anonymous).

About the only “business” that was addressed during the meeting was that Art Herkomer confirmed that the Fall Tour was scheduled for Saturday October 3rd, with a rain date of the following Saturday, October 10th. It seems that this year has been full of rain dates. More on the Fall Tour later in an e-Flash. Once “rain date” was mentioned, Larry Gersten mentioned that they might look into the logistics of a rain date for next year’s FallFest. That would require a deposit for both weekends at Duke Island Park. More to come on this, as well.

For the Tech Session, we were going to remove the overdrive unit from an early model BN1 3-speed transmission and see what, if anything, was wrong with it. We knew something had to be wrong with it because Joe had purchased it for about \$150 off E-Bay. Oh, yeah; and it made some grinding noises when you tried to turn the shaft.



Chief Surgeon Joe Costa (right) & Assistant, Larry Gersten check for a pulse

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British Motor Tour Association

North Jersey Cont...

Joe had printed down some instructions (or de-structions, if you plan to “de”assemble something) from the internet, and assembled a booklet, so we would have something to go by. A great idea! The purpose of this exercise was two-fold: First (and in no particular order) was an excuse to get some of the guys together to have a beer or two; and second, the tranny in Joe’s 1953 100-M was slipping out of overdrive on occasion, and he would rather FUBAR a \$150 “junk” gearbox than the one in his BN1. Another great idea! I think Joe has stock in Westinghouse: these great ideas were popping up all evening long. I didn’t even need a flash for my camera.

Joe started off by giving us an overview of what we might expect once the dismantling began. The first task was the removal of the internal “blinking plate” that was installed at the factory to convert the original 4-speed



The victim - I mean “our patient” Early BN1 Tranny



The cheering section (from left) Art Herkomer, Tom Mulligan, Ray Lynch & Ian Kessen

gearbox into a 3-speed, due to the very low ratio of 1st gear. My grandfather had pulled this plate out of his ’55 BN1 quite a few years ago. Nice to know what it looks like. After that, he wouldn’t usually use 1st gear, unless he was in a parade or starting off on a steep incline. I very seldom use 1st gear in my BN2, but it is nice to know I have it if needed.

The next order of business was to remove the rear section from the overdrive. This was accomplished without too much fan-fare. Once this section was removed, a whole bunch of little pieces fell out. Ah! So that’s what happens when you forget to disengage overdrive prior to backing up! Very interesting! It seems that if you shift into reverse while in overdrive, the unidirectional clutch assembly (go ahead and look this up) kind of explodes and blasts roller bearings all over the place, jamming them into the planetary and sun gears, and generally wreaking havoc on the internal mechanisms. Not a pretty sight. It could also tend to ruin one’s day in a heartbeat.

Finally, and with a good deal of difficulty and a few whacks with a medium sized hammer, we separated the overdrive section and the brake plate from the gearbox proper. By the time we were done and the surgeons had removed their gloves, the subject looked a lot like the picture on page 58 of Moss Motors’ Austin-Healey Parts and Accessories Catalog #AH107. Except that part #144 was in a bunch of little #145 pieces.

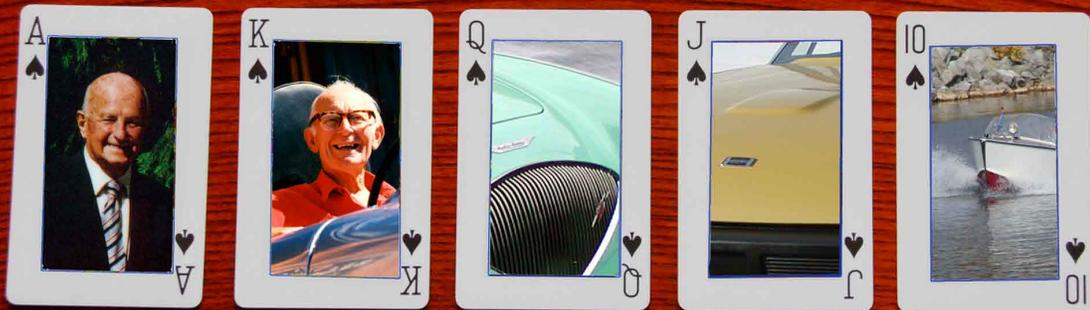
All in all, a pleasant evening out, sharing beer and grease with friends. Come on out and join us next time. Thank you, Joe and Marge. Next up for the North Jersey Region is the Fall Tour on October 3rd, with a rain date of October 10th. There is a club meeting scheduled for Tuesday October 20th, time and place to be announced in an e-Flash. The Holiday party is scheduled for Saturday, December 5th at Larry & Diane Gerstens’ in Chester. Check your e-Flashes for the latest.

It's hard to believe that summer 2009 is already a distant memory, but a walk tonight in 58 degree temperatures to see a local scarecrow display confirms that autumn is upon us. As a parent, teacher and fall season coach, September is probably my busiest month of the year. That means not only did I miss our monthly AHSTC meeting, but I also missed the Watkins Glen Zippo race, the New Jersey Motorsports Park vintage race, Radnor Hunt and the Buckingham Show. Actually I've never attended the Radnor show but the other events have all been on my fall calendar in past years, particularly the Buckingham show which my wife and I were actively involved with since 1999. The NJ vintage race and the Buckingham show took place on the same weekend this year. It was an absolutely glorious weather weekend for car events and we were quite unfortunately out of town (and indoors) for the entire weekend. I hear the Paynes attended Buckingham and I believe there is a You Tube video of Paul and Mike Woglom running the NJ race in their Porsche 914. If you have a chance make sure to ask Paul what happens to a car when you downshift rather than an intended up shift through a turn! Fortunately it was a pace lap but it still made for a great on-board video clip. If you too would like to shoot cool on-board videos see Paul or Trish at Cargo Trailers for a super-versatile, compact, well-priced video camera that they are now carrying (maybe I have a sales career in my future).

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Philadelphia Region Cont...

It sounds like there was a good turn-out for our September meeting. In addition to discussing Paul's race weekend, topics included continued Encounter planning and upcoming fall events. Hopefully, like last year, there are still two Philly region driving events to get in before most vehicles are away for the season. Information should be forthcoming on an October fall tour, and if weather and schedules permit, it would be great to work in a "hat and mittens tour". Recall that last year's inaugural November tour was a great success.

On the home front, I did manage to get in a bit of car work during the final week of summer. A friend offered me a decent Mini engine and transmission and even though I already have two others the new one inspired me to drag out my '62 Mini and spend a few days tinkering. While this may sound simple enough, if you ever saw the location of the Mini you would appreciate the efforts it took to literally drag it out and get some work done. The Mini is now much more accessible so hopefully efforts continue as time permits.

I also parted ways with an old Yamaha RD350 street bike during the month and am likely to put my Fiat 850 up for sale as soon as I get around to writing a classified ad. The car was great fun some years back but I parked it when the gas tank started to leak. Its long hibernation has turned it into a restoration project. If anyone is into these little things and wants one on the cheap, let me know. It's probably worth a bit less than a new set of tires for my Wrangler!

That's about all for the month. Keep an eye out for eFlash updates and upcoming fall events.



(from left) John Payne, Ben Kenion, new BJ8 owner Ben Chack & Jennifer Payne enjoy a perfect day at the Buckingham Car Show

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HARRISBURG

Harrisburg Region

Don Hoffer; Pictures by Charlie Baldwin



Eating before playing



Mario Sherk, Stirling Baldwin & A J Spears



Most of the racing field

Feeling like the proverbial 9 life cat working on his 10th life, I managed to escape the inevitable and scrounge up yet another come back. This was thanks, no doubt, to the intervention of others kind enough to put in a good word for me with the man, who in turn I suspect, was so surprised by this development he decided to send this whole termination idea back to committee. Now if this works up there like it does in Washington, I'm good for a couple of more years, right!

Clearly our region is home to a great back-up scribe who did the needful in fine style – good job Fred! Since mid July the only event I made was Encounter but the region was busy having a different venue for each of the monthly meetings. You even got to see my Mk III still on the operating table at Kelby Steeles in August. That's like revealing all your flaws a little ahead of schedule – you get questions like – “you actually paid money for that???” or better yet- “you're putting how much into this???”. Notice the incredulous facial expressions that accompany these queries. Better to not be there and save face until the car is done. You may be penniless by then, but you will look like a million bucks.

For this month's meeting, Joe had us show up at the Carlisle Sports Emporium on Middlesex Rd. South of US 11 and just West of the US 11/I81 interchange. Eighteen members showed up for a short meeting, which lasted exactly 30 minutes, (that has to be a record) then an evening of competition began. First up was an exercise involving a certain little dimpled ball, a strange stick with an offset metal protrusion at one end and a course designed by demented Gremlins. If this didn't drive you nuts, you could then actually drive yourself there on the Go Kart Track. The best part is you get to do this driving somebody else's car!

The golfers ventured into a misty night of light rain (more

The logo features a stylized blue graphic of a building or structure above the text. The text reads: **Matt Bakes** in red, **TRIUMPH-RESCUE** in large black letters, and **British Automotive Restorations** in smaller black letters. Below that, the address **Bally, PA 19503** and phone number **610-845-8217** are listed.

Harrisburg Region Cont...

gremlin tricks) but the results were obscured by some nefarious chicanery involving a “blind partner” and won’t be revealed until the awards banquet. The Go Kart drill was another story as Bruce Brockman parlayed past experience on the course into a sweep and the “Eternal Notoriety”, as earlier promised, is hereby bestowed officially now in the Flash.

ATTENDING WERE: 2 Rishells, 2 Hoffers, 2 Hoopers, 1 Miller, 1 Border, 1 Baldwin, 2 Shirks, 1 Waltz, 1 Steele, and 3 Brockmans.

EVENT REPORTS: Charlie Baldwin reported on the Central PA British Car Club meet in Altoona which had a very good tech session, a guy who had his whole car collection hauled in and an upholstery expert. The meet drew 80 to 100 cars.

Shawn Miller talked about a new car show to be held in Lancaster as a Cancer Benefit on Saturday 26 Sep. 09. All cars welcome.

50/50: Rishells won as did Shirks but Spears took 2 –what’s with that?

BRIEFINGS: Shirk and Miller explained the Golf and Go Kart drills that were to follow.

ADJOURNED: 7:30

As usual, our proficient Poobah will provide event details via e-mail as info becomes available and dates get closer. Remember the Fall Tour on the 18th precedes the Oct meeting on the 20th.

PS: A special thanks to the club for the card and video you guys sent me and cards sent by individuals to cheer me up – it’s sure nice to be back.

HARRISBURG SCHEDULE

Next Meeting

Hillside Café on I-83

Fall Tour

Northern York Co. - Oct. 18

Banquet

Nov. 14 - need input

Progressive Dinner

Dec. 12 - Volunteers secured



Peanut gallery watching the racing



The Sherks & Spears have a giggle, Mary Ann & Del looking on



August 11 - 15, 2010
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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

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)

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 215-361-7555 PM or jjpayne3@verizon.net

- 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 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.

REGISTRATION FEES

\$70 if postmarked by June 15, 2010 _____
 \$85 if postmarked after June 15, 2010 _____
 Your Car Here Raffle \$10 per (drawing 10/31/09) _____
 Extra Cars _____ @ \$10 each _____
 Extra Adults _____ @ \$20 each _____
 WED 8/11 SIMEONE MUSEUM TOUR & DINNER
 Adults & Children _____ @ \$49 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) _____

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CALENDAR

OCTOBER

10

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10

Autos in Autumn / Octoberfest

Stroudsburg, PA
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10

Brits at the Village

Peddler's Village
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Fall Brits on the Delaware

Kintnersville, PA
www.tvrccna.org

16-18

Euro Auto Festival

Greer, SC
www.euroautofestival.com

24

British Car Day

Mt. Pleasant, SC
britishcarclubcharleston.com

Classifieds & Calendar

Of Interest/For Sale

1969 AUSTIN-HEALEY SPRITE

1969 Austin Healey Sprite-well maintained by K & T Vintage Sport Cars.
\$7,500

Greg Delfino 610-997-8922

1956 100-4, BN2 AUSTIN-HEALEY

Engine and transmission and frame are rebuilt. Included are many new electrical, mechanical, suspension, body and trim parts as well as shop and parts manuals. \$20,000

Davis 717-272-3342 or tedavisiii@aol.com



1969 AUSTIN HEALEY SPRITE

Beautiful blue, 1969 Austin Healey Sprite 1275 (1.3l) in GREAT SHAPE!!!

Convertible with soft and hard top. Runs great, the body shines, fun to drive, good tires, approx 106K mi, clear title, garage kept, additional hubs and whole set of wire

wheels included, brand new brake system (completely replaced), engine tuned up and sounds great, runs like a champ!!! Can supply many more pics of this beauty if needed! Thanks for looking!

\$5,400

[Click Here to view Online Listing](#)



1964 BJ7

Don Cooper who has a one-owner 1964 BJ7 for sale with approximately 44,000 miles. He also has a '55 Jag and a '63 Lancia for sale.

Don Cooper 606-423-3396

BJ7/BJ8 FACTORY HARDTOP

Austin Healey factory hardtop for BJ7 and BJ8. Very good condition, no window or mounting brackets.

\$1,500.00 plus shipping, prefer pickup.

Jim Vollmuth 973-769-8838 or jim@jim-cor.com



Classifieds & Calendar Cont...

2 AH SPRITES & A HARDTOP

Two 1960 Sprites & 1 Hardtop for sale. Contact for more details.

\$12,000 (each sprite) \$1,500 (hardtop)

Ben Cohen 520-299-5166 or rct2bnc@aol.com



2 BUCKINGHAM BRITISH PARTS CENTRE INVENTORY FOR SALE

This inventory is entirely for Sprites and Midgets. I am preparing to retire and selling my entire inventory of over 400 part numbers. Current replacement value over \$17,000. Looking for a reasonable offer. In the mean time, will sell parts at 20%+ Discount.

John Payne 215-361-7555 or jjpayne@verizon.net

Regalia

Looking for that perfect gift or maybe something for your self? Check out our Regalia on the web <http://www.austin-healey-stc.org/ForSale/Regalia.php>. Here are some items to whet your appetite...

DENIM SHIRTS \$30.00

Now back in stock!

HOODIE SWEATSHIRTS \$25.00

Heather Gray & Navy Blue



Wanted

WANTED CARBS

1 3/4 HD6 OR HF 6; need 3.

Don Schneider dshneider@ptd.net



K&T
VINTAGE SPORTS CARS LLC

484 664 2353
www.ktvintagecars.com
1511 Woodlawn St.
Allentown, PA 18109





Directory

POSTMASTER

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

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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

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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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jen@boomerang-design.com*

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