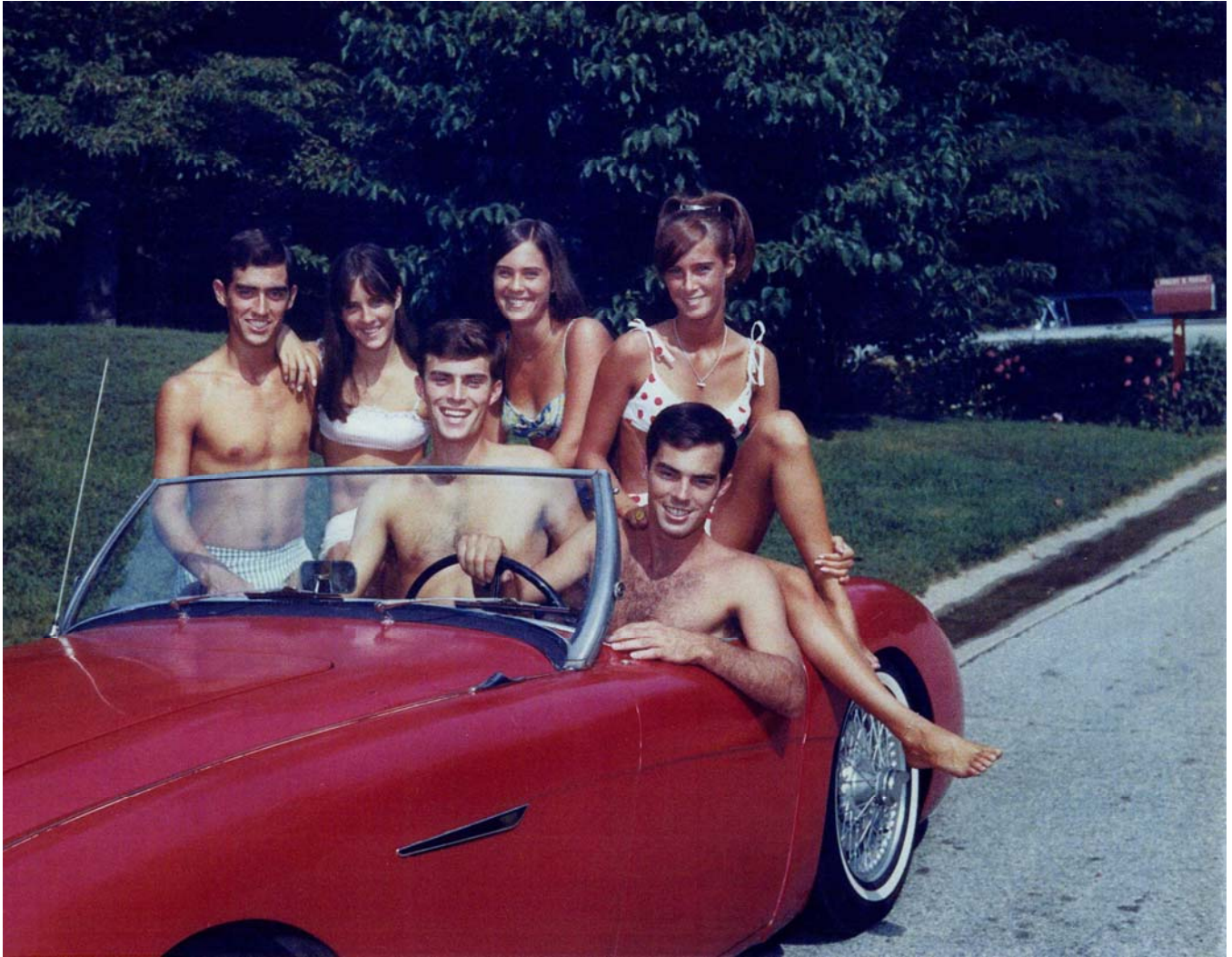


The FLASH



**OFFICIAL PUBLICATION OF THE
AUSTIN HEALEY SPORTS AND TOURING CLUB**

FEBRUARY 2009
ISSUE 379



POSTMASTER

The FLASH (ISSN 08899282) is published monthly by the Austin Healey Sports & Touring Club; 401 Chrislena Lane West Chester, PA 19380-3887. Standard Postage paid at West Chester, PA.

Forward Address Changes to:
Rick Brodeur, 309 East Broad Street, Quakertown, PA 18951-1703

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 Austin Healey Sports & Touring Club is a non-profit Pennsylvania corporation; dedicated to the preservation of the Austin Healey marque. **Contact Rick Brodeur or a region president (see contact information this page) to inquire about how to become a member.**

ADVERTISEMENTS

25 Word, non-commercial "WANTED" and "FOR SALE" ads run for three months and are free to members. Non-member classified rates are \$0.20 per word (non-commercial). Commercial rates are available from Larry Griswold at 908-647-1926 or LarryGris@aol.com

NEWSLETTER DEADLINE

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







Send Contributions and Ads To:

Denise and Nigel Smart
401 Chrislena Lane
West Chester, PA 19380-3887
Email: AHSTCFlash@aol.com
Fax: 610-344-9219
Phone: 610-692-1665






Austin Healey Sports and Touring Club

P.O. Box 3539 • York, Pennsylvania, 17402 • USA
www.austin-healey-stc.org

AHSTC REGIONS, CONTACTS, MEETINGS:

	HARRISBURG REGION	EDITORS	MEETINGS
	President: Joe Spear 717-272-8343 bjspear1@verizon.net	Don & Dot Hoffer 717-761-1254 hoffer57@comcast.net	3rd Tuesday; 7:30 PM San Carlos/"The Hop" In York
	LEHIGH VALLEY REGION President: Mike Bradley 610-282-4876 mkb1983@aol.com	Jerry Cropp 610-777-5257 g.cropp@att.net	3rd Monday; 7:30 PM Call for location.
	PHILADELPHIA REGION President: Ray Donovan 215-699-8355 rjdisi@aol.com	Al Tocci 215-444-5515 altocci@hotmail.com	Call for date, time Mariano's, Lansdale, PA. Call Ray for directions.
	BRANDYWINE REGION President: Chuck Ott 302-378-7287 chucknsueo@yahoo.com	Ernie Leser 410-398-7308 ernstleser@verixon.net	See region article or call for date, time and location.
	NORTH JERSEY REGION President: Richard Ippoliti 908-832-2311 ippoliti@nac.net	George Crombie	Call for date, time and location.
	LONG ISLAND REGION President: Paul Parfrey 718-353-8138 WorksHealey@aol.com	Paul Parfrey 718-353-8138 WorksHealey@aol.com	3rd Friday; 8:00 PM Call for location.

CORPORATE OFFICERS

	President: Steve Jekogian 973-492-8115 steve.jekogian@spcorp.com		Membership: Rick Brodeur 215-536-6912 AHSTCinfo@comcast.net
	Secretary: Del Border 717-235-1086 dborder@state.pa.us		Flash Editors: Denise and Nigel Smart 610-692-1665 AHSTCFlash@aol.com
	Treasurer: Gerry Kunkle 610-867-6955 AGKunkle@aol.com	PAST CORPORATE PRESIDENTS: Michael Haran John P. Morrison George E. Null Don Schneider	

Cover:

RB Peelle 1: Member RB Peelle (center), Long Island, NY, in 1966 with 1955 AH 104, with his brothers and sisters. Car owned by driver Hap Peelle. Car had wolf whistle, lots of fun. Car purchased from uncle's dealership Maginniss Foreign Cars, Horsham, PA.

RAMBLINGS

By Nigel Smart



Note: The Encounter Registration Form is in this issue of the Flash and on the Website.

We had a great board meeting at Ragtops and Roadsters again in early February.

Highlights:

As Steve will surely tell you, there's a radical move to give more back to the membership from the savings we are making by publishing the Flash in e-format. If my memory serves me correctly we're giving a discount to the first 50 members that register early for Encounter. This is a great idea and one the whole board was enthusiastic about, so register early and help make this year's event a great one.

My idea to publish a hardcopy annual review was vetoed by the Board so that won't happen as presented at last August's Encounter Board Meeting. Pity, but if that's what the regional Presidents think the membership wants, so be it. Let me know if you have thoughts. Thanks.

The driving season is fast approaching so I hope you're further on than me. I'm no where right now....BUT; I'm a real whiz at changing diapers again!! Hahahaha....see the

January Flash if you missed our announcement.

On the driving front I had a real tear jerker as I read the recent issue of Classic & Sports Car magazine. It had a great article about a 100-6, not itself unusual, but the guy driving the car was driving around my old patch in the North of England. It talks about driving in the Peak District around winding hill roads and small mill towns. This is real Healey country!

Places called Castleton are mentioned as are two famous reservoirs called Ladybower and Derwent. These are the places where the RAF tested the famous bouncing bombs invented by Barnes Wallace, before they were dropped from Lancaster bombers (known as the Dam Buster Squadron) against the Nazis in WWII.

So why the emotion? I drove these roads every day (especially the A57 known as Snake Pass) on my way to and from work. 26 uninterrupted miles of driving heaven guaranteed to make you smile irrespective of the day you had at work. That right, no lights...for 26 miles!!!

If you ever get a chance to go to England you must drive the A57 Snake Pass. Mark it in your list of to dos before you retire your clutch foot.

Enjoy the article over a tasty pint of ale.

Cheers.

Nigel.

DRIVE THROUGH TIME...

WITH PEACE OF MIND

J.C. Taylor has been insuring some of the best examples of automotive craftsmanship for nearly fifty years. We understand the collector car industry, and the needs of owners. We provide Agreed Value Coverage, unparalleled claims service, and experienced, friendly representatives. As you step back in time with your car, you know it's safe, secure, and

protected. See what's new at J.C. Taylor Insurance,

and discover the peace of mind that so many drivers already have.



www.JCTaylor.com

1.888.ANTIQUE

(1.888.268.4783)

J.C. TAYLOR
Antique Auto Insurance

Get a free, no obligation quote online today.

OVERDRIVE

By Steve Jekogian

The AHSTC board of Directors – which are the regional Presidents and the board – Me, Gerry Kunkle Treasurer, Nigel Smart, newsletter, Rick Brodeur, membership, Del Border corporate secretary, met at Ragtops and Roadsters Restoration shop for the winter meeting.



January was the first totally electronic delivery of the Flash and yes it was late BUT please read Nigel's article and you will understand why. Congratulations Nigel and Denise.

The rest of the year the Flash will be in full color and we plan more pages and longer regional articles because we have more pages available. But you must submit them to be included. That was the goal of electronic Flash, faster, color, and more content, and more benefits for the members— keep reading. So take pictures and send to Nigel (ahstcflash@aol.com). You can also send them to your regional newsletter editor for inclusion in their articles.

In 2009 we have moved to one time of year renewal for all members so you will be receiving your renewal notice in the mail shortly. Please fill it out, check your e-mail address and send back by March 31. Remember the dues have been REDUCED to \$30.00 (\$5.00 less) because of the savings from the Flash going electronic. And you can pay by check, credit card and also for one, two or three years. I plan to pay for three years \$90.00 and not be bothered for a while. Considering I have been in the club for thirty years I hope to be around for another three.

There is a lot of talk in the press and Washington about the Economic Recover and Stimulus package. By now I hope it passed and is making something good happen. Well AHSTC is also having a stimulus package for Encounter, which will be held in the Pocono's August 6, 7 and 8th. The location is the Pocono Manor which has been renovated. The AHSTC board of directors has donated \$1,500 to stimulate registration. THE FIRST 50 ENCOUNTER REGISTRATIONS WILL BE REDUCED TO \$35.00. FROM THE \$65.00 LISTED ON THE REGISTRATION FORM.

GENUINE



SPARES

ZENITH

BRITISH SUPERIOR

Replacement Parts For SU & Zenith Carburetors

JOE CURTO INC.

Specializing in S.U & Zenith-
Stromberg Carburetors,
British Car Parts and Repair

22-09 126th St.
College Point, NY 11356

718-762-SUSU (762-7878)
FAX: 718-762-6287
www.joecurto.com



So go to the web site (Austin-healey-stc.org) to the Encounter page and download the registration form. And send it in ASAP. Encounter is in the middle of the clubs area this year and close to everyone. It has been made into a three day event starting Thursday, with the rally at 12:00 so you can get their, get lunch, run the rally, and get back to the hotel and pool. The Pocono Manor has a lot to do golf, skeet shooting, spa, and now the Pocono's has gambling at Mt Airy Lodge. That's right the Mt Airy Lodge where you went for "you know what" is a casino. Can you imagine a bunch of Healey's touring to the casino for a night of winning?

Ken Beck and the Lehigh Valley crew have a great line up of things to do which are listed on the website. Check it out. The car show will be on the golf course grass, and the hotel is really picturesque. The gymkhana and funkhana will be at the High school which was a great open course last time and really fun. Do not be alarmed at the cost of the room. Read the fine print as it includes all the tax and tips, and a breakfast for two (2) every day. The breakfast last time was a real breakfast with lots to choose from. See you
Steve

MEMBERSHIP

By Rick Brodeur

Let's welcome our **new members** this month

Harrisburg: Dr. Kirsten Snow: Harrisburg
Philadelphia: Rodger and Lauren McKinney:
Ardmore. '64 BJ7



Returning members

As of January 2009 the Flash is no longer being printed but sent via email to members with email addresses. If you don't have an email address, your Region President will get the Flash to you. Make sure you advise the club or your Region President of any email changes.

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.

BRANDYWINE

By Ernie Leser

Unlike last year, no snow storm delayed our events planning meeting which was held on Thursday, January 15th. Dave Ehret, Pete Roberts, Chuck Ott, Joan and Ernie Leser were at Matilda's sampling the Shiner Bock (and yes, also working on events).



The 2009 Brandywine Events Calendar is shown below. July is still open, with some of the details of the listed events yet to be finalized. February's event will hopefully be an opportunity for a good turnout of members. We've chosen to have our "Brandywine Social" at the Iron Hill restaurant in West Chester, PA., a site convenient to where many members reside. Looking forward to seeing all of you on February 21st. Meanwhile, keep warm and start up your Healey once in a while to keep the vital juices flowing!

BRANDYWINE REGION 2009 EVENTS

February, Sat. 21st, 1 pm. Brandywine Social.
Iron Hill restaurant, West Chester, PA.

March, Sat. 28th, 1 pm. "Pizza at Pete's".
Pete Roberts house, Downingtown, PA.

April, Sat. 25th, 1pm. Tech Session.
Chuck Ott's house, Middletown, DE.

May -- Lewes British Car Show, May 2nd;
Carlisle Import Show, May 15th.

June, Sat. 6th, 1 pm. Beer Tasting.
Victory Brewing Co., Downingtown, PA.

July – TBD

August 6th -9th. Encounter. Poconos, PA.

September, Sun. 13th, 1 pm. Crab Crawl and Feast.
Boondocks, Smyrna, DE.

October, Sat. 3rd, 1 pm. Brandywine Region Picnic.
The Leser residence, Elkton, MD.

November, Thurs. 19th, 7 pm. Elections.
Matilda's, Newark, DE.

December, Sat. 5th, 6 pm. Christmas Party.
Stoney's British Pub, Wilmington, DE.

January 2010, Thurs. 21st, 7 pm. Events planning.
Matilda's, Newark, DE.

Stop Rust Permanently!
With **MasterSeries**
Easy to Apply!
High Performance Coatings
Silver Primer • Chassis Black • AG111 Finish

NEW! Austin-Healey Engine Colors
in Dark Green and Blue Green
Will not peel or discolor from fluids and heat!

Visit Online for Information and Ordering:
www.ukhistoric.com

Sell Vintage Parts • Buy Vintage Parts
Products for Cars and Shops

Shop Online or Request Your FREE Catalog Today!

"Keep'em on the Road"™

SUNBEAM
MG
TRIUMPH

Parts and Accessories Catalogs Available:

- Austin Healey 100-4, 100-6 & 3000
- Austin Healey Sprite & MG Midget
- MGA
- MGB & MGC
- TR2, 3, 4, 4A, 250
- TR6
- TR7 & TR8
- Spitfire & GT6
- Sunbeam Alpine & Tiger

Order Toll Free All USA & Canada
For Your Convenience 7 Days A Week

1-800-255-0088

Shop Online ... Fast, Simple & Safe
www.VictoriaBritish.com

24 Hours A Day | 7 Days A Week
Orders • Catalog Requests • Status

VICTORIA BRITISH LTD.* PO Box 14001, Lenexa, Kansas 66285-4001



4 Tabas Lane
Exton, PA 19341

We Do Custom Powder Coating

*from Suspension Brackets
to a Complete Chassis*

*With In-House Sandblasting
No Minimum Quantities
And a Large Color Selection*

**If It's Metal
We Can Coat It!**

Contact us at
610-280-3770
sales@powdercraft.com
or go to www.powdercraft.com
for more information.



PHILADELPHIA

By Al Tocci

Well the bad economic news continues; in the last two days Caterpillar, Sprint Nextel, Microsoft, and Harley Davidson, announced significant job reductions. It seems as though we're now losing jobs in the U.S. at a rate of about 100,000 per week. It's quite remarkable the ways things can change in a relatively short period of time. Even those who remain employed and feel somewhat secure are not likely to escape impact from our economic downturn. Before I left the corporate world, I was with a decent-size publically held company that was established in 1951. When I left the company, its stock was trading at around \$35/share. I was fortunate to own a good number of shares through various employee ownership programs. These were the accounts I used as a means of attaining all those 'must-have' automobile deals that surfaced. Somehow it was easier to rationalize the 'swapping' of shares of stock for another car rather than withdrawing actual cash from a savings account. Today I take some comfort in knowing that although I may have paid top-dollar for something in the past, it feels like a bargain today now that the company's shares are trading at 75 CENTS apiece. It's quite staggering to think 5 years ago one-hundred or so shares of a company's stock could have purchased a decent square-body Sprite but today you'd



MOSS
Moss Motors
COOL STUFF FOR COOL CARS

**EVERYTHING FOR
YOUR BRITISH CLASSIC**

- FREE Catalogs
- Same Day Shipping
- 24 Month Warranty
- Customer Loyalty Program
- Warehouses on East and West Coasts
- 50,000 Part Numbers

FREE Catalogs!

SECURE ONLINE ORDERING!
www.mossmotors.com

DIRECT ORDER
HOTLINE
OPEN 7 DAYS
A WEEK!

CALL TOLL FREE:
800-667-7872
INTERNATIONAL CALLS: 806-681-3400

ORDER BY 3:00 PM WEEKDAYS YOUR LOCAL TIME FOR SAME DAY SHIPPING!

barely be able to purchase one Dunlop for the same number of shares. Events like these certainly have the potential to alter spending habits. I'm sure studies have been done to determine the impact of an economic downturn on the classic car market. Perhaps this is a buying opportunity for some if prices have come down a bit. Or maybe potential sellers (who aren't desperate for cash) are now holding onto their cars for fear of trying to sell in this market. I believe someone could do an extensive supply and demand analysis on the subject. Hmm, if anyone out there needs an MBA thesis topic, we may be on to something!

I would have liked to see the economic impact on the action at this year's Barrett-Jackson but couldn't force myself to tune in. For those needing more economic doom & gloom, consider the recent news from Honda and Subaru regarding their efforts to scale back motorsports involvement. I heard the Honda F1 news sometime back and was surprised although not completely shocked. The Subaru news regarding their WRC involvement however was quite shocking. Even though their success has been somewhat reduced most recently, Subaru and the WRC is like Xerox and photocopier machines!

Anyway, that's enough economic turmoil for now. Turning to the region – there's not much news coming out of Philly this month. We had an unexpected afternoon and evening of snow accumulation on the Monday of our January meeting which significantly impacted attendance. Six or seven local SUV-driving members showed up at Mariano's and spent some time considering possible locations for Encounter 2010. Any ideas? January also brought us the Rolex 24 race. The NASCAR channel, er, rather, Speed Channel provided 14 hours of coverage with Fox adding an additional hour at the start of the race. It was likely an enjoyable race for many, unless of course you had a vested interest in the success of the Ford powered cars in DP. For those who don't know, the Ford motors in the prototypes were plagued with a crank-sensor failure that put all but one of their vehicles out of contention. The commentators went to great lengths to let viewers know that the engine part was not actually a Ford part, but rather a part supplied by another manufacturer used in the Ford power plants. Nonetheless, it had to be incredibly frustrating and disappointing for Ford and their teams. For those of you who have yet to subscribe to Hemmings Sports & Exotic Car magazine, what are you waiting for? In the March issue, Ben Kenion and the efforts of the AHSTC are featured on page 16 straight from Al-Hillah, Iraq. Nice work Ben! The March issue also features 25 pages of Porsche coverage. Since 911's were among the first cars that caught my attention long before I could legally drive, I did enjoy that section. It was also the 356 speedsters and 550's that inspired me to paint my Sprite in silver, consistent with the color of the early racers. I've come to rely upon Hemmings (and the BBC's 'Top Gear') to get me through these winter months. Let's pray that Phil sees no shadow this year and our top-down season is just around the corner!



Matt Bakes
TRIUMPH-RESCUE
British Automotive Restorations
Bally, PA 19503 610-845-8217

NORTH JERSEY

By George Crombie

We had a wonderful turnout last night for our Ladies night/Tech session at the Jekogian's. Thanks to Lynn and Steve for being such gracious hosts!!



Attending the meeting were: Art & Joan Herkomer, Ian & Sue Kessen, Jim & Corrine Vollmuth, Richard & Barbara Ippoliti, Alan Rosenberg, Bob Pense, John Moore, Mark Goodman, Dennis Mehan and our hosts Steve & Lynn.

The objective of the meeting was to install a Petronix ignition in Steve's big Healey. Steve had sent out the distributor in advance of the meeting for reconditioning so the "team" was working with a clean part. The conversion went smooth and after some minor fine tuning to the distributor cap the conversion was complete and the distributor was back in the car. The car turned over on the first try and after some adjustments to the timing and carbs the job was complete. Total time to convert was less than an hour.

Next Meeting:

Our next meeting will be on Tuesday, March 24th at Pete's Restaurant in Morristown.

Spring Tour:

The date for the Spring Tour has been set for April 18th. Starting point will be the home of Jim Vollmuth at 10am. So mark your calendars.

1966 Sebring Sprite Prototype: Alive and Well in Pennsylvania

By Baird Foster

Two special treats greeted guests at the Austin-Healey Sports & Touring Club's annual Encounter 2008 in Carlisle, Pennsylvania: Racing driver Janet Guthrie, who in 1977 was the first female competitor to drive in the Daytona and Indy 500 mile races (see Healey Marque Aug. 2008), and the Donald Healey Motor Company's works Sebring Sprite #67 of 1966, now owned by Jeff Brenner of Octagon Auto in Felton, PA (www.octagonauto.com). The presence of both Guthrie and the Sprite helped to highlight the 50th anniversary of the Sprite.

Car #67 is similar to the former works and privateer-owned Sprite driven to first in class by Janet Guthrie and her all-female driver team at the Sebring 12-Hour race in 1970. This 1966 Sebring Sprite is a very historic race car, as it represents one of the very few Sprites constructed at the Healey Works in Warwick. These cars, referred to as "Prototypes," were purpose-built for competition at Le Mans, the Targa Floria, and Sebring in the mid-to-late 1960s.

This car and a sister car were entered by the DHMC for the 12-hour endurance race at Sebring, Florida on March 26, 1966. Both streamlined cars were painted a bright, Day-Glo orange, probably for easy identification by the crews and to be visible on the track among much faster race cars. Car #67 was driven by Timo Makinen and Paul Hawkins to 18th place overall and first in the SP7 class (1000-1300 cc Sports Prototype class), completing 175 laps.

The sister car, #66, finished 29th overall and second in the SP7 class, completing 121 laps. Only 30 of the original 60+ cars finished, and #67 was the highest place finisher with the smallest displacement engine of 1293 cc—a tribute to the durability of Donald Healey's cars and the XSP engine builders.

After Sebring 1966

Following the success at the 1966 Sebring race, Fred Royston purchased #67 from the DHMC. He owned Royston Motors, a major distributorship for Austin-Healey in Philadelphia. Royston bought the car with the thought of converting it to a street-legal touring car, resprayed it British Racing Green, and installed sealed beam headlights from a Corvair (replacing the Lucas driving lights). Small turn signals were added

as well as a small silencer (muffler) at the rear. The rest of the race car remained basically unchanged, including the odometer. The car was driven very few miles after the race, and it can be assumed that it was not accepted as a touring car by potential buyers. Instead, it served as a showroom attraction for awhile. It now shows 1,183 miles on the odometer, about 910 of which were turned on the Sebring track during the race.

Close examination of the car on the show field at Encounter revealed some interesting details. Brenner pointed out that while no orange paint exists under the coat of BRG, there was evidence of orange overspray on the coil springs and lower control arms. (Royston probably couldn't properly paint over the bright orange paint, so the body was stripped down and resprayed.) The engine, XSP 2604/1, is the normally aspirated race engine, and the transmission is the race-installed four-speed with the engine number stamped on it, dated '66. The gear box resembles an early MGB box—but it isn't. The back plate on the motor is different in order to mate to the gearbox. Note that the fuel injected engines didn't appear until 1969 and 1970; the car that Janet Guthrie drove at Sebring in 1970 was fuel injected.

Built for Durability

Generally, this car was purpose built for reliability and not necessarily for high speed. Jeff noted improved methods for oil distribution when he disassembled the engine and also discovered modifications to the flywheel. The radiator is stock, but the guard on top had been trimmed away for easier access to the fan belt. The front brakes were also stock, but with twin master cylinders with adjustment for front and rear brake bias. Every circuit is fused separately, and there are twin coils. The tachometer has a neatly hand-painted red line at 7000 rpm to save wear on the engine. Perhaps this was Geoff Healey's handiwork.

According to Jeff, much thought was given to proper weight distribution. The oil sump is near the left foot well to balance out the driver on the right. The spare wheel had two posts in the rear of the car about one foot apart. This probably enabled the crew to compensate for changing fuel loads; the fuel tank was located in the very rear of the race car.

Still existing in the driver's foot well is a rather crude indentation for the driver's heel. This may have been hammered into the steel floor in the foot well just before the race; interestingly, the balance of the floor is

www.Britishwiring.com

British Wiring Inc.



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050

Fax: 610-845-3518

email: Britishwiring@Ameritech.net

P.O. Box 185

617 Walnut St.

Bally, PA 19503

aluminum. The monocoque body shell is all hand-beaten aluminum and is fitted over a framework of small, one-inch diameter tubing. It resembles a roll cage but doesn't appear to be very crash-worthy. There is no shoulder harness for the driver. All this helped keep the weight down to about 1425 lbs., including fuel and oil!

The 13-inch magnesium wheels are purpose made and stamped "Healey." They appear nearly identical to those on Kjell Qvale's CMCD alloy type wheels; Geoff Healey wrote that these were "cribbed" from Qvale.

When he was at a show in England, Jeff met a mechanic who had worked on the car at DHMC. According to him, the windscreen is from a Mini and cut down to fit; it took several tries to get it sorted and fitted properly.

1964 Wind Tunnel Tests and the Kamm Tail
Geoff Healey's wind tunnel testing of the Sprite prototypes in late 1964 resulted in much-improved aerodynamics in the Sebring and Le Mans Sprites being built at the works. One feature of this 1966 Sebring Sprite is the unusual, chopped-off tail section. This truncated shape is often referred to as a "Kamm tail," which was named after the German professor/engineer Wunibald Kamm, who was head of a research institute in Germany from about 1930 until

JESS MILLER MACHINE SHOP INC

Established 1975

"Complete Automotive Machine Shop Service"
ASE Certified Master Engine Machinists

- CUSTOM
- PERFORMANCE
- RESTORATION
- INDUSTRIAL
- TRUCK

325 WESTTOWN ROAD
WEST CHESTER, PA 19382
(610) 692-2193

www.jessmillermachinestop.com

following WWII. The real discoverer of this aerodynamic shape was a man called Reinhard Koenig-Fachsenfeld. It was Kamm who developed his theory about not permitting the layer of air flowing over the top of the vehicle's body to separate into turbulence until the very end of the roof. This feature differentiates later works Sprites from the predecessors.

What the folks at Encounter '08 saw was a nearly pure example of a works Healey Sprite race car that was a class winner at the famous Sebring 12-Hour in 1966. Owner Jeff Brenner has no plans to vintage race his Sprite. "Most vintage racing organizations require a proper roll cage, etc., and I do not want to cut up this piece of history just to go racing." This is as it should be—an example of the Donald Healey Motor Company's race team in unmolested condition for the education and enjoyment of enthusiasts.

References:

Breslauer, Ken. Sebring: The Official History of America's Great Sports Car Race.

Emerson, William. The Healey Book.

Healey, Geoffrey. More Healeys: Frogeyes, Sprites, and Midgets.

International Motor Racing Research Center at Watkins Glen. www.racingarchives.com

Pictures:

Owner Jeff Brenner with his works Sebring Sprite of 1966.





484 664 2353

www.ktvintagecars.com

1511 Woodlawn St.
Allentown, PA 18109

ZDDPlus Official Distributor

10% discount to AHSTC members

Engine oil supplement. New oils do not have sufficient zinc for our older engines **Ken Beck Owner**

Rear quarter view shows the Kamm tail feature.



Front end features the added-on turn signal lamps at bottom and the large air scoop between the head-lamps. This scoop was not adjusted by the driver but by a mechanic reaching inside the scoop during pit stops.



The engine bay with the actual Sebring race engine. The displacement was 1293 cc with carburetion from a single Weber 45 DCOE; power was rated at 110 bhp @ 7200 rpm.



The DHMC body plate from under the bonnet. "Type" means 1293 cc, while "Chassis No." reads HAN8•R• 202.



Side view of #67.



Interior exhibits the small diameter tubing which made up the frame of the race car—no large roll cage here!



Driver's foot well exhibits the large center brake pedal which is positioned forward toward driver to facilitate heel and toe gear shifting. Barely visible below and in front of accelerator is hammered-out depression for the driver's heel.



Janet Guthrie reads about this car which was similar to the Sprite she and her all-female team drove to a class victory at the 1970 Sebring 12 Hour Race. Charlie Baldwin of York, Pennsylvania explains some details.



RAGTOPS & ROADSTERS
 PREMIUM RESTORATIONS

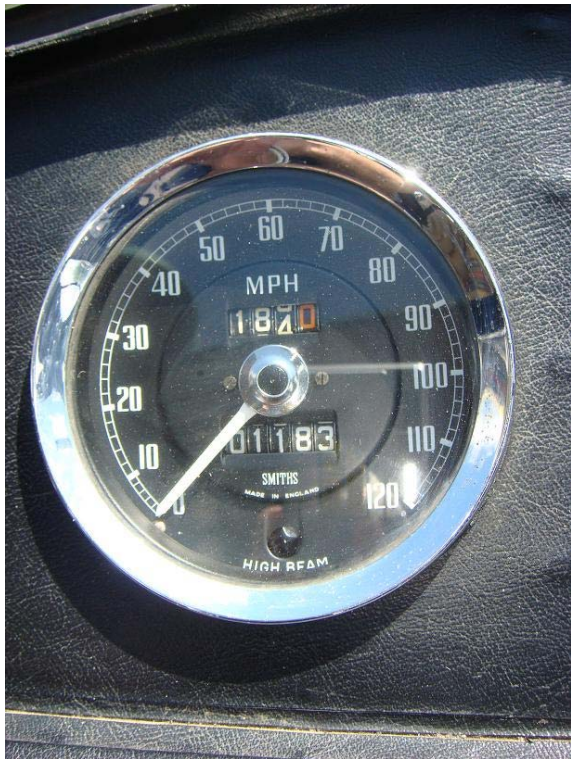
Award Winning Restoration
 and Repair of your
 Austin Healey.
 Experienced with
 Denis Welsh
 performance
 modifications





(215) 257-1202
 www.ragtops.com • Perkasie, PA 18944
 Perfection Delivered...

Original speedometer/odometer with but 1,183 miles on the clock.



Magnesium wheels are marked "Healey," but the manufacturer's name is not stamped on the wheel.



Interior of cockpit shows the two demister vents which were supposed to improve windscreen demisting from the very wet 1965 Sebring race.



 **Motorcar Garage**
Repair-Maintenance-Restoration
British Car Specialist

Peter Cosmides
42 North Pine Ave.
Maple Shade, NJ 08052
Phone: 856-667-6657

www.Motorcar-Garage.com

 BRITISH MOTOR TRADE ASSOCIATION

#843 Front quarter view of Sprite shows faired-in headlamps and long aerodynamic shape of the front end. The headlamps are not original to the race car. They were replaced by these Chevrolet Corvair units in an attempt to make the car street-legal.



FOR SALE

1962 BT7 HBT7L15859 four-seat tri-carb roadster restoration project. Runs, drives, is licensed and insured. Complete car but needs nearly everything re-done. Looks good from 50', but has rust bubbles in the body and rust holes in outriggers, frame members and trunk floor. Comes with heritage certificate. Was Colorado red with red interior, now silver with red/black interior, probably was side shift but now has center shift trans. First \$15,000 takes it. Chuck (302) 378-7287

4 **-48 spoke chrome wheels**, tires mounted. 165 x 15. Some loose/broken spokes. \$400; 4 Moss Motors **175/185 x 15 tubes** in box. Moss # 452765 , \$75 for 4; **Petronex Igniter** for 62-68 3000, NEG ground, repeat **NEGATIVE GROUND**. New in box. British Victoria #10-525 \$90; **100-6 - 3000 windshield glass** - \$10. Cleaning garage before spring! Call Ed, 215-330-0733 - Huntington Valley Area.

NICOLA BULGARI CAR EVENT - RESTORING HOPE

The Wellness Community of the Greater Lehigh Valley will be sponsoring an event called Restoring Hope on April 26, 2009. This event will take place at the Nicola Bulgar car collection showroom in Bethlehem. The goal for this event is to raise funds for our free programs of support, education, and stress reduction for cancer patients and their families. Attendees will be able to witness an amazing collection of original and restored automobiles. This fundraising event will provide funds that will help us to "restore" the quality of life for people with cancer, their families and caregivers. We are grateful to Mr. Bulgari, an international jeweler and his curator, Keith Flickinger for providing us this opportunity. For more information, contact Susan Wise at The Wellness Community. Website: www.thewellnesscommunity.org/glv
E-mail: swise@thewellnesscommunity.org

WANTED

Wanted AH 100-6 or early 3000 top frame. Always looking for Big Healey exterior body panels. Also bugeye sprite seats.
Please e-mail Shawn at: smiller96@hotmail.com

HEADERS FOR HEALEYS

At last I've found a header company for healeys, 3000,100-6, 100-4, and sprites. Reasonable prices, need a few weeks for fabricating and delivery. Web site-" Extractor exhaust headers". Phone # 205-823 7278. PAECO is the company, \$320 plus shipping.
- Edward Jackson

RED RACE CAR SNEAKERS

Now you to can be as cool as Tammi Miller. She just got her new Austin Healey Keds shoes in the mail. All four sides of a big Healey are pictured on the shoes. Warning the shoes are hideous unless you are a Austin Healey "nut". Approximately \$50.00 -kids red race car keds sneakers- zazzle.com



**Encounter 2009 Schedule
Wednesday**

Registration Open 4-8 PM Mountainview Lobby

Regalia Setup 4-8 PM Buchanan Room

Thursday

Breakfast 7:30 - 9 AM Breakfast
Registration Open 9 AM - 6 PM Mountainview Lobby
Golf TBD TBD
Regalia Open 10 AM - Noon Buchanan Room
Hospitality Open 11 AM - 6 PM Fireside
Rallye School 12:30 PM Tennis Court Parking Lot
Rallye 1 PM Tennis Court Parking Lot
Regalia Open 1 PM - 4 PM Buchanan Room
Tech Session 4:30 PM TBD
Cruz at Casino Theater 6 PM Casino Theater, Mt. Pocono
Dinner, ice cream, mini golf & movie During Cruz
Double feature Movie 7 PM Casino Theater, Mt. Pocono

Friday

Breakfast 7:30 AM - 9 AM Dining Room
Registration Open 9 AM - 5 PM Mountainview Lobby
Regalia Open 9 AM - Noon Buchanan Room
Gymkhana 9 AM Pocono Mnt West HS
Hospitality Open 11 AM - 5 PM Fireside
Regalia Open 1 PM - 4 PM Buchanan Room
Funkhana 2 PM Pocono Mnt West HS
Kiddiekhana 4 PM TBD
Board Meeting 4 PM - 6 PM TBD
Buffet Dinner 6:30 PM Patio at rear of Hotel
Valve Cover Race 7:30 PM Patio at rear of Hotel
**Charity Auction & Award Presenta-
tion of Rallye, Gymkhana, Funkhana
& Kiddiekhana winners 8:30 PM TBD**

Saturday

Breakfast	7:30 AM - 9 AM	Dining Room
Registration Open	9 AM - 1 PM	Mountainview Lobby
Regalia Open	9 AM - Noon	Buchanan Room
Sporting Clays Region Competition	9 AM	TBD
Concours Judging	9 AM	TBD
Tech Session	10 AM	TBD
Hospitality Open	11 AM - 5 PM	Fireside
Popular Car Show (voting ends 2 PM)	Noon - 3 PM	Driving Range
Regalia Open	2 PM - 4 PM	Buchanan Room
Cocktails Cash Bar and Hors' D'oeuvres	5 PM - 6 PM	Old Lamp Lighter Lounge
Kid Pizza Party & Hayride	6 PM	TBD
Banquet & Awards of Car Show	6 PM	TBD
Reminisce Band & Dancing	8 PM - 11 PM	TBD

Sunday

Breakfast	7:30 AM - 9 AM	Dining Room
Regalia Pick Up	8 AM - 10 AM	Buchanan Room
Hotel Checkout	11 AM	

Experience. Quality. Service.
 WIRE WHEELS • TIRES • HUBS • ADAPTERS • KOs
"The Works!"



CALL US TOLL FREE **800.WIRE WHEEL** (800.947.3943) • bwwsales@earthlink.net

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

SHOCK ABSORBERS: Each

FRONT BIG HEALEY	\$102.00
FRONT SPRITE	\$102.00
REAR (All models)	\$75.00
HEAVY DUTY UPGRADE	\$10.00
SHOCK LINK (New or Rebuilt)	\$call

BRAKES: *sleeved and rebuilt* ..

Big Healey Master 100-4, 6, 3000.....	\$95-\$195.00
Big Healey Booster Servo	\$445.00
Big Healey Caliper.....	\$115-\$145.00
Sprite Master 1957-66 Twin	\$225.00
Sprite Master 1967-79	\$125.00
Sprite Caliper	\$85.00
Cylinders sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed	\$60-\$95
Front end A-arm (Sprite)	\$95.00

CARBURETORS: COMPLETE REBUILDING
 Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets. *FLOW BENCH TESTED*.....\$465.00/pair

CARB BODIES REBUSHED
 and new throttle shafts.....\$85 each

Prices shown are for Exchange or Yours Rebuilt. Core charges apply if items are ordered prior to (and are refunded after) our receiving old units. Free catalog. www.applehydraulics.com

APPLE HYDRAULICS
 1610 Middle Road, Calverton, NY 11933
 631-369-9515, FAX: 631-369-9516
Toll Free 800-882-7753
 VISA, MC, DISCOVER, PAYPAL, COD

DEC08



Austin-Healey Sports and Touring Club
Encounter in the Poconos

August 5,6,7,8 2009

Last Name _____ First Name _____ Spouse/Guest _____
 Street _____ Apartment # _____
 City _____ State _____ Zip Code _____
 Home Phone _____ Work Phone _____
 Children's Names and Ages _____
 Region/Club Affiliation _____
 Number of times attended Encounter _____ E-Mail _____

Car Information

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

Check the events in which you will participate:

Popular Show ___ Concourse ___ Rallye ___
 Gymkhana ___ Funkhana ___ Kiddiekhana ___
 Photo/Model/Craft ___ Casino Theater Cruz ___

ENCOUNTER 2009 Registration

- Complete registration form
- Make check payable to "AHSTC- ENCOUNTER 2009"
- Enclose both in an envelope and mail to:
 ENCOUNTER Registration
 c/o Gerry Kunkle
 1284 Evergreen Dr.
 Bethlehem, PA 18015
 (610)867-6955

Registration Fee Includes:

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

Hotel Registration:

Call Pocono Manor (800-233-8150 x7520) for reservations. Mention "Austin-Healey ENCOUNTER" to get the special rate of \$99 for Wednesday and \$159 a night for Thurs., Fri. & Sat. (includes breakfast for 2, tax & gratuities). Register by July 15 to guarantee room availability.

NOTE: Concours requires additional registration through the National Concours Registry. To purchase the required concours packet send \$20.00 to Mike Osipik, 39 E. 50th Terrace, Kansas City, MO 64113. Phone 816-333-2506. Concours packets must be obtained prior to arrival at ENCOUNTER. There will also be a \$25.00 Concours judging fee payable with your registration for judging at ENCOUNTER.

Circle the appropriate response below:

Arrival Date? 8/05 8/06 8/07 8/08
 Staying at the Manor? Y / N
 Will you need Flea Market space? Y / N
 Will you need Regalia Store space? Y / N

Registration Fees:

\$65 if postmarked by June 1, 2009 _____
 \$75 if postmarked after June 1, 2009 _____
 \$75 non-members by June 1, 2009 _____
 \$85 non-members after June 1, 2009 _____
 Extra Adults ___ @ \$15 _____
 Friday night buffet ___ @ \$24 _____
 Friday night buffet ___ @ \$12 child under 12 _____
 Banquet adults ___ @ \$30 _____
 Pizza party & Hayride- Children ___ @ \$7 _____
 Indoor Parking ___ @ \$ 25 _____
 Concours Judging Fee @ \$25 _____
 Encounter Golf Shirt ___ @ \$25 _____
 Size S M L XL XXL (circle one)
 Total Remitted (US) _____

"See you in the Poconos"