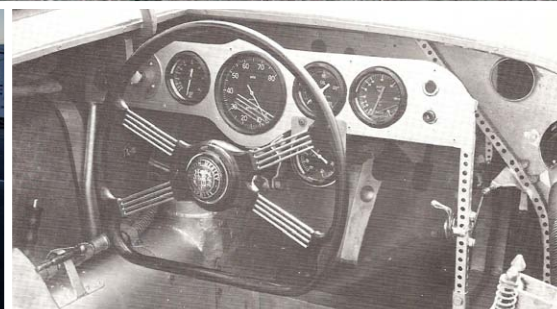


# The FLASH

NOVEMBER 2009 | ISSUE 388



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



## THE AUSTIN HEALEY SPORTS & TOURING CLUB

P.O. Box 3539 | York, PA 17402 | USA

[www.austin-healey-stc.org](http://www.austin-healey-stc.org)

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*Main Cover Photo: North Jersey Fall Tour*

*Below: Bonneville; 219 cockpit; Harrisburg Regional Outing*

# Ramblings

by Nigel Smart

EDITOR'S  
NOTE

Well here we are at the end of another driving season. It's also more than that; it's the last issue for 2009 and the end of an era for me personally. This will be my last issue as editor as I plan to step aside at the next board meeting in mid November.

It's been a long road this last 10-12 years and we've seen many changes in the club and in particular I've been able to usher in a whole series of transitions which have included;

- Several reorganizations in the content and layout of the Flash
- Color for the special Flash editions
- We cut costs dramatically at the printers by reducing the paper weight
- We went to first class mail and back to bulk after the introduction of the regional e-Flash
- Finally, we brought in a fully electronic copy this year after a few trial editions

...and finally we've transitioned to a new format and bought in Jen Ohs from Boomerang to bring a new touch of professionalism and forward looking style to the electronic magazine.

Many changes I'm sure you agree!

I'm proud of the progress we've made but now it's time for a fresh hand at the wheel, so please give your support to Steve and Jen as they take things over in the New Year.

In leaving my post I have many fond memories, one in particular is having been able to influence the direction of the club especially through some of its more difficult moments.

I am grateful for having had the opportunity to serve the club in this capacity and look forward to some new way to provide continued contribution...which is the only thing I know to do!

Lastly, the Smart household and business has had many unsung heroes connected with producing the Flash over the last decade or so, and it would be remiss of me if I don't acknowledge their contribution.

First, Bonnie Bowman who made a tireless contribution in the middle years as our format guru.

Second, Ellen Evans who became the assembler at our business office in later years.

Lastly and most importantly, Denise my wife for the hours, days, weeks, months, years of thankless help and encouragement without whom we would never have completed anything! To you all I say thank you from the bottom of my heart.

Okay with all that said,...and now for something completely different (Monty Python)

See you all around.

Nigel.

I'm grateful for  
having had the  
opportunity to  
serve the club...

***This is my last column as President of AHSTC, and thanks for letting me do it.***

I am amazed that AHSTC, which is a “volunteer” organization, run by members, has continued for 34 years! This is a testament to the dedication and enthusiasm of the hundreds of people who have been responsible for the “care and feeding” of AHSTC.

Like any group or organization the people running it change but hopefully the “core idea” stays the same. AHSTC is no different and the members seem to continue to enjoy the cars, enjoy the people and friendships they have made over the years, and enjoy the events, especially Encounter.

The number of current and past members that have run events, chaired or worked at Encounter, were regional Presidents or were on the AHSTC board of directors is huge, and thanks to all of you. As many of you know, many of the same people have done many jobs over the years.

In AHSTC’s 30 plus years, there have been five corporate Presidents. At the November Board of Directors meeting we will elect the sixth club President with Ray Donovan (Philadelphia region President) being nominated. Ray has been in the club many years and has been very active in the Philly region and at Encounters. The board feels he will continue in the tradition of keeping AHSTC the vibrant, active, local club the members have come to like.

I would like to thank the other AHSTC board members who have helped me and helped direct the club the past eight years of my Presidency.

Gerry Kunkle has done a wonderful job as treasurer helping to manage the club’s money and making it easy for the Board and regional Presidents to understand and manage the member’s money.

Nigel & Denise Smart who, as I have said many times, did the thankless job of Flash editors for well over 10 years. Their dedication to produce the Flash twelve times a year, for 12 years or 144 issues speaks volumes for their tenacity and love of the club.

Rick Brodeur as membership chairman has done a great job of keeping the 350 members info and e-mails up to date ( not an easy task) and has moved the club back to a one time of year membership renewal. You will be seeing your renewal in the mail in late February so send it in and remember the dues were reduced in 2009 to \$30.00.

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George Null *1983-1985*

Mike Haran *1986-1989*

John Morrison *1990-1994*

Don Schneider *1995-2001*

Steve Jekogian *2002-2009*

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## Overdrive Cont...

Del Border has been the reporting secretary and keeps the best records of the board meetings so we can all remember what we discussed, voted on and have to do. In addition, he continues to keep us entertained with his car in the gymkhanas.

Members who are not directly on the board but have important positions that have improved the club.

Larry Griswold is responsible for advertising and has increased advertising revenue to help offset the running of the club.

Jason Urban who moved the club into the 20th century by designing our first website and kept it updated for years.

Jen Ohs (who grew up in AHSTC -Trish & Paul Woglom's daughter) who is managing the second AHSTC web site (austin-healey-stc.org) and has undertaken the electronic Flash.

Ben Kenion who for years prior to being call to duty in the armed forces put the "shirt on your backs" so to speak by managing regalia.

Now regalia is being managed by Trish Woglom and Charlene Donovan.

I could not have run AHSTC without all of the above people and without the help of countless other members who offered guidance, suggestions and constructive criticism along the way.

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Welcome to Fall, or is it early Winter. Brr. We had our October meeting last night (19th) @ the Topp Diner in Bethlehem. Attending were the usual faithful, Ken and Cindy Beck, Gerry Kunkle, Tom Mantz, Bob Weaver, Bob Messenger, Bob Pritchett, Bob Snyder, Rick "Bob" Brodeur and yours truly, Mike "Bob" Bradley. Just a little "BOB" humor-you had to be there. See what you are missing ? We had a pleasant meeting with further discussion regarding our successful Encounter. Kathy was surprised to see me return so early. I pointed out that since Encounter is over, our meetings are significantly shorter.

We mentioned several events still to come in October and November and these will be sent via the E-Flash. Some comments were offered as to the size of the Flash download and I will bring these up @ our next Corporate Board meeting. For anyone interested, this will be held @ Ken's K & T Vintage Car Garage in Bethlehem on Saturday, November 14th. You are all welcome. Remember, this is your club.

As required by our charter, we had nominations for officers. Tom Mantz nominated all of the current staff: President-Mike Bradley; VP-Ken Beck; Treasurer-Bob Snyder; Sec'y Bob Pritchett, Events Coordinator, Bob Messenger and Flash Editor-me again. Maybe we should nominate some more Bobs and have an all Bob staff ? Please forward anymore suggestions for nominations to my e-mail above. Come on out and participate-it

isn't hard and not that time consuming.

Bob and Judy Weaver have graciously offered to again host the Christmas Party. It will be on Saturday December 5th @ the Weaver's. Cocktails @ 6:30 PM. Directions to follow. Please RSVP to me ASAP so I can give them a count of attendees.

Thoughts and prayers go out to Phil Nase, still recovering from his bout with Limes Disease and to Bob Miller who was recently in the hospital. Get well guys, we miss you.

Happy Healying-see you all at the November meeting (Monday Nov 16th @ The Topp Diner-) be there or get elected-you all know how that works.

Mike.

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# Membership News

by Rick Brodeur

MEMBERSHIP

Let's welcome our new member this month:

## Harrisburg

Frank & Sandra Kocevar  
Hummelstown, PA  
'65 BJ8

## Philadelphia

Benjamin & Jan Chack  
Washington Crossing, PA  
'66 BJ8

## Lehigh Valley

Glenn Abello  
Forest City, PA  
'67 BJ8

Jerry & Stephanie Hallman  
Nazareth, PA  
'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](mailto: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 in the directory and also on our web site.

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## AHSTC Drivers Venture to Canada

by Baird & 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, outwitting 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,



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



Driving through a monsoon in New York.



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 & Flora Schneider.



## AHSTC Drivers Venture to Canada Cont...

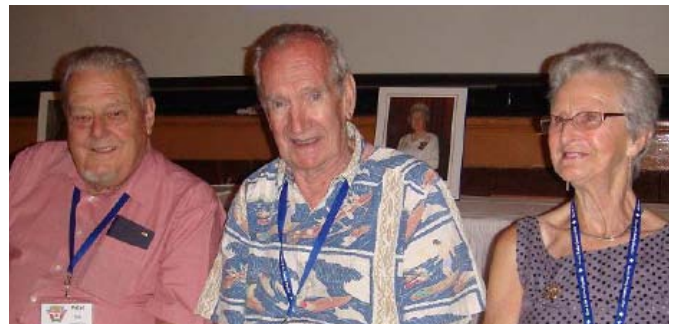
Healey, won an award for the Children's Arts & Crafts.

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 Gears, 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.

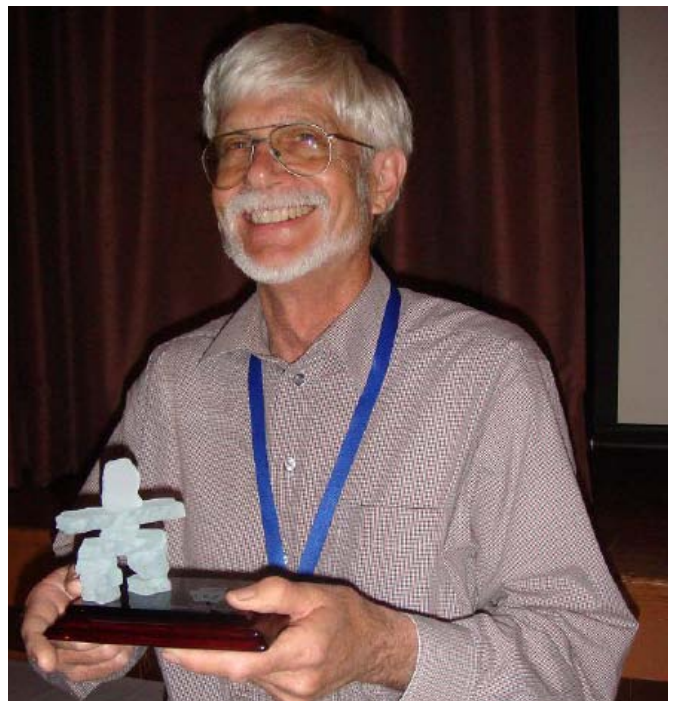
Other STC members from various parts of the country who enjoyed the long drive to Conclave included Phyllis and Sam Allen (now in NC), Edie and Jon Arndt, Sue and Rick Brodeur, Linda and Carl Brown (NC), Linda and Jim Cox (VA), and Denise and George Crombie. Neither rain nor heat nor gloom of night stayed 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!



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



*Shawn & Tammi Miller with their inukshuk award.*



*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.*


The Fall Tour scheduled for Saturday, October 3rd, was postponed a week due to rain. Rain has played havoc with our scheduled activities this year. It was nowhere near as bad (wet) as it had been for FallFest three weeks earlier. It was a bit damp in the morning; just enough to put it off a week. Fast forward a week to...October 10th. Overcast with drizzle; clearing by mid-morning. Where have I heard that one before?

I got up early, turned on the computer and checked for any last-minute e-Flash messages on the status of the Fall Tour. All good; looks like it's on. After a shower (with soap, not rain) and a couple of quick errands, Denise and I were on our way to Art and Joan Herkomers' in North Jersey, a good 40 miles or so to the north. We left in the drizzle, drove through a couple patches of rain, and emerged on the other side into clearing skies.

We got under way at 11:00 AM with six couples in four British cars and two BJ9s. Art and Joan led the tour in their family sedan, while Denise and I brought up the rear in our Toyota. Sandwiched in between were Ralph & Vera Scarfogliero (red '56 MGA), Charlie & Evelyn Becht (black/red 100-6), Rob & Chris Barbaro (cream '53 Jag XK120), and Bill & Megan Kaltnecker (red '66 BJ8). Our destination: The Chatterbox Drive-In restaurant, in Augusta, NJ.

To get there, we ventured through Ringwood, West Milford, and Ramapo Valley. We passed by Wawayanda State Park and crossed into Pine Island, NY. We travelled through Glenwood and Vernon and Wantage. After wandering around on some terrific rolling, twisting county roads, we found our way back into New Jersey. A few miles further on, we arrived at our destination for lunch.

The Chatterbox Drive-In is a 1950s/'60s themed diner, where you park around the outside of the diner, and go inside to order and eat. They would prefer you to leave your car(s) out in the parking lot, but apparently someone didn't get the message. There was a 1956 Chevy Bel Aire convertible sitting right in the middle of the dining room. Oh, wait a minute. Are you telling me that was supposed



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## North Jersey Region Cont...

to be there? Okay, then, what about the train that was circling the room overhead? My wife told me that that was supposed to be there, too. According to their web-site, their Classic Car centerpiece changes monthly.

The menu is diner-ish and seems reasonable, ranging from salads to burgers and fries to lobster, averaging about ten bucks apiece; plus drinks and a tip. There was a good bit of 1950s/60s memorabilia decorating the walls, from posters and pictures to 45 RPM records to models of classic cars. I did not, however, notice any pictures or models of any Austin-Healeys. I may have to dig into my toy box again and make another trip out there. I can see hanging out at this place quite a bit, if I lived closer. Maybe we could do a club meeting there? Just a thought...

While we were eating, a gentleman saw the back of my shirt and came over to ask if I had my Healey outside. I told him no, but that a couple of others in the group did. He mentioned that he had two 3000s. I gave him a card with my name and phone number, and told him that we were on an outing with the Austin-Healey Club and asked him to give me a call. I haven't heard from him yet, but I hope to in the near future.

Leaving The Chatterbox, we scattered to the winds, each finding our own way home. On our way home, Denise and I crossed parts of the route we took on the Spring Tour. There are many scenic areas in this section of New Jersey. Hats off and thanks to Art and Joan Herkomer for putting this tour together. The Chatterbox Drive-In is located at: 1 State Hwy 15, Augusta, NJ. This is at the junction of Routes 15 and 206. Their Phone number is 973-300-2300. Stop by and check it out if you find yourself in the area.

The October meeting was held on Tuesday night, October 20th at 7 PM at the La Cucina restaurant on Diamond Spring Road in Denville. Well, most folks got there on time. I came straggling in much closer to 8 o'clock, due mostly to my not-so-



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Bruce and Inan Phillips

good (poor) night vision and not being able to find Diamond Spring Rd. I offer my most humble apologies to those who waited, trying to reach a quorum, so we could conduct club business. Unfortunately, my arrival did not quite do it; we were still a member or two short. Therefore, Club Officer elections will take place the next time sufficient members are expected to gather, which will be at the club's holiday party, on Saturday, December 5th. Those waiting so patiently for me at La Cucina were Richard Ippolitti, Steve Jekogian, Tom Mulligan, Larry Gersten, Frank Dapiran, and new member Steve Feld. Since we did not have enough members to conduct business, the meeting consisted of mainly eating, drinking, and a good bit of carousing; the latter of which spilled out into the parking lot after the restaurant closed down. You need not fear being nominated for an office this year; I think the slate has been covered, so come on out to the holiday party and partake of the merriment. If you find that you can't make the party, you can still call and assign someone who is going your proxy vote. The next club function will be the holiday party on December 5, 2009 at Larry & Diane Gerstens' in Chester. More on this, with directions and a phone number (also good for your proxy vote) will be coming in an e-Flash from Richard, so stay tuned...

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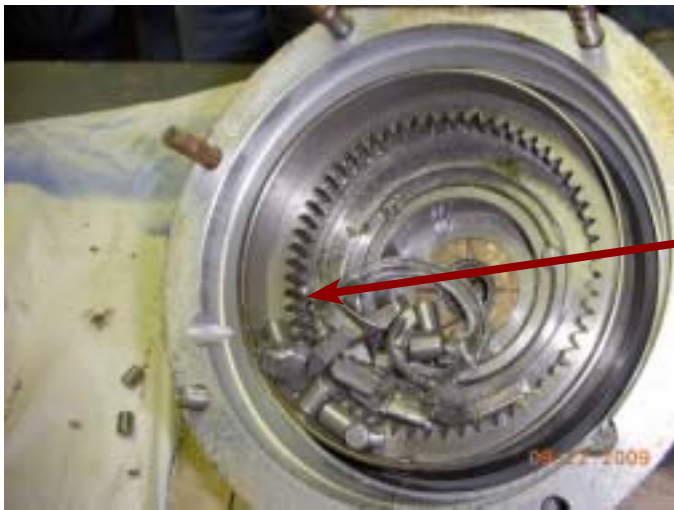
# Tech Article on Overdrive

by Steve Jekogian

TECH ARTICLE

**D**on Schneider had an “issue” on the way home from Encounter, when the red 3000 overdrive LOCKED ON. He parked the car and could not back the car out of the parking space. He realized the OD was locked on and was SMART enough not to force the car backwards. Remember when the OD is locked on, even if the trans is in neutral and clutch depressed, the OD is locked and any backwards movement will severely damage it.

Check out this photo of the OD Joe Costa took apart at the North Jersey meeting recently.



Should NOT be bent like a pretzel

How did Don solve this “issue”? He called AAA and they lifted the rear wheels off the ground and pulled him out of the parking space. Now he could drive forward with no problem (remember even a flat bed would damage the car when it roll it backwards off the bed). It could have been a pressure build up in the OD or a stuck ball valve that caused the problem.

Just a little TECH ARTICLE tidbit that could save you thousands of dollars and a lot of embarrassment.



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Ten members showed up on Monday night for our regular monthly meeting. We know the Kobs were in the Caribbean, the Kirlins were in Hawaii, and John H. was at the Phillies game so I can only guess that the rest of the missing regulars were tuned in to the Phillies-Dodgers game at home, and/or they completely forgot that the 19th was in fact the 3rd Monday of the month. Those in attendance held annual regional club nominations/elections and aptly chose absent members to fill vacated positions throughout the region. Congrats; we look forward to seeing the nominees next month to clue them into their new club roles! Other discussions among those present focused on a November Hat & Mittens Tour and an early December holiday party. A Mid-November Sunday seems the most likely possibility for our final tour of the year. And we penciled in Sunday, December 6th for a holiday party date. Several restaurants were proposed and a few volunteers are calling around to see where we could best be accommodated. Watch for e-Flash updates on both events.

Several folks at the meeting participated in the fall tour which occurred the prior Sunday and it sounded like the choice of days (the weather actually cooperated!), roads, and destination restaurant were all excellent decisions. Walt White also brought pictures from his recent visit to the Simeone Foundation Museum. He attended the Aston Martin – Ferrari Demonstration day and it looked like a great opportunity to see part of Dr. Simeone's collection in motion. For those yet to experience the museum (or even if you have), consider adding it to your 2010 Encounter plans. It most certainly is worth the visit.

In other news, I just received my latest issue of Sports and Exotic Car magazine. A nice 6-page spread on a 1956 100M was followed by a 6-page article and photos of a Speedwell Sprite GT. If you are not a subscriber, it's worth picking up a copy this month. Also featured were some of the sales from the Gooding & Company Pebble Beach Auction. Naturally a magazine can choose to list or omit whatever they want, but from the sales listed, it appears as though values were okay this year and people are spending good money on quality vehicles.

Speaking of quality vehicles (snicker), we had a break in the rain and cold today and I made a last minute decision to take the Sprite to a local soccer game rather than the trusty '94 Toyota pickup. For 9 years, the Sprite has been as, or more, reliable than about any car I've owned. Naturally with the sun shining on a beautiful fall day, the battery in the Sprite would barely turn over the anemic 1098 engine. The jumper cables were in my wife's car; she wasn't home. And my jumper box had no charge in it. I was forced to recover the car, pull down the garage door and head out in the reliable but boring Toyota. Oh well, it just wasn't meant to be today. Since the battery is only two years old, I guess I'll have to get myself back out to the garage and figure out what the issue is. In the meantime I'll read about 100M's and Speedwell Sprites!

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# Long Island Region

by Paul Parfrey

LONG ISLAND

The Cruise to the Light Auto Show at Robert Moses State Park was postponed from Sept. 27 to Oct. 4 due to rain. October 4 was a beautiful day. Those in attendance were Stu Smith with his newly acquired bugeye Sprite, Steve Tjepkema with his 100-6, Ira Udasin with his 100, and me with my BJ8. Stu, Ira and myself won trophies in our respective classes (exactly what the classes were we're not entirely sure). I caravanned out to Fire Island with Joe Curto and his Morris Minor panel truck, and my neighbor, Kevin Higgins, and his Volvo 122. Kevin is well-known to LI members as he attended many of our beach runs and Floyd Bennett gymkhanas. No old car outing is complete without car trouble and the 4th was no exception. Joe's panel truck developed a spectacular ignition problem, a backfire that would stop the engine, and a serious oil leak. So, on the way home, we three were pulled over on the Northern State Parkway, causing extensive rubber-necking delays.

The ENYMGA Club Gymkhana at Floyd Bennett Field was held Oct. 11 instead of Oct. 10 as it was also postponed due to the threat of rain. Again the rain date turned out to be a beautiful day. Jim Elliott participated with his BMW convertible and I with my Fiesta. Stu Smith stopped by keen on attending the hangar tour that follows the driving event. I had to leave early and was unable to see the progress on the HARP (Historic Aircraft Restoration Project) replica of Wiley Post's Lockheed Vega "Winnie Mae", and the ongoing restoration of their PBY Catalina. Rich Miot also came by with his two sons, Runako and Raynard. Rich had recently purchased NJ member, Vito Buccarelli's BJ8.



*Stu and his new bugeye*



*Healey trio with their trophies*



*Queens contingent: Kevin, Sean, Glen & Chris Higgins with Paul Parfrey & Joe Curto*



*Paul, Jim & Rich with Raynard & Runako*

**UPCOMING BRANDYWINE EVENTS***Thursday, Nov. 19, 7PM*

Elections at Matilda's restaurant, rt.896 in Newark, Delaware. Show up and be elected or be appointed by default.

*Saturday, Dec. 5th, 6PM*

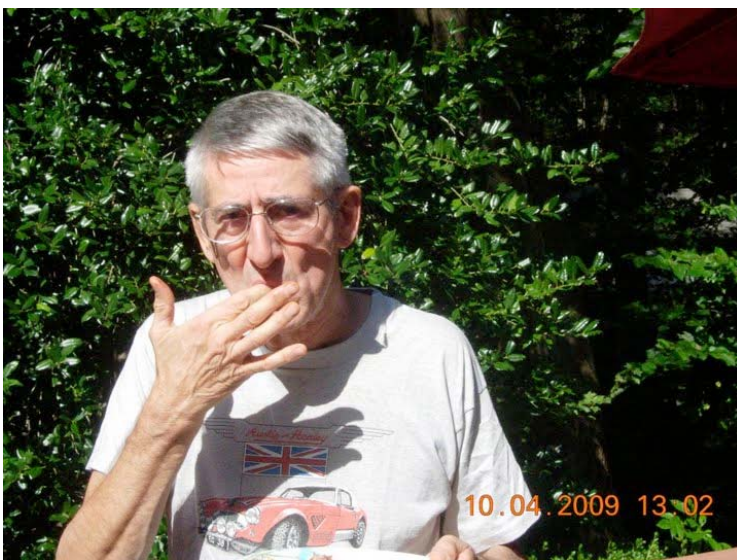
Brandywine Christmas Party. Stoney's British Pub on rt.202 north of Wilmington will again be the scene of the merriment. Come out and celebrate the holidays with your fellow Healeyites.

*Thursday, Jan. 21st, 7PM*

annual meeting for planning Brandywine Events for the new year. Matilda's.

The annual Brandywine Region Picnic was held on Sunday, Oct.4th. It was postponed from Saturday because of rain. Sunday turned out to be a picture perfect fall afternoon. A total of twenty attended the picnic at our house in Maryland. Barbeque chef Andrew Leser utilized his new Weber smoker to prepare several racks of pork ribs -- yummy. A separate grill afforded hamburgers and hot dogs. Along with contributions from the other members, an excellent assortment of goodies was available. Among the various libations consumed, the Spaten Oktoberfest beer ranked at the top. A warm welcome to Stephanie Koch and her father John. Stephanie had just recently purchased a Sprite which is to be restored, while her dad has a modified big Healey ready to get back on the road. The accompanying photos will attest to the good time had by all!

Our Encounter 2011 chairman Dave Ehret reviewed a possible site with input from Joan and myself who had made





## Brandywine Region Cont...

an initial scouting trip to the area. More investigation will be ongoing to see if this location will be suitable.

Prompted by Nigel Smart's October article on ZDDP containing oil suitable for our Healeys, Joan and I visited Whit Ball's Healey Garage in Downingtown. We did get a supply of Penn Grade High Performance 20W-50 oil and also inspected Whit's fabulous collection of autos. His 1910 Pierce Arrow, Bentley, Healey Elliot, and Austin Healey racers are truly exceptional. Thank you Whit for an informative and enjoyable tour.





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## ENCOUNTER 2010

Encounter 2010 - August 11-15, 2010

by Trish Woglom

**E**ncounter 2010 Planning Committee has been busy at their monthly meetings working on an enhanced sponsorship level program, finalizing our Wednesday evening out at Simeone Foundation plans, and the addition of a guest speaker to add to the festivities to make Encounter 2010 the Austin-Healey event that you don't want to miss.

So you can plan your attendance, a preliminary schedule of activities is on the opposite page – more details will follow.

The Wednesday evening Bus Trip to the Simeone Foundation Museum will be limited to two (2) buses - maximum of 74 people. So if this interests you, don't wait any longer. Send your registration form (or a note) with \$49.00 pp. to Jennifer Payne. We currently have 18 people already signed up for this activity.

Any questions, reach out to Jennifer Payne – Registration at [jjpayne3@verizon.net](mailto:jjpayne3@verizon.net).

## Encounter 2010 - Award Winners!

### YOUR CAR HERE RAFFLE WINNER

*Steve Jekogian*



### BILL BRAVO POSTER WINNER

*Anonymous - To be Auctioned Off!*



### FREE REGISTRATION

*Jim & Marilyn Leshner* Reg # 57



### **WEDNESDAY, AUGUST 11, 2010**

- 2-3 PM *Registration*
- 3 PM *Bus leaves for Simeone Foundation Tour*
- 4:30 PM *Guided tour of Simeone Foundation Museum*
- 7 PM *Buffet Dinner*
- 8:30 PM *Bus leaves for Normandy Farm*
- 9:30 PM *Back at Normandy Farm Hotel, Blue Bell, PA*

### **THURSDAY, AUGUST 12, 2010**

- 9 AM *Rallye School*
- 10 AM *First car off - Rallye*
- 1 PM *Hospitality*
- 2 PM *Tech Session – Novice “Driving a Stick Shift Car”*
- 3 PM *Tech Session - TBD*
- PM *Time for Scenic Tours - Historic Roads*
- 7 PM *Guest Speaker Informal Talk*
- 8 PM *Charity Auction – “Make-A-Wish Foundation”; Silent and live auction; Wine & Cheese Reception; Short Cooking Demo given by top hotel chef*

### **FRIDAY, AUGUST 13, 2010**

- 8 AM *Gymkhana*
- 1 PM *Hospitality*
- 1 PM *Corporate Board Meeting*
- 1 PM *Kiddiekhana*
- 2 PM *Tech Session - TBD*
- 3 PM *Tech Session - TBD*
- PM *Time for Scenic Tours, Shopping, Napping*
- 6 PM *American BBQ*
- 8 PM *Valve Cover Races: Awards from Thursday & Friday Events*

### **SATURDAY, AUGUST 14, 2010**

- 9 AM *Funkhana*
- 1 PM *Hospitality*
- 1 PM *Popular Car Show - Details to Follow*
- PM *Time for Scenic Tours/Hospitality*
- 7 PM *Awards Banquet (sit down dinner) @ Award winning restaurant*

*What follows is an excerpt from Gordon Whitby's book, *Earning the American Dream*, published in May, 2009. The recent publicity and excitement about the recreated Austin-Healey Streamliner of 1954 and its record run attempts at Bonneville in September 2009 ([www.healeysatbonneville.com](http://www.healeysatbonneville.com)) overshadow the International speed and endurance records set by the Sprite Streamliner, EX-219, fifty years ago.*

*In 1959, BMC sent two Streamliners to the Bonneville Salt Flats to attempt to set new records and publicize their sports cars in America. One was the MG EX-181 (EX for experimental), driven by England's Stirling Moss and America's Phil Hill. The other was the Sprite EX-219, which was really the older MG EX-179, rebadged as an Austin-Healey Sprite. BMC's publicity handout said the record attempt was an endurance test for the Sprite and BMC's 950 cc 4-cylinder "A" series engine. Whitby relates his memories of the runs on the Salt Flats in 1959. – Baird Foster*

### **Austin-Healey Sprite EX-219**

The following will give you more details as to the drivers and specifications of the Austin-Healey Sprite EX-219 and the M.G. EX-181 "Teardrop" cars that we ran on the Salts during September 1959. As for the right-hand drive Austin-Healey Sprite EX-219, it was very similar to the EX-179 that we used in 1957 except that this 950 cc 4-cylinder "A" series engine had a low 7 PSI Shorrock super charger installed giving the small engine 78 BHP at 5,500 RPM and 86 BHP at 6,000 RPM. Various speeds could be obtained by using different rear axle gear ratios.

Weather conditions had to be nearly perfect as it greatly affected the surface of the salt. Any breakup of the salt surface could be disastrous, especially on the 10 mile racing circuit where the Sprite averaged 150 MPH for 12 hours at 6,000 RPM. Wind played havoc with high speed race cars as it greatly affected the driver's ability to keep the average speed up and keep the car on the track hour after hour.

The chosen drivers for the 12-hour endurance runs were well known International race drivers, namely Tommy Wisdom of Britain, Ed Leavens of Canada, and Gus Ehrman of the U.S. Tommy Wisdom took the first three hour stint, Ed Leavens the second, and Gus Ehrman the third. To complete the twelve hours was Tommy Wisdom who was also very well known in competing most successful in International races and rallies starting back in 1929.

It was decided to make some additional one hour standing start runs with the Sprite, with Gus Ehrman at the wheel. New records were established for 50 KM, 50 miles, 100 KM, 100 miles and 200 KM which ended the Sprite's 1959 successful season. It should be pointed out that road racing was quite popular on the East Coast of the U.S. because of people like Gus Ehrman who drove his M.G.T.C. AT Watkins Glen, New York in 1949 where he won in 1954 driving his M.G.T.D. Furthermore he also participated in many of the Sebring endurance road races, driving M.G.s.

The Healey Sprite EX-219 ran smoothly around the ten mile circle at speeds up to 150 MPH finishing the twelve hours at an average speed of 138.75 MPH. During the twelve hours, 67 new world and international speed and

## *Austin-Healey Sprite EX-29 Cont...*

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endurance records were established. This was a great accomplishment for such a small 950 cc production type engine as found in the early Morris Minor sedans and the first Austin-Healey Sprite sports car.

### **About the Author**

Gordon Whitby, of England and Northern Ireland, emigrated to America in 1952. With the attitude of “If you can’t make it in America, you certainly will not make it anywhere else,” he settled in southern California and began to “make it.” He recently published *Earning the American Dream*.

Whitby joined Gough Industries in southern California in 1952; Gough was an import distributor for British cars and later, a dealer. Whitby began as a mechanic and moved on to become General Service Manager through 1967. He was invited to join British Motor Corporation’s attempts at speed and endurance records at the Bonneville Salt Flats in 1956, 1957, and 1959. Here he worked with world-class drivers including Captain George Eyston, Donald Healey, Phil Hill, Roy Jackson-Moore, Ken Miles, Stirling Moss, and Carroll Shelby.

Following a successful career as General Service Manager for the BMC distributorship in Los Angeles, Whitby moved on to the Nissan (then Datsun) Motor Corporation in the USA. From 1967 to 1969, he served as the District Service Manager and then District Sales Manager.

Earning his “American dream,” he progressed to sales management positions for Nissan USA. From 1979 to 1982 he was Director of Dealer Support for all of Nissan USA’s dealers, followed by his promotion to Director of Fleet and Leasing for Nissan through 1984.

In August 1984, he left the automotive industry after more than 30 years of success and became Vice President of Business and Finance at the University of LaVerne in LaVerne, California. At ULV he took a failing institution and turned it around to one of fiscal solvency in just three years.

Mr. Whitby resides with his family in southern California and has spent the last few years writing his book *Earning the American Dream*, reviewed elsewhere in this issue. “Austin-Healey Sprite EX-219” is an excerpt from the book.

*- Baird Foster*



*Gus Ehrman in the Austin-Healey Sprite EX-219 drives for photos prior to making record runs at Bonneville, 1959. [Gus Ehrman photo.]*

by Baird Foster; Photos courtesy of Gordon Whitby

How could the world's fourth-largest automobile maker in the 1950s, British Motor Corporation, fail to become a major part of the "foreign car invasion" in America in the decades beginning in the 1960s? The answer lies in the autobiography of a man who truly earned the "American dream." [See "About the Author" elsewhere in this issue.]

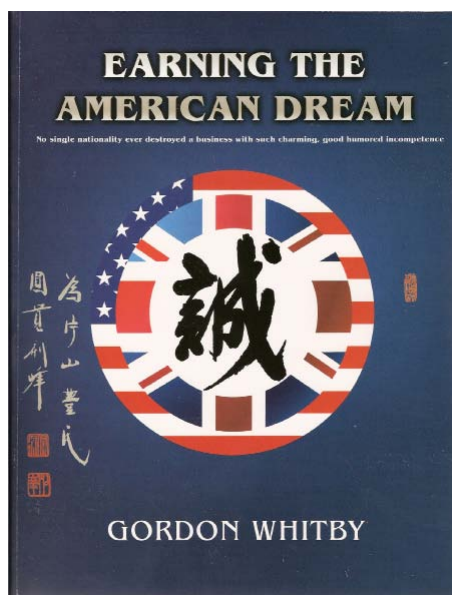
**EARNING THE AMERICAN DREAM**

By Gordon Whitby

ISBN: 987-1-4276-4036-9

Softbound. 348 pp. 8.5" x 11"

Fortunately for British car enthusiasts, especially Austin-Healey and MG aficionados, some of author Gordon Whitby's career was spent working for the British Motor Corporation in southern California. As a result, he can chronicle his hands-on experiences with British cars at the car preparation level for road racing and speed and endurance record setting by Austin-Healeys and MGs at the Bonneville Salt Flats in 1956, 1957, and 1959.



Book Cover

With outstanding recall and detail, he relates his role with Donald Healey, BMC Works drivers Phil Hill, Ken Miles, Roy Jackson-Moore, Stirling Moss (now Sir), and Carroll Shelby. Whitby includes many color photos, including some candid shots never before published.

Woven throughout the racing and car preparation exploits is a growing thread of the decline of British car imports to America and the reasons for that decline. Nearly constant feedback from Whitby to Syd Enever, chief engineer and designer for MG, about the market needs of the United States, especially in California, and the faults of the British cars imported here, had little effect on improving the cars—this despite Enever's effort to have the faults corrected by the factory and its suppliers. Many letters to/from Enever are reproduced in the book.

As the British car imports declined in the late 1950s to mid-1960s, imports from Japan and West Germany—Toyota, Nissan (Datsun), and Volkswagen grew steadily. Several tables show these dramatic changes.

Whitby also cites the unwillingness of the British manufacturers even to visit America to see first-hand the different market requirements here. The American needs were quite clear: a larger, four-door car; traditional position of the engine (not in the transverse position as in some BMC salons); an engine capable of powering the car long distances;

overall reliability; all synchro transmissions; proper engine cooling; and air conditioning—especially in the hot climates of the southwest. While British sports cars sold very well, the more profitable, larger sedans of other foreign and domestic manufacturers were on a rapid



Gordon Whitby (L) and Roy Jackson-Moore reunited in CA in 1997.

## Austin-Healey Sprite EX-29 Cont...

increase—something the British manufacturers could not or would not produce.

The author sums up some of these failures by noting, “(Younger) readers may find it difficult to understand why a powerful automobile company like British Motor Corporation, later to become British Leyland, failed to survive through the 1980s, whilst British factories of Ford and General Motors succeeded. European companies...with up to date factories producing more stylish cars continued on quite successfully....[t]he fault must be shared by an inept and complacent management at BMC, and headquarters that failed to recognize or understand the vast differences of the British and American markets and driving needs.” As automotive journalist David E. Davis, Jr. noted: “No single nationality ever destroyed a business with such charming, good humored incompetence.”

Whitby goes on to note, in great detail, the issues with BMC, including trade union nonchalance and poor quality parts from suppliers.

Tired of and frustrated by not being heard by anyone but his friend Syd Enever, Whitby finally left BMC and joined Nissan (then Datsun) in 1967. This rapidly growing Japanese manufacturer listened to Whitby, especially Yutaka Katoyama (Mr. K), the head of Nissan Motor Corporation in the USA. The improvements suggested by Whitby could be seen on the imported Nissan cars almost immediately. It was with Nissan that Whitby ended his long and varied career in the automotive industry.



Gordon Whitby by Gough Industries' Morris Isis, 1956.



Gordon Whitby tends to Gough Industries' racing Austin-Healey 3000, driven by Jim Parkinson.



Syd Enever (L) with Gordon Whitby at Wendover, Utah, 1956.

Earning the American Dream is a remarkable and educational read for those interested in automotive history and growth in America from the mid-1950s to the 1980s. Written by a man who both earned and lived his “America dream,” this book delves into documented detail about the author’s racing exploits and his contributions, in particular for the Austin-Healey and MG marques. Correspondence, charts, and photographs allow the reader to comprehend and enjoy this part of history in a way like no other.

To purchase *Earning the American Dream*, send a check for \$47 in US dollars (includes shipping). Make check payable to Gordon Whitby, P.O. Box 8327, LaVerne, CA 91750, USA. Outside the US, the cost is \$52 and includes shipping.

To purchase online, go to [www.classicmgmagazine.com](http://www.classicmgmagazine.com) and click on “Books.”

All profits from the sale of the book will be donated to cancer research.

## “The Art of the Automobile” Exhibition

by Baird Foster



*The Austin-Healey sculpture at the Arnot Art Museum: Some ask, “Is this art?” If it’s an Austin-Healey, the answer is “yes.” (The observer must be an MG enthusiast, or did she own a Healey in the past?) (Photo courtesy of Mark Steigerwald, IMRRC.)*

The Arnot Art Museum in Elmira, New York, unveiled its latest exhibition on September 26, 2009: “The Promise of Speed” and “Charles Addams and the Automobile.” The two-gallery event showcased the history, science, and fine art of automobile racing through artifacts and art objects; while original artwork by the renowned cartoonist Addams explored his interest and participation in the birth of road racing in upstate New York in the late 1940s and early 1950s.

Co-presented by the International Motor Racing Research Center at Watkins Glen ([www.racingarchives.org](http://www.racingarchives.org)), “The Promise of Speed” included original design drawings for several landmark machines, including those contributed by Gerry Coker, the body designer of the original Healey Hundred, introduced in 1952. Also included was a hanging “sculpture” made up of Austin-Healey body panels and wheels.

The Arnot Art Museum ([www.arnotartmuseum.org](http://www.arnotartmuseum.org)) is a world-class institution of fine art located at 235 Lake Street in Elmira, open Tuesdays through Saturdays from 10 a.m.-5 p.m. “The Art of the Automobile” will be on display through January 23, 2010.

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# Member Photos

# YOUR PHOTOS



Philly Fall Tour: Parking Lot at the Old Bethlehem Rd Hotel



Jim Cox at Bonneville



10.04.2009  
Brandywine Picnic



Philly Fall Tour: Allen Kramer's Bugeye



Weinberg's VW, Walt's Healey, Ben Kenion's Sprite, Dick Stover's Big Healey



Salt spray at Bonneville



Philly Fall Tour: Arrival at Lunch

**B**ack on September 26th I entered a car show in Wrightsville, PA which eventually led to my missing the Fall Tour 22 days later. I used to live in Wrightsille, PA and have returned for their Heritage Day car show, twice now, looking for anyone I went to school with back in the stone age. No luck either time. The best I could do the first time was to meet a woman who married the brother of the guy my girlfriend dumped me for. That's pretty far from connecting successfully with your past. This time my 3000 ended up parked by an immaculate 1934 4dr. Chevy. Diagonally across the street I spotted a King Midget, a car so rare it's the 1st I've seen since 1954. The owner turned out to be an Air Force Vet who, along with the Heritage Day M.C. had gone through basic training at Sampson Air Force Base, New York, same as I did, Well one thing led to another including an invite to attend the next meeting of the PA contingent of the base's veteran assoc. It was to be held at Indiantown Gap on the 18th of October (Fall Tour date!-rats!!). Nostalgia won out - I took Dot and hung out with this bunch who between 50' & 56' spent a mere 13 weeks in training at that long closed place and never ever forgot it. They agreed that whatever they became in life started there. That doesn't say much for me, but some of those guys turned out OK! Dot's glad she went - she took the 50/50 for \$70 clams!

For a first hand report of our Fall Tour you are directed to Shawn Miller's article that follows this. Our Region VP and Grand Poobah in waiting doesn't miss a thing- a good read!

Another car show I made was a repeat of a successful drill Olsen and I pulled off last year when we both took our Healeys to the Brits on the Bay Show on the edge of the Chesapeake in Eastern Maryland. With both cars in the driveway this year we are all set to go, right? - wrong, you hopeless optimist. Most of Don's car might have been ready, but the fuel pump took the day off. Not to worry, Don and I got there in my 3000 while the girls took the SUV (neither complained). Dot got the long distance trophy (car's in her name - I'm just the chauffeur), we had a great time, but a shakey forecast cut the attendance to less than half of last years. PS: the weather held OK and eventually cleared.

The Regions regular meeting on 20 October drew 17 (including our great speaker) to the Hillside Cafe on I 83 south of the PA turnpike. Spears and Shirk conducted a drawing to enable them to determine "blind partners" and therefore figure out who won the golf competition at the September meeting (awards at the banquet).

Don Schneider did a first class job of describing the actual course conditions at the Bonneville Salt Flats where he had witnessed the "Healey's Return to Bonneville" in September 2009. This is an on-site recreation of the 1954 original record speed runs that had produced a 24 hour average speed of 132.2 mph in the 100 endurance car and a



*Arndt's, Baldwin's and Hurley's Healeys at Lanco Poker Run*

flying mile of 192.62mph in the streamliner. That was heady stuff in '54. Don brought back 2 posters that he raffled off with the proceeds going to the club. Charlie Baldwin and Dave Hooper were the winners.

The regular 50/50 yielded Renie Sanders, Joanne Sweeney

## Harrisburg Region Cont...

and Don Zielke as winners and with all the club business wrapped up, Joe introduced our Guest Speaker for the evening, Bob Ladd.

Ladd Motors in Lebanon was a British car dealer that was a fixture in the area back in the day and still exists today as Ladd Hanford. Bob's history of how his family got into the business and how he himself entered into it was far more interesting than you might think. Recounting the ups and downs of a company in business that long is quite a tale and Bob sure told it well. He was personable, knowledgeable, and maybe the best speaker we ever had. The President is going to be hard pressed to top this!

Joe's e-mails provide details on our last two events for the year - call him if you have questions or don't get e-mails. The Banquet and Progressive Dinner are our premier drills - don't miss 'em.

While Hoffer was off reliving his youth, the real members went on the Fall Tour. Here's Shawn's report.

### THE FALL TOUR - by Shawn Miller

Oil seals are becoming brittle, the thermostat is corroding in the block, the fuel is turning to powder, the tires are developing flat spots, brake and clutch seals are hardening, oil is draining away from critical engine and gearbox parts, mice are making nests in your exhaust and seat foam! WELL, if you want to eliminate these issues then get out and drive your Austin Healey. That is what the fall tour for the Harrisburg region is all about. Sure the weather forecast looked less than desirable, but if you missed the tour, shame on you. Liz Brockman, and her son Scott, deserve a PhD in touring and rally routes. The weather cleared up just before the tour and provided a cool scenic drive through the northern parts of York County. Up and down the hillsides of the lesser driven roads provided views of a waterfall, creeks, bridges, stone walls and parks. At times the drive was slow, and at other times a bit on the spirited side.

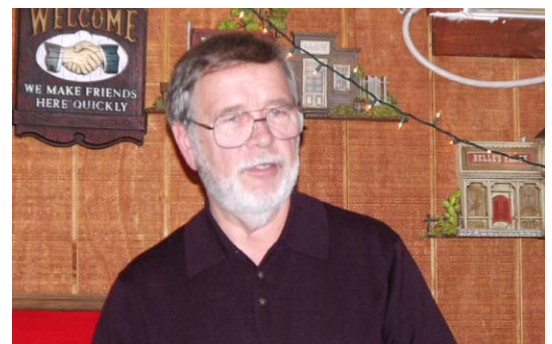
My navigator, Healey Miller, gently drifted into the "driving in the car slumber"- or maybe she was overtaken by the car's fumes from the 100-6 with a hardtop and side curtains installed. What she missed was an abundance of fall leaves being kicked up from the Mini in front of us and the leaves that danced behind us as we passed over. Mary Ann Walts, The Hoopers, Liz and Scott Brockman, Bruce Brockman's son, and Myself with Healey all made it for the tour. The Sweeney's joined us for dinner after the tour. In the future, if you hear the name Liz Brockman and tour in the same sentence, make sure you make it. You will not be disappointed. And your car will thank you.



*Healeys at the Hillside*



*Elvis Spear and Adoring Fans Rishel and Hoffer*



*Speaker Bob Ladd*

## Austin-Healey Sprite Sets 15 World Records: BMC Badge Engineering at Bonneville, 1959

by Baird Foster

In 1958, the new Austin-Healey Sprite drew critical acclaim following its introduction at Monte Carlo in May. Said Tommy Wisdom in *Sporting Life*, it is “the first ever people’s sports car...I have never driven a safer, faster car.” In the Donald Healey Motor Company scrapbook, Geoff Healey filled over 80 pages with reviews and tests. This publicity generated terrific sales for the new Sprite.

Large quantities of Sprites were arriving in America by 1959, and BMC decided that to this important market some additional publicity would be beneficial. The site of many record attempts, the Bonneville, Utah, Salt Flats was chosen for added publicity in spite of record runs getting a bit old in the public’s eye. Recall that “Big” Austin-Healey runs, in stock and modified forms, had set many international records in 1953, 1954, and

1956.

### Off to Bonneville, 1959

Nevertheless, BMC went to Bonneville in September, 1959 with a very special MG record breaker as its main car.

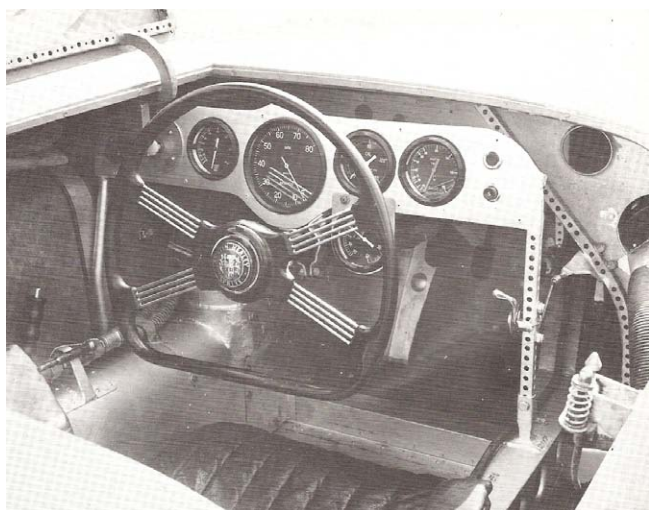
This vehicle was anything but stock, as this MG was built for top speed with an aerodynamic (streamlined, in late 1950s nomenclature) shape. This MG was called EX 181 (EX for experimental) and was designed by chief engineer Syd Enever at Abingdon to set international class records for distances up to 10 miles at speeds over 250 mph on the Salt Flats.

Taking another car to Bonneville to attack a different set of records wouldn’t add much to the costly adventure, so BMC decided to have Syd Enever design another record breaker around an MGA chassis frame and powered by a supercharged 948 cc Sprite engine. The records BMC sought for this Sprite-badged car, dubbed EX 219, were endurance records of 12 hours. Actually, EX 219 was a former MG record breaker, EX 179.

### Background on BMC’s EX 181 and EX 179

**EX 181** – MG Record Breaker in 1957 and 1959:

This purpose-built vehicle began life in 1957 and was the last MG record breaker. This special was styled by Syd Enever and had a teardrop shape; the media called it the



*The cockpit area of EX 219 shows the simple and clear instrumentation of the Smiths’ gauges.*



*BMC’s Sprite record breaker with mechanic Gordon Whitby at Bonneville, September 1959. (Gordon Whitby Archive)*

## *Austin-Healey Sprite Sets 15 World Records Cont...*

“Roaring Raindrop” or the “Teardrop.” EX 181 ran at the Bonneville Salt Flats in August, 1957 with test drives being done by Phil Hill from Santa Monica, California. England’s Stirling Moss arrived after his Grand Prix victory at Pescara, and after a few days of waiting due to rain on the Salt Flats, he set five international Class “F” (up to 1500 cc engine displacement) speed records, including a two-way average of 245.64 mph. The engine had a 1498 cc displacement and was supercharged.

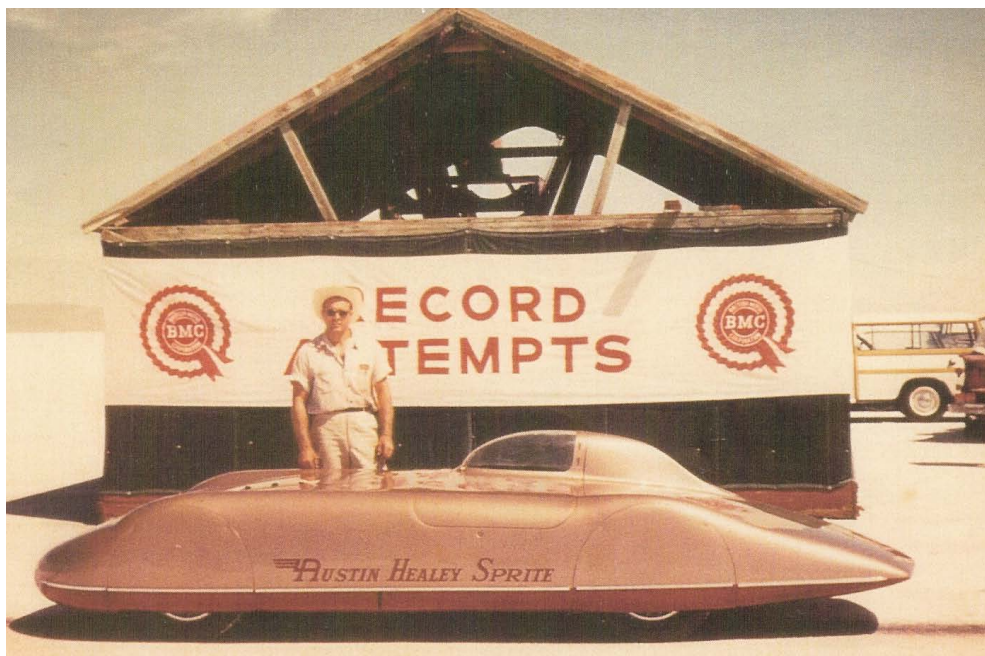
In 1959, EX 181 was rebuilt by development team member Cliff Bray and the 1498 cc engine bored out to give 1506 cc, thus enabling it to challenge the international Class E speed records (for up to 2 liter displacement) while keeping the 1500 cc class records set in 1957. Both Hill and Moss were slated to drive EX 181, but following bad weather delays, Moss had to leave to fill his Grand Prix driving commitments in Europe. Hill, however, drove to a two-way average 254.91 mph—a new speed record for Class E—setting a total of six Class E records.

**EX 179** – MG Record Breaker in 1954, 1956, and 1957:

This streamlined car, originally built on a spare chassis for EX 175, the initial prototype for the MGA, saw much action on the Bonneville Salt Flats. EX 179, with many runs on the salt, somehow survived its corrosive effects. Gordon Whitby, at the time a mechanic for Ken Miles and Gough Industries who had been hired by BMC to assist with the Bonneville runs in 1956, '57, and '59, noted in a recent interview that these BMC record breakers received “...a helluva good wash job on the chassis, body, and other parts. These cars were taken apart, washed, greased, and crated to be sent back to jolly ol’ England.”

According to Whitby, after the “Big” Healeys had run, they were quickly rinsed off. Ultimately, they rusted and were buried at the Healey Cape Works in Warwick. [Whitby’s motoring recollections, photos, and more have been compiled in his new book *Earning the American Dream*, published in 2009.]

In August, 1954, Captain George Eyston (who held many pre-WWII records at Bonneville) and Ken Miles, drove to 153.69 mph and ran an average of 120 mph for 12 hours. It was powered by a larger bore version of the 1250 cc XPAG engine developed by Morris Motors and called XPEG by Morris. This XPEG engine evolved into the



*The Austin-Healey Sprite Streamliner, EX 219, takes the checkered flag after completing a new speed and endurance record of 138.75 mph for twelve hours. Note the width and low profile of the car. (Gordon Whitby Archive)*

## *Austin-Healey Sprite Sets 15 World Records Cont...*

power plant for the improved MGTF 1500 sports car.

In 1956, EX 179 was driven by Johnny Lockett and Ken Miles to take 16 international Class F (up to 1500 cc) records including 170.15 mph for 10 miles and 141.71 mph over 12 hours.

In 1957, EX 179 was driven by David Ash and Tommy Wisdom in both supercharged (with a Shorrock supercharger) and un-supercharged engines using a 948 cc A-series engine. This was to become the engine for the forthcoming Sprite. As the new Austin-Healey Sprite had not yet been launched, BMC referred to the engine as a “Morris Minor unit.”

### **Sprite EX 219**

The Austin-Healey Sprite record breaker, coded EX 219, was developed to set speed and distance records in Class G (up to 1100 cc) and sell cars in America. However, when the running prototype was tested in the wind tunnel, it failed miserably due to aerodynamic deficiencies. Undaunted, BMC repainted the old, reliable EX 179 and called it an Austin-Healey Sprite. This repainted and rebadged car was shipped to Bonneville along with the MG car, EX 181.

The Sprite publicity handed out by BMC before the speed trials stated that “the record attempt is essentially an endurance test of the Austin-Healey Sprite, BMC 948 cc 4-cylinder “A” series engine. The engine and gearbox are in most respects quite standard...the few special parts, such as pistons, valves, valve springs and clutch, are the same as can be obtained through BMC Service Ltd. for competition tuning of the standard Sprite.” In other words, the “standard” Sprite 948 cc engine was extensively modified for the record attempts. Additional power came from a Shorrock, low pressure, belt-driven supercharger. This engine, built for the 12 hour record runs, produced 78 bhp at 5500 rpm or 86 bhp at 6000 rpm. BMC claimed the Sprite would utilize about 70 bhp at 5400 rpm for 135 mph with a 2.88 to 1 ratio at the rear axle.

In order to achieve maximum speed sprint records at shorter distances, a spare engine with a slightly higher compression ratio was available. BMC’s publicity read that this engine “developing 98 bhp at 6500 rpm, with which it is hoped we shall attain 145 to 150 mph.”



*Driver Tommy Wisdom sits behind the wheel of the Austin-Healey Sprite EX 219 and talks to Alec Hounslow of MG’s development department.*

### **Sprite Breaks 15 World Records**

The drivers of the Sprite record breaker were Donald Healey Motor Company friends, England’s Tommy Wisdom, Canadian Ed Leavens, and American Gus Ehrman. These experienced pilots succeeded in breaking 15 world records in Class G (750-1100 cc) including 12 hours at 138.75 mph, and with the higher compression engine, 1 hour at 146.95 mph. As with most Healey record runs, Dunlop provided tires and Castrol, the lubricating oil.

Driving around a 10-mile circle on the vast and featureless

## *Austin-Healey Sprite Sets 15 World Records Cont...*

Salt Flats can prove rather boring—even at 140 mph. BMC’s general manager John Thornley wrote, “To keep the driver amused, the pit flew a wide variety of signals. The lap speed achieved on the lap next but one preceeding was shown in large numerals each time round, with ‘Faster’, ‘Slower’, ‘OK’ signals as occasion warranted. As each record fell, the news was conveyed on a blackboard and, as the end of each [driver’s] stint approached, illustrations of mugs of beer and rows of bottles...on a crate also appeared by way of encouragement.” No two-way radios in 1959!

### **Did New Records Stimulate Sales?**

Of these successful record attempts, Geoff Healey noted that “BMC’s publicity for the event...assumed a somewhat naïve public. This assumption was false, for in fact sports car owners are among the best informed members of the motoring public. The car bore little resemblance to a Sprite...its [the record runs] effect on the sales of production Sprites was thus pretty well negligible.”

However, both BMC and Healey’s organization in Warwick sold many of the items used in the Bonneville runs, including Shorrock supercharging kits, roll bar kits, and some rather noisy exhaust systems. Thus a burgeoning after-market business for the Sprite was born and expanded to include wire wheel kits, disc brake conversions, and tuner kits—many of which can be seen on Frogeye/Bugeye Sprites today.

Record breaking, then as now, was a very specialized business for marketing and sales purposes. While these records may not have spurred Sprite sales, they did add to the credibility and history of the Austin-Healey marque, including the previous 4 and 6 cylinder “Big” Healey records, establishing it as a proven speed and endurance sports car—a reputation all Healeys enjoy today.

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#### *I. Books:*

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[www.racingarchives.com](http://www.racingarchives.com)



A week or so before FallFest 2009 (held in Duke Island Park in Bridgewater, NJ on Saturday, September 12th), Richard Ippoliti and I both got an e-mail from a lady with a request. Anne Schmalzigian had heard about FallFest and had gotten our names and e-mail addresses, and was wondering if we could help her with a small project.



It seems that her transplanted former California beach-babe sister-in-law, Vicki Stephenson, used to have a Sprite “back in the day”. Anne thinks she remembers it as an orange ’59 or something Bugeye. Well, Vicki had had a lot of fun with that Sprite, those many years ago, trashing it around somewhat, as we are all (most of us, anyway) apt to do in our wild, youthful days when cars were cheap and disposable. When it wouldn’t go anymore, Vicki got rid of that little orange Sprite, and has regretted it ever since. Anne was hoping to get Vicki a ride in a Sprite for her 50th birthday, which was just a few days away. After e-mailing back and forth a few times, a plan was hatched. I offered up Little Red, a 1969 Square-bodied Mark IV. It wasn’t a Bugeye, but it is a Sprite.

Anne would arrange to get Vicki over to Duke Island Park on September 12th for a family outing where, lo and behold, a British Car Show would be going on. They would find their way over to me, where I would be trying in vain to cover up a few of the rust spots on Little Red. At my signal, Richard and Barbara Ippoliti would come up with a Mylar balloon proclaiming to all present that it was poor Vicki’s 50th birthday and thoroughly embarrassing the heck out of her. I would then kidnap Vicki and whisk her away to recapture her youth. A tall order, to be sure, but I was up to the task. But, alas; it was not to be.

The plans started to fall apart just a couple of days before FallFest. Anne had to work until 3 PM. Vicki’s daughter had a ballgame, which was rained out after a delay. And the rain. Did I mention it rained? All day. Heavy at times. Little Red has no top. The wipers (all three of them) don’t work. It would not have been a fun ride. A bit memorable, perhaps, but definitely not much fun. Anne stopped by the park just about the time the awards were being presented, and introduced herself. There would be a change in plans.

Plan B. Anne’s parents were hosting a block party the following day. Sunday lived up to its name. It was a beautiful day; the kind memories are made from. In mid-afternoon, I would leave the Warren Classic Car Show and stop by to surprise Vicki and give her a ride. Vicki, her husband, and their daughter were expected to be back around 3:00 or 3:30. That would work.

Now, remember; Anne thought that Vicki’s old Sprite was a ’59 Bugeye. I searched in my toy box and came up with a couple Johnny Lightning Bugeyes; one was yellow,





## A Ride With Little Red Cont...

the other blue. The yellow one said it was a '58; closer in color, but... The blue one was a 1959. It'll do. Of course, they both could have been 1961 Bugeyes for all I knew. I certainly couldn't check the VINs, could I? I put a red bow on the model, printed down an award certificate and filled it out, entitling Vicki to "A Spritely Experience" and headed over to kidnap my victim. I mean, the birthday girl.

I arrived a few minutes before Vicki and her family showed up. I crashed the block party and met up with Anne and her family. It was just about then that Vicki arrived. I could tell from the squeal of delight, followed by, "Who bought me such a cute little Sprite?"

Okay; maybe it didn't go down quite like that, but... Who's writing this, anyway?

Anne introduced me to Vicki; I introduced Vicki to Little Red, and we rode off into the sunset. Wait a minute. It was only mid-afternoon. And Red refused to start. The manual choke. The three wiper blades. Stuffing oneself into the cockpit with finesse while retracting the legs to keep them from dragging. The gauges that didn't work right, or at all. Lucas electrics. Memories. It was about this time that Vicki mentioned that her old orange Sprite was, in fact, a '69 Square body! We rolled the car backwards down the driveway and popped the clutch to start Red. Vicki remembered having to do that on numerous occasions. The sound of the exhaust, and yes, that unmistakable smell of an old British ragtop, brought back so many more memories. It makes me blush to think of them. We toured the neighborhood two or three times, rolling through stop signs to keep from stalling. I pulled a 270 (that's a 180 plus 90) and over-corrected when I turned left instead of right, and circled around once again. Vicki told me that she had experienced many of the same problems with her old Sprite as I was having with mine. And how her father had taught her to look after the basics like checking the fluid levels, and how to change a tire (oops "tyre"). Ah! The memories.

I don't know about Vicki, but I had a great time of it. Little Red, well, she was acting up a little bit. It wasn't until I got her home (Red, that is) that I figured out why. That little beast was jealous! I think she thought that I was trying to impress someone else into buying her! After we got home and I wiped her down and put her to bed for the night, she has behaved quite nicely ever since. Now that I think of it...



As a side note: I did go back to my toy box, and I'm sorry to say that I don't have any models of a Square-bodied Sprite, but I'll keep looking and if I find an orange one...





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

*Savor The Flavor, Savor The Friendship*

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



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



Thursday, we plan a scenic road rally, tech session, and wine and cheese party with a charity auction to benefit the Make-a-Wish Foundation, hosted by none other than our celebrity auctioneer, Alex Tricarb.



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



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

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

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



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

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Evening Phone \_\_\_\_\_ Email \_\_\_\_\_  
Guests' Names / Children's Names and Ages \_\_\_\_\_  
Region/Club Affiliation \_\_\_\_\_

**Car Information**

1. Model \_\_\_\_\_ Year \_\_\_\_\_  
2. Model \_\_\_\_\_ Year \_\_\_\_\_  
3. Model \_\_\_\_\_ Year \_\_\_\_\_

**Check the events in which you will participate:**

Popular Show \_\_\_\_\_ Rallye \_\_\_\_\_ Valve Cover Races \_\_\_\_\_  
Gymkhana \_\_\_\_\_ Funkhana \_\_\_\_\_ Kiddiekhana \_\_\_\_\_  
Photo/Model/Craft \_\_\_\_\_ Wine & Cheese/Charity Auction \_\_\_\_\_  
(Charity Auction benefits "Make-A-Wish" Foundation)

1. Complete registration form
2. Make check payable to "AH-STC-ENCOUNTER 2010"
3. Mail to: Encounter Registration  
c/o Jennifer Payne  
1001 Mesabar Glen Dr  
Lansdale, PA 19445-4740  
215-381-7555 PM or jpayne3@verizon.net

**Registration Fee includes:**

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

**Hotel Registration:**

Call Normandy Farm (215-818-9500) 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. 55<sup>th</sup> 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.

[www.austin-healey-stc.org](http://www.austin-healey-stc.org)

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 B/11, Thurs B/12, Fri B/13, Sat B/14

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\$70 if postmarked by June 15, 2010 \_\_\_\_\_  
\$85 if postmarked after June 15, 2010 \_\_\_\_\_  
Your Car Here Raffle \$10 per (drawing 10/31/08) \_\_\_\_\_  
Extra Cars \_\_\_\_\_ @ \$10 each \_\_\_\_\_  
Extra Adults \_\_\_\_\_ @ \$20 each \_\_\_\_\_  
WED B/11 SOMEONE MUSEUM TOUR & DINNER  
Adults & Children \_\_\_\_\_ @ \$48 each \_\_\_\_\_  
FRIDAY B/13 PICNIC  
Adults & Children 10 & Over \_\_\_\_\_ @ \$28 each \_\_\_\_\_  
Children 9 & Under \_\_\_\_\_ @ \$20 each \_\_\_\_\_  
SATURDAY B/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) \_\_\_\_\_

## NOVEMBER

7

### **Brit Bash at Wickham**

Melbourne, FL  
[www.mgcarclubflorida.org](http://www.mgcarclubflorida.org)

8

### **MGB MOVIE at THE CASINO**

Mt Pocono, PA  
[www.bccnepa.com](http://www.bccnepa.com)

## Classifieds & Calendar

### Of Interest/For Sale

#### **1967 AUSTIN HEALEY 3000 MK III**

Ivory w/ black interior. Ground up restoration in 1996. Kept in heated garage and driven sparingly. Pristine condition. \$48,000.00  
All upgrades and maintenance performed by Kenny beck.

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

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*Davis 717-272-3342 or [tedavisiii@aol.com](mailto:tedavisiii@aol.com)*



#### **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 or [dlcCooper@mainstream.net](mailto:dlcCooper@mainstream.net)*

#### **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](mailto:jim@jim-cor.com)*



## Classifieds & Calendar Cont...

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### 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](mailto: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](mailto: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



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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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