

The FLASH



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AUSTIN HEALEY SPORTS AND TOURING CLUB
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POSTMASTER

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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.

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**Jim Cox's 100-6
Encounter 2009**

Photo By:
Mark Goodman

RAMBLINGS

By Nigel Smart

Well here we are, days away from Encounter and I've just learned the Smarts may be attending in mass – maybe 8 of us. For sure, all the Smart boys will be there – well, the ones that walk anyway! So that could be 4 or maybe 5?



I'll be a Healey passenger this year as our family expansion and the economy has taken its toll on us as parents and the cars all need attention with time I don't have. Still, next year will be huge and maybe I'll bring 2 to make up!

Interesting facts: I recently read of a beer from down under in Australia that has a Healey (blue over white?) in the centre of the label. It's a beer brewed by the Old Coast Road Brewery, in Western Australia. I wonder if it slips down the throat as well as the car drives?

I also notice there's another new book out about Healeys entitled Les Healey du Monte Carlo by Hervé Chevalier, with a preface by Bic. I haven't seen it yet, but some of the pictures in the flyer look great! The price is a whopping 40 Euros, so I hope it is good reading for that price? Well, see you at Encounter.

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MOSS

The brakes are binding because???????????????



This is a conversation I have been having with Dennis Meehan all summer. In fact Dennis will not take his car to Encounter because one of the pistons on the front caliper will not release after the brakes are applied.

Dennis and I have been discussing the cause and what to repair. As you all know it could be so many things.

- Is it rust in the caliper?
- Is the piston pitted?
- Are the O rings around the piston frozen up?
- Are the discs binding in the caliper?
- Is the master cylinder not releasing?
- Is the servo to servoing? Dennis bypassed that years ago so that is not it.
- Is the Flex hose blocked?

Let's start with what is happening. When he applies the brakes the car stops (that's good) and when he starts to move he can feel the one caliper still gripping. Not enough to lock up the wheel but enough so you can feel it. What's the harm of a "slightly frozen" piston/disc? Well heating up the brake fluid which could vaporize is not good and will make it real exciting at the next stop sign.

So what is the first thing you do, rebuild the caliper. Yep Dennis enlisted Bob Pense's help and a careful rebuild of only the sticking piston was orchestrated. Dennis said he repaired the other piston in the caliper years ago. With Healey owners I always ask "was that before you child was born? (and most of us have teenagers right?). After a long day and cleaning up the piston (that was "slightly" pitted) it still would lock up. Now is when you really get mad.

My vote was the piston was pitted and that would make it bind. Dennis was saying it was the rubber flex pipe. Many of us have heard of the flex pipe creating a "return blockage" as it swells or as in humans get "hardening of the arteries". I suggested a test -step on the brakes, release them, then open the bleed valve, if fluid spits out under pressure that mean there is "return blockage".

Now taking an original flex pipe off is really a hard job. Years of rust and crud around those threads, limited work space, and tools that do not "really fit" make it tough. Dennis said it "x*#k@ fought all the way out"

The new one went in easy enough and yes Virginia that was the problem. A dissection of the hose revealed another hose inside and the blockage and the way it would swell would limit or slow the fluids return. So there you have it, when in this situation go for the hose.





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BRANDYWINE

By Ernie Leser

There was no Brandywine event in July. Typically a slow month – many people on family vacations.



My son Michael and I spent two weeks in June in Germany. Specifically we stayed in my parent's home town of Fussen which is in the Bavarian alps along the Austrian border. Needless to say it is a beautiful area and we had a good time sightseeing and visiting relatives. Much to our surprise, we encountered a gorgeous wine red Austin Healey 3000 one day. Unfortunately, we were headed in the opposite direction to an afternoon appointment. Days later, on the autobahn, two very fine looking BRG Triumph TR-4's roared by. It was great to see that the classic British sports cars are also prized on the continent.

Joan and I took advantage of a beautiful July day to drive the Healey out to the Conowingo dam

which spans the Susquehanna river near Port Deposit, Maryland. This dam was built in the 1920's and is interesting to see. The power company has converted an old narrow gauge railroad line along the river into a walking – bicycle trail which is very enjoyable. Also, there is a Fisherman's Park and a separate large swimming pool facility. The area just below the dam is quite popular with bird watchers too, depending on the time of year. A recommended outing for you and your Healey!

Upcoming events are as follows:

- August 6-8th. Encounter in the Poconos.
- September 13th. Sunday, 1 pm. Annual Crab Crawl and Feast at the Boondocks. Meet at the WAWA at the intersection of routes 896 and 13 in Middletown, DE.
- October 3rd. Saturday, 1 pm. Brandywine Region Picnic at the Leser residence, Elkton, MD.

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FLASH 01/03

HARRISBURG

By Fred Sherk

The lazy, crazy days of summer saw our members out and about at several events. Earlier this month several members attended the Gettysburg Mall show sponsored by the LANCO MG Club. It is a neat one day deal. Vintage British sports cars parked in the courtyard of the mall. The guys, and some gals, talk cars, while others shop til they drop. Arrive and leave as you please. Best thing about this show, all proceeds go to the "Toys for Tots" program.

Saturday, July 25 we held our traditional summer picnic at the home of Shawn and Tammi Miller. The Millers have been the gracious hosts of this event for what seems like several decades. Twenty six members, six big Healeys, two Bug Eyes and one MGB made the trip. Shawn's front yard reminded me of British car dealer LADD Motors in the 1960's. The food was superb and members got to exercise their memories in a trivia contest. Several members, and el'Presidente's chair, took a refreshing dip in the Millers' swimming pool.

Future activities include Encounter in early August. The region will have a good turnout for the event. The August meeting will be held at Kelby Steel's Foreign Car Shop. The club will get to see the ongoing Hoffer BJ8 restoration. Food will be served ala' workbench.

Strap on your helmets and goggles for some go cart racing at the Sports Emporium in Carlisle for the September meeting.

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DEC08

Early elections were held with the four incumbents being swept into office without so much as a "by your leave". Shawn Miller consented to be the vice-president only if the Grant Pooba, Joe Spear, agreed to get a complete physical exam. He's a little leery of being only a heart beat away from the presidency without some insurance. Harrisburg Region members brought home some impressive hardware from the recent Conclave of AHCA in Ontario, Canada. Most impressive was Don Schneider garnering the Gerry Coker Award for his meticulous AH 100 Le Mans. Shawn Miller won first place in the BN4 class. Healey Miller took a second in the arts category with a stitch craft. And a tip of the helmet to Flora Schneider. Flora won a third place in the Single Light Class for Big Healeys. Flora drove the Schneider's BJ8 all the way to the show while hubby towed the other car in air conditioned luxury. Congratulations to all. See you all at Encounter.

Your substitute correspondent, Fred Sherk

Above Flora and Don Schneider won the Gerry Coker Award for Excellence for their 100M.

Right Conclave's honored guests Peter Riley, John Sprinzel, and Ann Wisdom Riley recall their rallying and racing days in big and small Healeys.



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LEHIGH VALLEY

By Mike Bradley

Well gang, I missed yet another article in the July Flash. That's two this year. That might be some kind of infamous record. I will strive to improve my performance. I could blame it on all the travel, business and vacation, but that doesn't cut it. I am writing this from Memphis, TN before I start my work day and if I can do it now, I should be able to do it every month.

Anyway, we had the Region picnic at Ken and Cindy Beck's daughter Wendy's house and had a perfect day. The Kunkles, Brodeurs, Weavers, and Cropps were there, as well as, Tom Mantz, Bob Messenger, Bob Pritchett and yours truly. Also new members Cheryl and Greg Delfino attended. I hope I didn't miss anyone. That was several weeks ago and you all know about my notorious memory. Oh well, I was a child of the sixties. We had a terrific time with lots of good food and even some games. Ken

brought out a game called Bollo Toss. I had never seen this game, but it was fun.

We had a nice attendance the Monday before Encounter @ Ken's garage stuffing the Encounter envelopes. Here's hoping for good weather and a great Encounter.

Nothing much else to report. After Encounter, we will see if we can't get some activities going for the Fall. It is, after all, a Touring club. I will keep you all posted in the E-Flashes.

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AHSTC DRIVERS VENTURE TO CANADA

By Baird and Margo Foster

Half the fun of attending a Healey meet is the adventure of driving to it: encountering friends along the way, plugging leaks when it rains, out-witting traffic jams. A number of AHS&TC members who also belong to the Austin-Healey Club of America recently took the long road north to AHCA's annual event, Conclave, June 21-26, in Kingston, Ontario, Canada. Hosted by the Southern Ontario AHC, the meet was blessed with favorable weather at the site, at the eastern end of Lake Ontario. Local residents enjoyed seeing nearly 200 Healeys zipping about the streets of the city and arrayed at the city park near the lake during the popularity show.

Conclave '09 featured special guests Peter and Ann Wisdom Riley and John and Caryl Sprinzel. Peter, Ann and John are former rally and racing drivers with rollicking stories to relate of their racing heydays. The torrential downpours and mechanical problems some of us experienced on the 1,000+ mile road trips to and from the event were as nothing compared to the trials these veteran drivers experienced some fifty years ago.

AHS&TC was well represented among the 222 registrants when it came time for prize-giving. Former STC president Don Schneider was awarded the coveted Gerry Coker Award for Excellence for his Florida Green over White 100M. This award is presented annually to an A-H 100 produced between 1952 and 1956 that exemplifies the combination of classic styling and driving enjoyment. Gerry himself makes the selection and created the traveling trophy; the recipient also receives a permanent award plaque. Don's striking car also won a 1st place award in the popularity judging for the car, and a certificate from the Children's Choice for "Other Color" cars.

Shawn and Tammi Miller took the 1st place award in the BN4 Class for their red car in popularity judging, while their daughter, Healey, won an award for the Children's Arts & Crafts.

Healey, like her namesake, was most creative and resourceful, as she put together her entry after arriving in Kingston. Other popularity award winners were Baird & Margo Foster's Colorado Red BJ7 (1st in class) and Flora Schneider's red BJ8 (3d in class). Ron Mitchell, an Encounter regular who drove from Michigan, won 1st place in the select BN7 II class.

That Healeys are meant to be driven was proved by Paul and Susan Parfrey. Not only did their car achieve an Honorable Mention in the very large popularity class of two-light BJ8s, but Paul also bested many contestants in the gymkhana. Winning was based on lap time consistency; Paul won 1st place in the Modified Class. The event took place at the Shannonville Motorsport Race Track, a 45-minute drive from the hotel. No warm-up laps were needed for this mile+ course!

Another Michigan resident and Encounter regular, Bruce Gearns, and his navigator comprised the only team of over 20 entrants to complete the very demanding TSD (Time, Speed, and Distance) Rally. For his successful effort, Bruce received a trophy as well as a valuable Frederique Constant Geneve Healey watch in a presentation box, along with a detailed Austin-Healey model.

Other STC members from various parts of the country who enjoyed the long drive to Conclave included Phyllis and Sam Allen (now in NC), Edie and Jon Arndt, Sue and Rick Brodeur, Linda and Carl Brown (NC), Linda and Jim Cox (VA), and Denise and George Crombie. Neither rain nor heat nor gloom of night stayed these Healeys from the swift completion of their trek to Canada, proving once again the road-worthiness of the Austin-Healey and the willingness of fellow members to help out when things don't go as planned on a grand Healey adventure!



Above: Some of the AHSTC contingent (L to R): Phyllis Allen, Paul Parfrey, Sue Parfrey, Sam Allen, Tammi Miller, Baird Foster, Margo Foster, Shawn Miller, Sue Brodeur, Rick Brodeur, Jim Cox, Linda Cox, Jon Arndt, Edie Arndt, Don and Flora Schneider



Above Flora and Don Schneider won the Gerry Coker Award for Excellence for their 100M.

Right Conclave's honored guests Peter Riley, John Sprinzel, and Ann Wisdom Riley recall their rallying and racing days in big and small Healeys.





Above: Driving Through a Monsoon in New York
Right: A glorious day in downtown Kingston,
Ontario.



Above: Shawn and Tammi Miller
with their *inukshuk* award.

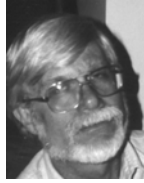
Below: Paul Parfrey proudly displays his gymkhana award. The figure of an *inukshuk* on the plaque represents the Inuit “image of man’s spirit.” It will be used as part of the logo for the 2010 Winter Olympics in Canada.



LONG ISLAND

By Paul Parfrey

Thursday evening, July 9th, the LI Region made its annual pilgrimage to the beach. I had just spent a week and 1200 plus miles with the Healey and thought I'd take something else that night. Well, something else wouldn't start so I was back in the old reliable Healey again. I have little fear of the Prince of Darkness or unforeseen mechanical breakdown in that car but the occupants' ability to survive the noise and heat gives me pause.



Oak Beach 7/9/09

That evening was perfect Healey weather though: cool afternoon and cool evening and even a little chilly on the trip home in the dark. After a stop at Oak Beach, we drove to Fire Island to watch the sun set and were treated to sightings of wild deer, rabbits, and two foxes. Among those enjoying the evening out were Tedd Krummeck, Mary Ann Sekelsky, Mike and Carol Neumar, Steve Tjepkema and Lou Molinaro, Jim Elliott, Frank Filangeri, Ira Udasin, Bob Squillari, Arthur Lange, and Paul and Susan Parfrey.



*Further
Down the
Line at
Oak Beach*



*Healey Reunion - two cars
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By George Crombie

The Ice Cream Social in Denville on June 23rd was a bit wet; however, John Moore (MGC-GT), Larry & Barbara Griswold (BJ8), Jim & Corrine Vollmuth (Sprite), Steve Jekogian, Frank & Loretta Dapiran, and Richard & Barbara Ippoliti braved the elements to sample some of the flavors at The Dairy Barn. I didn't make it to this event as I was really enjoying myself (and the weather was absolutely fantastic) in Kingston, Ontario.



On July 21st, Steve Jekogian, Richard Ippoliti, Larry Gersten, and I met at Frank & Loretta Dapiran's home in Mountain Lakes to have a look at the Dapirans' 1959 BT7. Frank got this car from NH. There is a good bit of rust in all the usual places, but I'm sure we've all seen worse. He's tackling most of it himself, learning as he goes, and he's becoming quite an artist with a welder, at this stage. We are looking forward to seeing progress reports on this project as he attempts its resurrection.

I almost didn't make it to Canada for the Conclave in Kingston in late June. It seems I had misplaced my passport. I thought I was being smart to get everything together Thursday night for a Friday night departure. Denise and Sarah's passports were where they were supposed to be;



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mine wasn't with them. The three of us tore the house apart many times over to no avail. The only reason I could think of that my passport would not be with theirs was that maybe I had taken it down to the local unemployment office a couple of months earlier when I had to go down for orientation. Nothing more I could do at 11:30 Thursday night. Next time, I should give myself at least 48 hours.



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First thing Friday morning I headed to the unemployment office to see if anyone had turned it in. They said nope, and that they don't require a passport as proof of ID. My wife called me from her work. She had been checking online and discovered that it was possible

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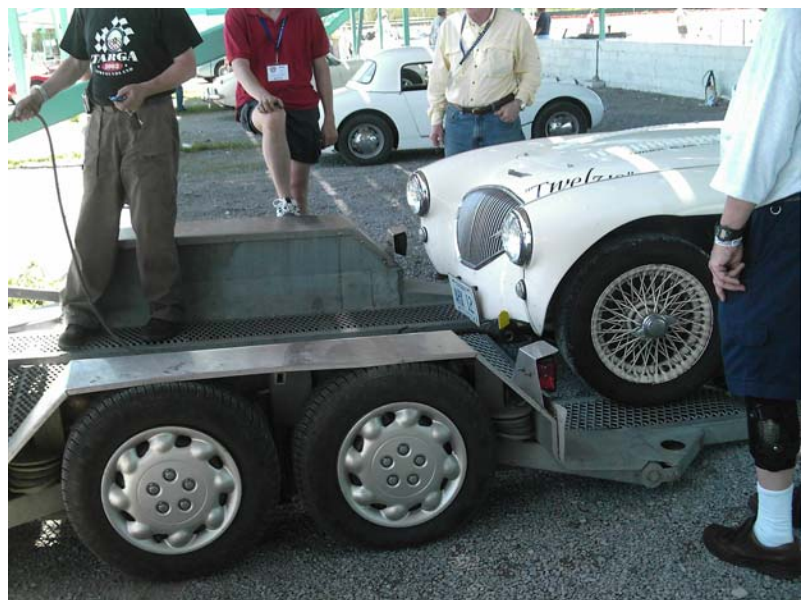
(unlikely, but possible) to get an expedited passport IF you showed up in person at one of the main, official passport offices. Like Philadelphia. It might be expensive, but it was better than being left home while they went off on MY vacation. So, I drove down to Philly with all my IDs and a pocket full of quarters for the parking meters and started praying.

I spent almost five hours in one line or another, doing this, doing that, standing on my left ear while reciting the Pledge of Allegiance in three foreign languages, and finally left Philly at 4:42 PM with a new passport in hand. Success!! Got home close to 6:30, loaded the Toyota, and we were off to Massachusetts for our first stop. Sunday we drove to Kingston.

One of the great things about these large events is that you are bound to encounter

some interesting and sometimes unique sights. This Conclave was no different, in that respect. Two of the pre-production Austin-Healey 100s (AHX-12 and AHX-14), as well as the first production Austin-Healey (all three owned by the same man) were in attendance. This man also bid, successfully, \$300 for the rights to Conclave Registration Number 1. The \$300 was donated to The Make-A-Wish Foundation.

There was also a Dodge Grand Caravan modified by Mike Salter (who rallies AHX-12) into what he calls the "CARCAMEL". You've got to see this vehicle to believe it!!



Philadelphia

By Al Tocci

Yikes, I feel like I am in one of those slumps when I have very little regional club news to report. It has nothing to do with what's going on in the region and everything to do with my lack of involvement. Members actually met on 3 separate occasions during in July. We had our regular monthly meeting, and two meetings to address Encounter 2010 planning. Unfortunately I was out of town for each meeting. Scattered among family vacations have been multiple college visits for my daughter who will be a high school senior this year. It feels like every week when my bank account doesn't reconcile it's because EasyPass has debited it for another \$70. Thanks however to the power of efficient planning for once, my daughter just happened to visit the University of Pittsburgh at exactly the same time as the Pittsburgh Vintage Grand Prix! And it just so happened that fellow region member, George Maffett, has a daughter who wanted to see the university during the same weekend! George had never been to the Vintage GP before so I was more than happy to introduce him to the event. One could say I owed him as he was the person who introduced me to the Zippo Grand Prix in Watkins Glen some years back! Pittsburgh never disappoints and this year was no exception. As an added bonus, we got to see Jason Urban running his MG in the pre-war class. For a guy that hasn't been at it for very long, Jason certainly held his own during the practice and heat race that we saw. Hopefully he wasn't too star-struck either as he was parked next to Dick Vermeil and one of his pre-war racers in the paddock area! Dick seemed to have a bit more anonymity in Pittsburgh than he would in Philadelphia! Fortunately we had better weather in Pittsburgh than we've experienced around here for much of the season. I have fueled up the Sprite exactly once this year and I am pretty certain the fuel gauge needle is still on 'F'. I can't blame only the weather for that, but it's been one of those years. I am certain that all who attend Encounter this



year will get the latest updates on next year's Encounter as well. Planning seems to continue to go very well thanks to the incredible efforts of those involved. Since Encounter 09 will be behind us when this article is published, it's not too early to start thinking about 2010; especially if you are someone who, like me, was unable to attend this year due to circumstances. Look for next month's article to contain all the Encounter 2009 reports, reviews and results (which I'll have to get elsewhere), and hopefully some 2010 updates as well. My apologies for another brief article; if anyone more plugged-in than me wants to write next month's article just let me know!

