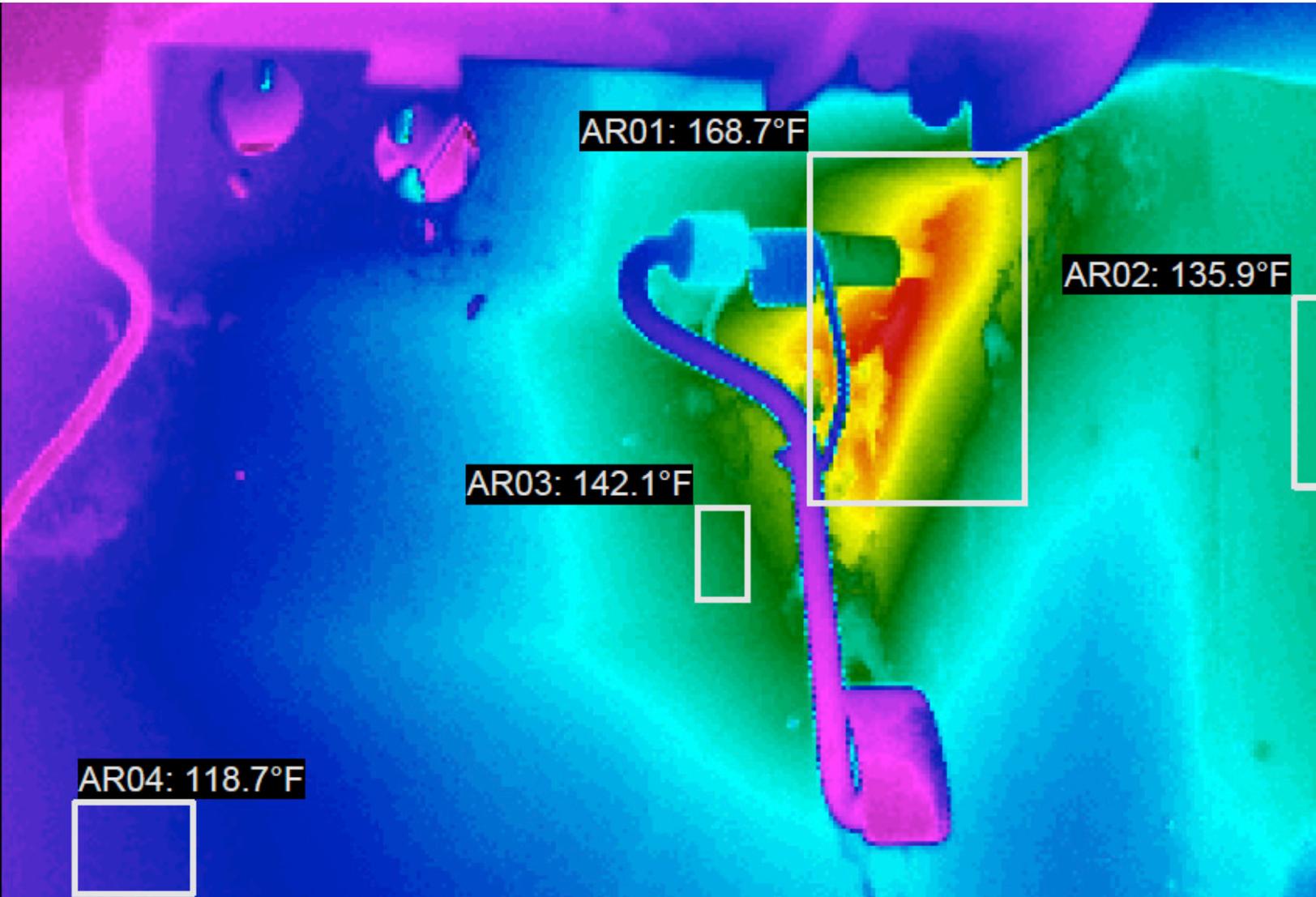


The FLASH

JANUARY 2010 | ISSUE 389





THE AUSTIN HEALEY SPORTS & TOURING CLUB

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Main Cover Photo: Heat in the Footwell

Below: Dale Kulp; Bob Messinger & Mike Bradley; Long Island after Rallye

What's In The Flash

by Steve Jekogian

EDITOR'S
NOTE

BABY IT IS COLD OUTSIDE! Or it was when I wrote this article a few days before Christmas. You are reading this in January and it is probably still cold and the only thing you are probably thinking about is how to stay warm. I bet you're not thinking of the really hot rides in the Healey, sitting in traffic and watching the temp gauge go higher, and sweating and sweating.

Did the cover photo intrigue you? It is the floorboards of a Healey showing how hot it really is in there. Baird Foster has written an article about how he beat the heat in his Healey. For those of you who attended Encounter 2009, the process of installing the Kool Mat was demonstrated. Baird says it made quite a difference and when you look at the heat photos in this issue you can see why. Some of the floorboards are up to 190 degrees and you know they stay hot a long time. I remember driving my Healey in the summer and the crepe sole of my "desert boots" (really dating myself here) stuck to the gas pedal. The sole of that right shoe was never the same after that day, as it was always tacky. I bet the heat changed the molecular structure of the sole.

This Month in Healey History

With the January, 2010 issue of The Flash a new column begins: "This Month in Healey History." Created by Baird Foster, AHSTC Philadelphia Region, the column will feature varied bits of Healey history each month. Selected at random by Baird, these snippets of information will familiarize you with some of the rich amount of data—of people and machines—associated with the cars of Donald M. Healey and of the man himself. We hope that knowing more of the history of the Austin-Healey will enrich your enjoyment and pride of ownership of these magnificent sports cars. Also, these tidbits of Healey nostalgia could come in handy in a rallye or cocktail party conversation.



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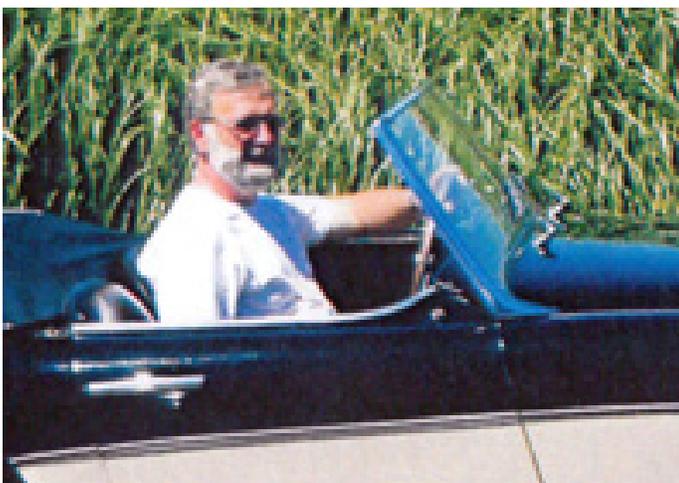


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Twas the night before Christmas and all through the house no one was stirring, not even a mouse...well, that's not true. Here I sit in front of my computer after 'escaping for a moment', while my wife and four children continue to 'stir' around me. We are preparing to entertain half of the family tomorrow for Christmas Dinner and, of course, the oven just broke. Although I tried to explain to my better half that I was not the least bit surprised to hear no repairmen would be available until Monday morning, half-a-dozen additional phone calls ensued. I finally calmed my wife down, even before the neighborhood cocktail party, and I was pleasantly surprised (relieved) when she (rationally) exclaimed, "we'll just have to make this work".

Holidays have always been very stressful for our family (even without broken appliances), perhaps they are for your family as well. For my family, the stress mostly comes from all of us trying to achieve too much in too short a period of time. Shopping, wrapping gifts, baking, preparing special treats, visiting family, visiting friends, going out with co-workers, and attending various holiday parties, church functions and school functions, let's not forget the Christmas Pageants. At times we need to be reminded of the true meaning of the holidays, to slow down to enjoy family and friends and the time we have left.

Two members of our club, Dale Kulp and Bob Messenger, fell ill and passed away this month. I well remember attending Dales' sixtieth surprise birthday party right before Halloween, he may have suspected something then but I don't believe he knew for certain, he passed away from pancreatic cancer less than two months after diagnosis. I just learned that Bob passed away on Christmas day of an apparent heart attack. I also remember spending time with Bob and his son during Encounter 2009's clay-pigeon shooting contest. I will never forget the time and care he gave instructing my son Stephen sharing his joy of shooting. He offered his Jaguar 'E'-type roadster, "take it for a ride", he insisted. To be honest, I was too nervous to get behind the wheel of such a nice car. I thought, what a generous and selfless offer, perhaps I would another time. I looked forward to getting to know both of these gentlemen during future Sports and Touring Club functions.



RPM Cont...

I am still numb, realizing that I will no longer see either at future meetings and social gatherings. To experience a shock like this causes one to pause, reflect, and perhaps adjust one's priorities.

Prior to this experience, I stressed-over what to title my monthly Flash article in addition to worrying about what I was going to write, for an entire month! I am not mechanically inclined (my best tools are a cell phone and check book), you will not revel in my tech articles, similar to those provided by our former President Steve Jekogian. If writers are instructed to 'write about what they know' then my articles will be confined to what I know best, The Austin-Healey Sports & Touring Club and its members.

Members like Dale Kulp and Bob Messinger who, in their passing have reminded me of a life lesson, the lesson we all need to be reminded of, "don't sweat the small stuff, and it's all small stuff". None of us know how long we have, enjoy life, enjoy your family and for gosh-sake, enjoy your Car Club and your Austin-Healeys.

On behalf of your Club's Board, I hope everyone enjoyed a very Merry Christmas, Happy Holiday, and wish all a Prosperous and Healthy New Year!!

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VALUED MEMBERS MISSED

In Memoriam

DALE KULP

I am sorry to inform you about Dale Kulp losing his battle against pancreatic cancer Mid December.

Dale was an integral part of the Philadelphia Region, attending monthly meetings, regional events and social gatherings.



After participating in this year's Encounter in the Pocono's, he and Diane were very excited about next year's Encounter at Normandy Farms. Dale and Diane were planning an interesting scenic tour which combined his love of history with that of driving his Austin-Healey. I only knew him briefly but in that short period of time he became my friend.

We will miss him.

BOB MESSENGER

We regret to inform all of the passing of longtime Lehigh Valley Member and close friend, Bob Messinger on Christmas Day. Bob was involved in the AHSTC since the early eighties and was a terrific and interesting guy. Many of you knew him as the Rallye Master and the Trap Shooting coordinator at this past Encounter..



He was one of our most active members, often offering his facility in Palmerton to host Region events, such as the Car Comparison and Tech sessions that included undercarriage inspections on his lift.

He served as Events Coordinator in our Region and was our contributing Flash editor for a time. He wrote some great stuff, very informative and VERY funny, at least to all who knew him and his humor.

He is survived by his wife MJ and his two sons Adam and Kevin, (as well as, his "adopted" son, Dave), who often accompanied him to Club activities.

Donations can be made in his name to the Palmerton Library Association, 402 Delaware Avenue, Palmerton, PA 18071 or to the USO, Philadelphia Airport, Terminal A East, Philadelphia, PA 19153.

He will be sorely missed, but never forgotten.

A Cool Ride with Koolmat®

by Baird Foster

TECH ARTICLE

It's hard to realize that my wife and I've owned, driven, and enjoyed our Austin-Healey BJ7 for almost 20 years, since 1990. And as much as we enjoy touring in the car, the issue of cabin heat has always been a tough one on those 85°F-plus, oven-like summer days. Our spray bottle air conditioner just doesn't do the cooling job we'd like. Therefore, heat reduction was one of the items I addressed early on, with the materials available at the time.

Before we bought the car, it had undergone a restoration by a previous owner in the early to mid-1980s. The floor and transmission tunnel carpet had the old jute material as insulation underneath. The asbestos insulation in the engine bay and above the muffler was intact but provided little help in keeping the cabin cool.

Early on in our ownership I laid down some 3/8" very dense foam called "backpacker's foam." It was lightweight and intended for use as a bedroll for the hiker/camper. I applied it to the floor, to the firewall, and most importantly, to the transmission tunnel, under the carpet. This was an improvement and provided some measure of comfort in our trips to events and tours. But hey! Those 20 years have taken their toll on our ability to tolerate heat, and I thought that surely 20 years of technological advancement must have produced a more effective product.

Over the years, our BJ7 has undergone a steady "rolling restoration" on nearly everything, including complete engine and transmission rebuilds and a recent bare-metal respray. Now the carpet was looking its age, and the time had come to replace it—over some new insulation. An Internet search (another very handy technological advancement!) led me to Koolmat®, a high-temperature composite insulation made of silicone cured directly to the surface of a fiberglass mat. The two materials are permanently joined together without adhesives. Koolmat®



Detail of fiberglass side of Koolmat®



Interior prior to replacement of tunnel



Transmission tunnel with Koolmat® fitted. Note flap created for transmission dipstick access and seams sealed with silicone.

won't separate, tear, or easily puncture; it is protected by a U.S. patent. The product is used by NASA, NHRA, and NASCAR—it should work in my Healey.

Less than 1/8" thick and weighing less than 3/4 lb. per square foot, the thin material of Koolmat® makes it ideal for cockpit interior insulation. It can withstand a torch test of 1,000°F for five minutes before the silicone tacks up. (I held it over our kitchen gas stove with the fiberglass to the flame for several minutes, and nothing happened; the silicone felt a bit warm to the touch.) An added bonus of the product is that it affords noise reduction—a claimed 23 fewer decibels—surely a help in a Healey.

On the Koolmat® website www.koolmat.com, Tsikuris Classics in Lakeland, Florida is listed as a supplier for Austin-Healey (email tsikurisclassics@aol.com). When I spoke with its knowledgeable and helpful owner, Paul, I learned that I needed about 14 linear feet (the material comes in a 30" width) for my BJ7. It cost about \$35/linear foot, plus shipping. As it does not come pre-cut, Paul marked out the necessary patterns on the roll; I ordered an extra two feet for a "just in case" scenario. Paul noted that from his wide experience with Healey restorations, generic pre-cut kits may not always fit properly and to measure carefully my car's floor areas before cutting his patterns. (Cutting Koolmat® is very easy using heavier duty scissors.)

Helpful hints included the following:

- Remove the transmission tunnel before covering with Koolmat® to make the application easier.
- Use 3M Super Spray adhesive #8090 for applying the material to a clean surface (the white fiberglass side is glued to the floor).
- Use clear silicone to seal seams and at edges (Permatex RTV silicone works well).

To replace the transmission tunnel to the floor and firewall, use a bead of silicone on the flange of the tunnel. Screw it down tightly, being sure that the shift lever is centered in the tunnel hole. The goal is to allow no heated air to



Handbrake is refitted over Koolmat® with black vinyl covering on top.



Transmission tunnel reinstalled and sealed. The cabin is now ready for carpet installation.

Koolmat Cont...

enter the cockpit area. (Should the tunnel need removing in the future, simply cut through the silicone bead.)

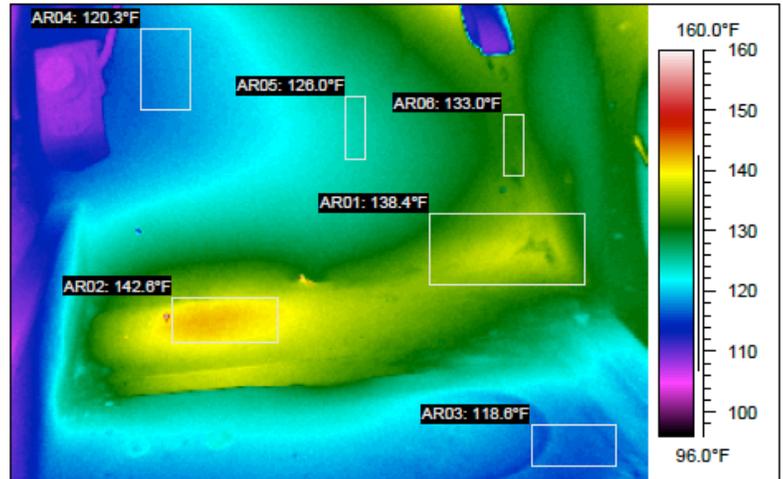
Koolmat® should be tightly secured to the floor and firewall for optimum results. After installation, a light test on the firewall revealed no holes. (Create a dark cockpit area and have an assistant shine a light on the outside of the firewall. Any visible light indicates a hole through which heat can enter.) Beneficial features of the product include that it is abrasion and oil resistant, waterproof, and non-absorbent. When (not if) you get water inside your car, your floor will be protected. A silicone seal along the edges will ensure a fairly waterproof installation. The seat slides were removed and replaced on top of the Koolmat® with the holes sealed with silicone; ditto for the handbrake.

NOTE: If you will be gluing rubber-backed carpet on top of Koolmat®, the silicone surface should be scuffed with a coarse sandpaper and cleaned off with lacquer thinner. Two application of super adhesive spray to both surfaces may be necessary for proper adhesion.

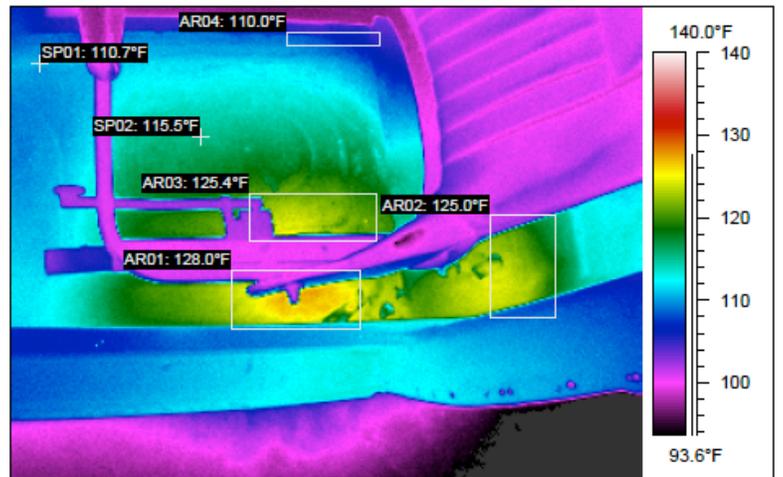
Another insulation product sold by D&H Heat Technology of Monroeville, NC, doing business as Koolmat®, is an item called “Splitfoil.” This is an aluminum-faced, fiberglass sheet with pressure tape on the back. This is applied with the aluminum side facing the heat source and is good to 1,000°F. The product number is FGS-125 and is available in 1/8” x 24” x 51” sheets at about \$35. This is an excellent choice for insulation on the inside of the transmission tunnel, as well as over the muffler.

The installation of insulation and new carpet was expertly done for me by Edwin Sweeney of Motorcar Garage, Maple Shade, NJ (www.Motorcar-Garage.com). His photos and mine illustrate how the Koolmat® installation was accomplished, with excellent results. For a cooler, quieter ride in your hot Healey, consider installing Koolmat®.

Driver Footwell Lower Section (Brake and clutch removed)



Drivers Seat Area



Here I sit on Christmas morning looking out on a yard full of snow and I'm already looking forward to Spring. We had a terrific Christmas Party at the Weaver's. Judy made everything for dinner and it was delicious. Bob was his usual very gracious self, showing us his Garage Mahal and his basement, which is a showcase for his train collection, with a very large train setup. Very nice. We had a great turnout, especially since it snowed that night. Seems like snow for the Christmas Party is becoming an annual tradition.

The new Flash format has been very well received. You should also check out the website. It, too, has been vastly improved and is an ongoing project. Many thanks to Jen for all of her efforts regarding the Flash and the Website. Great job.

We had our Corporate meeting in early November where we elected a new Club President. Ray Donovan, the longtime club member and Philly Region President. I look forward to working with him. Ray has some very large shoes to fill. Steve Jekogian has done an outstanding job for eight years and we owe him much gratitude for leading us so well for so long. However, I am very confident Ray will continue the great work Steve started.

In addition, Nigel will be stepping back from , but still contributing to, the Flash. He and his lovely wife, have given MANY hours, days, months and years to the club and we are all very grateful for their unselfish contribution.

These type of people are what makes this club tick, but they can't do it alone. Time for some others to step in and help out.

Our next meeting will be on January 18th @ the Top Diner in Bethlehem. Dinner @ 6:30 PM, meeting to follow. Come on out and help us plan another great year.

Merry Christmas to all and a very Happy, health and successful New Year.



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Long Island

by Paul Parfrey

LONG ISLAND

As there is no December Flash, November's Fall Foliage Tour is covered in this issue. November 1st dawned iffy. I was on the phone with a number of members as to whether we would go or not. With a dampened finger in the air, my eyes glued to the weather channel and my ear cocked for WCBS news radio, I mulled over the possibilities. To go or not to go, to go in a real car or the Healey? Tony DiFrancesca shamed me into taking the Healey because his was already warming up outside his house. So I went with the Healey but not before Mike Neumar and I miscommunicated our intentions. (He didn't go. We missed Mike and Carol.) It didn't rain but it was a raw, cloudy day. The tour was enjoyable as always, thanks to Tim and Andrea Gladding of the MG Car Club LI Centre for organizing it. With the weather, the turnout was light. The accompanying photos show the beginning, the middle, and the end. Tony and Kathy DiFrancesca, Steve Tjepkema and Lou Molinari, Scott and Jack Greenfield, and Susan and myself were there. I believe I saw Jack Hawkins also. We ended with two cars as you can see, with Steve dropping out with a bad fuel pump. Scott and Jack usually don't drive the whole course as they live along the way.

The tour was enjoyable as always...

Our post-holiday party is January 16 at Orlando's Restaurant in Commack. You should have received word by email or the post office. Looking forward to a great time!

My brother-in-law and I went to the Bear Mountain Bridge in October but not in a Healey. Check out the photo.



Healey photo-op before Fall Foliage Tour



In the middle of the tour



The tour finishes in Northport



The Bear Mountain Bridge from a B-24 Liberator

Since we, by corporate decree some years past, spared you from a December Flash - (ok, I hear that collective sigh of relief!) and, despite no meetings in Nov. or Dec., there still remains an obligation to chronicle two final events of 2009. November's meeting was replaced by our Annual Banquet on Nov. 14th - the year's last official event. Held in the center of the beautiful metropolis of Lititz, PA. the actual venue was the historic General Sutter's Inn dating back further than your scribe's memory - it's so old even Sweeney can't remember when it was built!

Of course the one member (Schneider) who lives the closest to the place, took off for Florida. I don't know what that says for this establishment's standing with the locals, but in spite of that sterling endorsement, our intrepid mob descended upon the place anyway. In the absence of the treasurer, Dave Rishell stepped in to do the exchequer duties extracting enough coin of the realm from the attendees to satiate the inkeepers. They in turn produced fare which seemed to win approval of the assembly. No one was observed to gag, throw up, or show any signs of gastric distress. This was of great comfort to our illustrious leader who is just finishing up his first year of steering our ship of state on its unsteady but wildly optimistic course into the future.

As an appetizer preceding the main festivities, Joe reported on the recent corporate board meeting and the improvement of our financial picture. Without any government stimulus shenanigans, the board has substantially increased the portion of your dues that is returned to the regions. We ought to send these guys to Washington.

In addition to the fine meal a number of awards were bestowed upon the peasantry by our Grand Wizzard. Even your scribe was favored. Jim Cox, who had run into an enterprising Brit at the Bonneville Salt Flats reenactment in September, brought back an English tie festooned with a pattern of Healey shields, that he decided should be mine. He made quite a show of the



Joe Spears, Bob Preston, Jim Cox, Joanne Sweeney, Dave Rishell, Fred Sherk & Bob Sweeney

ANNUAL BANQUET RECOGNITION

Most for the Marque Big Healey
Charlie Baldwin - completion of his 20 year long restoration.

Most for the Marque Sprite
Shawn & Tammi Miller - unparalleled driving participation.

Sports & Touring

Flora & Don Schneider - same as above & other good stuff.

Dick Waltz

Fred Sherk - all around good guy

Joey Chitwood

Charlie Grove - "Blown tire takes fender too" drill

Single Whammy

Hoopers - Encounter gas leak

Single Whammy

Marv Ann Waltz - I-83 breakdown

Harrisburg Region Cont...

presentation and although hardly worthy of all this attention, I certainly appreciated it.

The recipients of official recognition can be found on the right.

This brings us to the final event, the ever popular, no business allowed, Progressive Dinner held December 12th. This year we descended on Lancaster County and laid waste to an abundance of fine cuisine, offered to placate our hungry horde, at three separate venues - appetizers at Prestons, entre at Schneiders and desserts at Millers. Thus, about 28 revelers ushered in the Holiday season in fine style. It should be noted that Schneiders basement filling train layout shows evidence of retirement put to good use expanding an already impressive creation.

Now, as global warming puts our state in the deep freeze of winter, we are confined to planning for next season. Joe will soon E-mail the region scoop on our first meeting of the new year (Jan. 19th). Come out of your igloo and join us - driving seson will be here before you expect it - be ready!



Newest member; Pearl



Pearl's new hat



Fred Sherk receiving his award



Jim Cox makes a special presentation to Don Hoffer. The Olsons look on.



Mary Ann Waltz receiving her award

Can't believe it is 2010! The years seem to fly by faster now that I'm retired. Happy New Year to all. Have a wonderful year and enjoy your Healey!

Our regional elections were held on Nov. 19th at Matilda's in Newark. Of the four members present (Steve Garrett, Chuck Ott, Dave Ehret, Ernie Leser), two were re-elected and the other posts were filled in absentia. Avoidance will still get you elected!

REGIONAL ELECTION OUTCOME

| | |
|--------------------------------------|--------------|
| <i>President:</i> | Chuck Ott |
| <i>Events Coordinator:</i> | Kris Garrett |
| <i>Treasurer:</i> | Pete Roberts |
| <i>Membership:</i> | Clint Hatton |
| <i>Sergeant-at-Arms:</i> | Sue Hatton |
| <i>Newsletter & Club Taster:</i> | Ernie Leser |

The Brandywine Christmas Party took place on Saturday, Dec. 5th at Stoney's British Pub in Wilmington. The first snow storm of the season added to the Christmas atmosphere. As in previous years, a good time was had by all. In spite of the weather, there was a very good turn out. Chuck Ott took home top prize for his outfit – a sharp Christmas sweater from Sue's hometown and a Santa hat with flashing lights – wow! In addition to Chuck, his wife Sue and daughter Gina attended. The Ehrets were out in force: Dave, Ann, Bryan and his date, Katy and her friend Tom, and Danielle. Nigel was there with his children Jonathan and Gabriela; Pete Roberts and Dee Caffrey; Steve and Kris Garrett; Stephanie Koch and friend Derek; John and Lynda Koch; Ernie Leser. The food, drink, and British décor at Stoney's made it a fun experience.

Thursday, Jan. 21st, 2010 will be our annual meeting for planning this year's events. We'll meet at Matilda's in Newark at 7 pm. Bring your wish list to make 2010 a memorable year!

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Membership News

by Rick Brodeur

MEMBERSHIP

Happy New Year!

Let's welcome a returning member this month:

Long Island

Mike & Carol Neumar

East Meadow, NY

For the next 20 months or so I'll be sending out renewals to members who renewed for multiple years. If you didn't get a renewal form for the March 09 renewal, it's because you will come up later in the year. I'll still be sending out renewals 4-6 weeks before they are due. If you have a question about your membership or renewal date, just contact me.

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed, and I will send out a copy to any member who requests one. I prefer to send them out via email, but if that's not available to you just call or email me and I'll send out a paper copy.

My email address for the Club is membership@austin-healey-stc.org. If you have any questions about your membership please contact me. Contacting me is the quickest way to solve a membership problem. My phone number and email address are on the inside front page and also on our web site.

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CA LIC # 0B49640 FLASH 01/03

It's hard to believe two months have passed since my last article was due and even harder to believe that I've pushed things to the deadline again and am using Christmas night to pull together two months of regional activity! Although one regular monthly meeting and two Encounter 2010 meetings have occurred since last writing, our most noteworthy gathering was our annual December holiday party. This year we returned to Borghi's restaurant in Chalfont, a repeat of our 2007 venue. Despite being held on a Sunday evening, thirty-five members came out to eat, drink and swap gifts during our lively gift exchange. Some of this year's fodder included: The Bank Job DVD, Mark Furman's new Historic Automobiles photo book, Tom Cotter's book, "Cobra in the Barn", a Bugeye lapel pin, Battery Attendant, fuzzy seat covers, Trader-Joe's bag of goodies, two Healey wall clocks, Healey beer mugs, Healey wine glasses, Cobra night-light, various holiday ornaments, Healey art, and an assortment of liquor. (Thanks for the list Ray – your recall and ability to pay attention is much better than mine). Susan and I had a great time at this year's party but part of me misses the days when we gathered at members' homes each year for the party. I still aspire to one day when our 150 year old home is restored to a level capable of hosting a holiday gathering. Considering a simple Sprite restoration took me six years, it will likely be a while yet before our place is ready for that!

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Philadelphia Cont...

Holidays and cold weather have halted any recent car work but haven't completely shut down our semi-weekly Thursday night gatherings at Cargo Trailer. Two weeks ago when it was way too cold to even think about welding on Steve Kirlin's MGA or checking out the overdrive on Paul's Wogloms's 3000, Jason Tickner turned a group of us on to his latest hobby (obsession) – 1/32 scale slot car racing! Six of us headed over to a shop near Skippack and tried our hands at a whole different kind of racing. While Jason is certainly the more “experienced racer” of the group, he was at a bit of a racing disadvantage as he chose to race his own cars against five of us racing cars that belonged to the shop. Think about how some might treat their Healey compared to how they would treat a rental car (with the insurance premium paid). Nobody told us slot car racing wasn't intended to be a contact sport. Actually they might have, we just weren't listening. Although Jason brought eight cars along with him (each vacuum-packed and stored in a padded aluminum and carbon fiber briefcase – did I mention obsession?), he was only brave enough to put two of them out on track with us and I think he's still recovering from the amount of “road rash” his cars received. I don't know that I see myself with a multi-car collection of slot cars anytime soon, but I do foresee us satisfying our competitive spirit with some upcoming outings to help us through the winter season!

With the new year nearly upon us, we can start thinking about our plans for 2010. It won't seem so strange to be talking about Encounter 2010, now that 2010 is here. In fact, if the next six months pass as quickly as the last six, Encounter will be here in no time at all. 2009 was not a great Healey year for me. My hydraulics are long overdue for a rebuild and having to pump up the clutch and brake systems each time prior to use is less than ideal. My tendon surgery in the spring set back any spring/summer car work and uncooperative weather resulted in less than a full tank of gas being used in the Sprite all season long. That's by far the most limited use the car has had in the nine years that it's been back on the road. It won't take much to exceed that kind of usage; but for 2010, I'd like to far exceed it! Hopefully 2010 is a happy and productive year for all. Best wishes to all in the New Year.

As many have seen in recent E-Flashes, it is with sadness that I report the passing of Dale Kulp this past Monday. Dale was a regular at our monthly meetings and we were fortunate that he was able to make a brief appearance at our holiday party. Losing someone can be particularly difficult during the holiday season and our thoughts and prayers go out to his family. I know I speak for many when I say he will be missed.



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“**Twas the night before...**” a beautifully clear, bright Sunday and the snow was piling up by the inch with many more inches expected...”by dawn’s early light...” It seems like I’ve heard some of those lines before. If only I could remember where. My memory isn’t what it used to be.

I actually sat down to start this article on Saturday afternoon, December 18th. You know, a good three days before the start of winter. Denise, Sarah, and I had just finished doing what little running around we had left to do (the Post Office, bank, Walgreen’s, and the library) when the first few flakes of snow started swirling overhead. We headed home, and by the time we had finished lunch, it looked like it was going to be one for the ages. I should have closed the blinds, grabbed my bottle of rum and started writing this thing, but alas, I could not concentrate. I kept getting up to look outside, griping that my back couldn’t take another storm of more than a dusting of that dreaded white stuff. When all was said and done by early Sunday morning, we had almost nine inches of that powdery white crap in the driveway.

The scene was rather reminiscent of the one we got two weeks earlier, on the morning of December 5th just prior to our Holiday Party at Larry and Diane Gersten’s in Chester, NJ. Only that snow storm produced huge, heavy clumps that clung to power lines, tree limbs, and obscured those vital street signs that were meant to direct us (in the dark, naturally) to where all the festivities were to take place. I think we had a couple of inches in Bridgewater, that time; but a good five or six inches in the Chester area with very slick corners and intersections. The Snow Trac on my Highlander actually kept engaging.

The party started about 6:00 PM, with most folks arriving by about 7, due to the weather. Good food, drinks, and socializing followed for the next hour or so, then the rioting commenced. Jim Vollmuth got the fun started by selecting the first gift. This turned out to be a framed, vintage promo ad for the 1997 Encounter. A very good selection, indeed! So good, in fact, it was snatched from him seconds later. Jim chose again; this time un-wrapping a larger version of the same ad, producing a good round of laughter and prompting Jim to declare “Mine’s bigger than yours!” A few hot items made the rounds again this year, among them, the two encounter ads, a vintage Revell Austin-Healey 100-6 model kit, a Healey grill badge, and the big prize: A poster-size artist rendering of



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North Jersey Region Cont...

the Streamliner overtaking the Endurance Car at speed on the Bonneville Salt Flats done by our very own Jay Baumann. One item that didn't make the rounds was a gently used and often re-gifted (yes, re-gifting is allowed, and may even be encouraged) fuel pump that finally made its way back to its original owner. Ah, to see these two re-united at long last...(pardon me while I dab at a moist eye). When the final gift had been chosen, unwrapped, stolen and shuffled around, Jim Vollmuth was the proud owner of the Stream-liner poster. It was about this time when Jay quietly asked club Pres. Richard Ippoliti if he would un-wrap one more package in the corner. It turns out this package contained a few more copies of the coveted Bonneville poster, which Jay and Dawn had brought along. Jay graciously autographed these and passed them out to each couple there. Many thanks to Jay and Dawn for their generosity; and thanks to Larry and Diane Gersten for once again hosting this affair. Those attending and partaking of this year's merriment included: Jim & Corrine Vollmuth, Bob & Pat Swanson, Ian & Sue Kessen, Joe & Marge Costa, Mark & Eilene Goodman, Andy & Martha Smith, Steve & Lynn Jekogian, Larry & Barb Griswold, Jay & Dawn Baumann, Richard & Barbara Ippoliti, George & Kelly Marcincavage, George, Denise, & Sarah Crombie, and of course, Larry & Diane Gersten. Richard Ippoliti took a nice picture of the Bonneville World of Speed poster, which he included in his e-Flash, that was sent out on December 7th. For those that didn't get one, try not to drool on your keyboard.

Registration is well underway for Encounter 2010, which starts on August 11, 2010. This is a Wednesday. Mark your calendars. All of them. It will be held at Normandy Farm, PA (www.NormandyFarm.com); or you can call 215-616-8500 for info and room reservations. Lots of fun stuff. Simone Auto Museum. Popularity car show. Rally. Area tours. It always helps the organizers with their planning if you REGISTER EARLY. Make it a New Year's Resolution to get your registration form filled out and mailed ASAP. Your hosts will greatly appreciate it.

Stay tuned to your e-Flashes for up-coming events. I'm sure we'll be getting together very shortly to plan out the next few months' worth of activities, and we would really love to have your input and ideas. We may be trying to do some events in conjunction with some of the other local British car clubs, in the hopes of increasing attendance.

If you are ever in my neck of the woods (Bridgewater, NJ), feel free to drop me a line, or give me a call. Home number is 908-243-0693 or e-mail at george_crombie@yahoo.com



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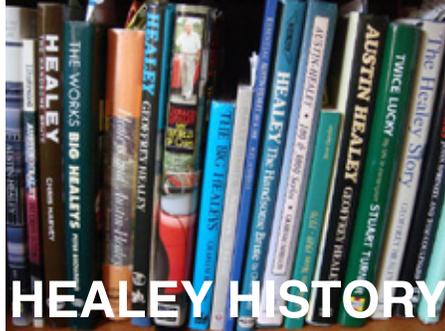
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HEALEY HISTORY

by Baird Foster

This Month in Healey History

JANUARY

With the January, 2010 issue of The Flash, or “E-Flash,” a new column begins: “This Month in Healey History.” Created by Baird Foster, AHSTC Philadelphia Region, the column will feature varied bits of Healey history each month. Selected at random by the author, these snippets of information will familiarize readers with some of the rich amount of data—of people and machines—associated with the cars of Donald M. Healey and of the man himself. It is hoped that knowing more of the history of the Austin-Healey will enrich the readers’ enjoyment and pride of ownership of their magnificent sports cars.

January and the Monte Carlo Rallies

The Monte Carlo Rally was the major motoring competition held in January in the early part of the 1900s. Beginning in 1911 as a Concours d’Elegance (a “beauty contest” for cars), the event developed into a competition not of beauty, but of endurance: winter rallying. Each rally featured a number of starting points throughout Europe and North Africa; entrants were awarded bonus points based on the distance to the finish in Monaco. Naturally,



Donald Healey (center) and Tommy Wisdom (right) enjoy a “fag” following Donald’s fastest category time set on the Mont des Mules hill climb at the 1929 Monte Carlo Rally.

weather played a major role in the success or failure for each entrant. Ice and snow in the north, and torrential rain in the south, caused many DNFs (Did Not Finish).

Between 1929 and 1937, Donald Mitchell Healey (1898-1988) participated in every Monte Carlo Rally, driving either a Triumph or an Invicta. Healey’s outright win in 1931, in an Invicta co-driven with Lewis Pearce, was, he said, his greatest achievement in his long competition career.

1929—Donald Healey’s First Monte Carlo Rally

With his friend Tommy Wisdom as co-driver, DMH drove a Triumph Super Seven in this rigorous event. With the original choice of Riga (Latvia) as his starting point, Healey changed to Berlin (Germany) because of severe weather. The weather was horrible all over Europe—only 24 of the 93 original starters were classified as finishers. Just two minutes late in reaching the finish at Monaco, Healey and Wisdom were not classified. However, their little Triumph did manage a class victory in the event’s Mont des Mules hillclimb.

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Healey History Cont...

1930—DMH's Second Rally

With his brother Hugh and Lewis Pearce as co-drivers, Healey began the rally in Tallin (Estonia), 2,154 miles from the finish in Monaco. In their Triumph, the team finished seventh overall and as the first classified British finisher. In the final regularity event (a contest of driving skills on a tight, closed circuit road course) at the Cols de Braus circuit, Healey finished first in a dead heat with the overall event winner, Hector Petit, who drove a Licorne. Of 142 entries, only 88 were finishers.

1988—Donald Mitchell Healey CBE, 1898-1988

Donald Mitchell Healey CBE died at the age of 89 on January 15, in the Duchy Hospital, Truro, Cornwall, near his birthplace in Perranporth. By a strange coincidence, at the exact time of his death (10:15 a.m.), bulldozers started to demolish the old cinema in Warwick that had been the home of the Donald Healey Motor Company for several years.

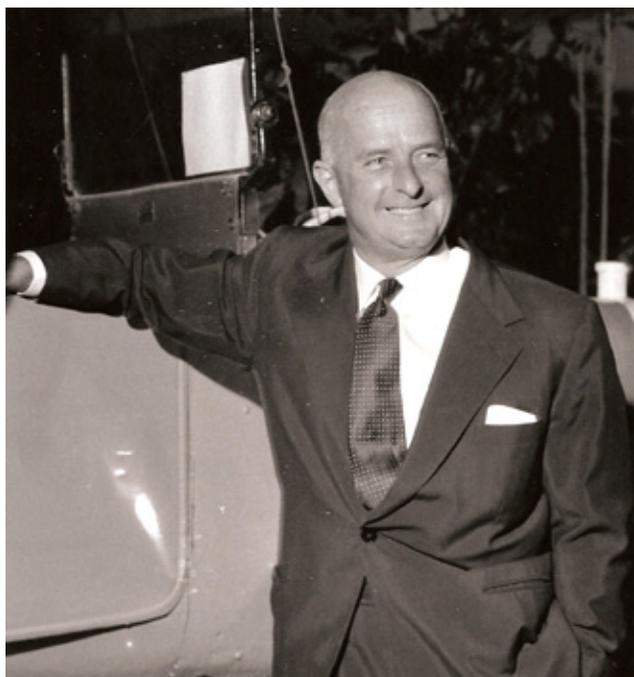
In the book *Donald Healey, My World of Cars*, by Peter Garnier with Brian "Bic" Healey, Bic notes a letter of tribute from Ted Worswick, sportsman and driver. He expressed what DMH set out to do when creating the first cars that bear his name,

the Healey Westland Roadster and the Healey Elliott Saloon, in 1946: "Over his remarkable life, DMH had given pleasure to so many people, and provided them with the opportunity to go motor racing; or enjoy the open air in a fun car of his creation, which was above all affordable."

Donald Healey and his wife, Ivy, are buried in the grounds of the Church of St. Piran in the Perranzabuloe Parish of Cornwall. Perranporth takes its name from St. Piran, the patron saint of miners.



(L to R) Hugh Healey, Lewis Pearce, and Donald Healey stand by their Triumph, which finished 7th overall at the Monte Carlo Rally in 1930.



Donald Mitchell Healey C.B.E., 1898-1988. This photo was taken during a party at the 1956 Nassau Speed Week. DMH was perhaps at the pinnacle of his career then, having just completed record-setting endurance and speed runs at the Bonneville Salt Flats. There he joined the exclusive 200 MPH Club. (Photo ©Tom Burnside Motorsport Archive, 1997)

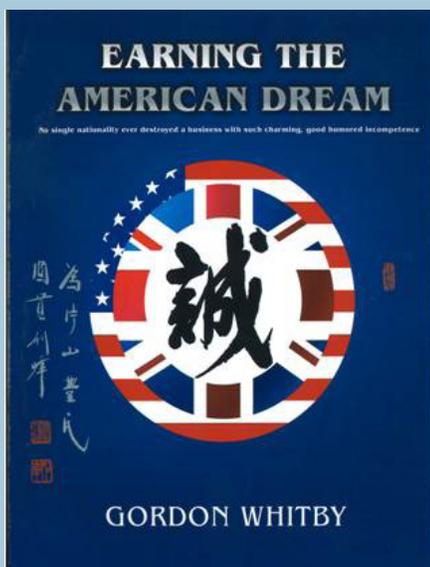


Bic Healey's daughter, Linda, stands by the banner she fashioned to celebrate Donald Healey's 90th birthday. Sadly, DMH did not live to see it. Bic had organized the banner, which shows patches from Healey clubs around the world. (Can you spot AHSTC's badge?)

Encounter Guest Speaker, Gordon Whitby

by Leo Kob

Gordon Whitby, British car distributor, mechanic for road racing greats, and BMC team member in the late 1950's for the Austin-Healey and MG record Bonneville runs will be with us for Encounter 2010! His wife, Dr. Seta Whitby, who is professor and Program Chairperson at the University of La Verne, CA. will accompany him to share in the friendship.

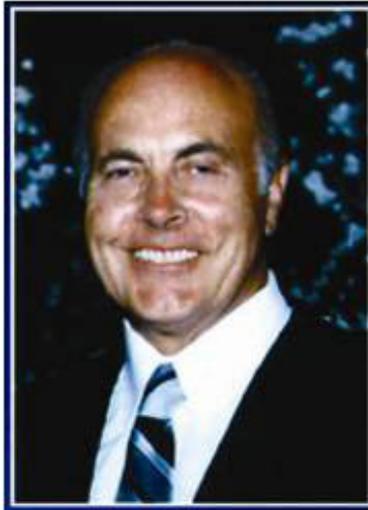


See Baird Foster's Book Review in either the September issue of Healey Marque or November's Flash.

He relates his roles with Donald Healey and BMC Works drivers Phil Hill, Ken Miles, Stirling Moss, and Carroll Shelby.

To order on-line: www.classicmgmagazine.com and click on "Books".

All profits from the sale of Gordon's book go to cancer research.



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LIMITED ATTENDANCE FOR SIMEONE
MUSEUM AND DINNER ON AUGUST 11

On leaving the Royal Air Force, Gordon immigrated to California in 1952. Joining Southern California's BMC distributor, Gough Industries, he soon became the technician working with Ken Miles on his MG based race cars, the R1, later the 'Flying Shingle' as well as DMH's famous Austin-Healeys.

He was invited to join the record attempts on Bonneville's Salt Flats in 1956, 1957 and 1959. There he formed a friendship with Syd Enever, Chief Engineer for MG Car Co. As General Service Manager for the south-western states, Gordon was at the sharp-end. His direct communication with Enever helped to improve the quality of both MG and Austin-Healey products.

In 1967 he moved to the fledgling importer, Nissan, as a District Service Manager. He progressed through the corporation over the next seventeen years. Thus, Gordon had the unique advantage of growing with both the British and Japanese importers. His book comparing these two cultures has been much anticipated. At one point BMC was the fourth largest automobile manufacturer in the world, and Gordon tells how this position was destroyed "with such charming, good humored incompetence."

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 Gordon Whitby*
- 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 (with guest Gordon Whitby) @ Award winning restaurant*

Encounter at Normandy Farm

ENCOUNTER 2010

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It was named after Normandy, France, where the owner honeymooned with his wife, the daughter of Singer Sewing Machine's president. This turn-of-the-century working farm has been tastefully converted into a first-class hotel and conference center.



Encounter's Room Block is limited, so don't be disappointed! Our special rate is \$124.00/night which includes full breakfast Thursday and Friday mornings, continental on Saturday. There may be a few cottage suites available, however they are not discounted- ask the reservationist for availability & rates.

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*Jim C stories will be included in upcoming Flashes

Visit them on line at www.NormandyFarm.com



August 11 - 15, 2010
 Historic Normandy Farm
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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



Philadelphia, PA

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 “AHSTC-ENCOUNTER 2010”
3. Mail to: Encounter Registration
 c/o Jennifer Payne
 1691 Meadow Glen Dr
 Lansdale, PA 19446-4740
 215-361-7555 PM or jjpayne3@verizon.net

Registration Fee includes:

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

Hotel Registration:

Call Normandy Farm (215-616-8500) for reservations. Mention “Austin-Healey Encounter” to get the special rate of \$124++. Register by July 4, 2010 to guarantee room availability.

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****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

- Is this your first Encounter? **Y / N**
 Will you need Flea Market Space? **Y / N**
 Will you need Regalia Store Space? **Y / N**
 Will you need space to park a trailer? **Y / N**
 Are you staying at Normandy Farm? **Y / N**
 When will you arrive? Wed 8/11, Thurs 8/12, Fri 8/13, Sat 8/14

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\$70 if postmarked by June 15, 2010 _____
 \$85 if postmarked after June 15, 2010 _____
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 Extra Cars _____ @ \$10 each _____
 Extra Adults _____ @ \$20 each _____
 WED 8/11 SIMEONE MUSEUM TOUR & DINNER
 Adults & Children _____ @ \$49 each _____
 FRIDAY 8/13 PICNIC
 Adults & Children 10 & Over _____ @ \$28 each _____
 Children 9 & Under _____ @ \$20 each _____
 SATURDAY 8/14 AWARDS BANQUET
 ALL _____ @ \$38 each _____
 Please indicate Dinner Choice
 Strip Steak _____
 Chicken _____
 Pizza Party—Children 4 to 10 yrs old _____ @ \$10 _____
 Concours Judging Fee @ \$70 per car _____
 Chinese Auction Tickets 7@ \$5 pre-purchase only _____
 Total Remitted (US) _____

JANUARY

31

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| SHOCK LINK (New or Rebuilt)..... | \$call |
| BRAKES: sleeved and rebuilt | .. |
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| Big Healey Booster Servo..... | \$445.00 |
| Big Healey Caliper..... | \$115-\$145.00 |
| Sprite Master 1957-66 Twin..... | \$225.00 |
| Sprite Master 1967-79..... | \$125.00 |
| Sprite Caliper..... | \$85.00 |
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OCT09

Classifieds & Calendar Cont...

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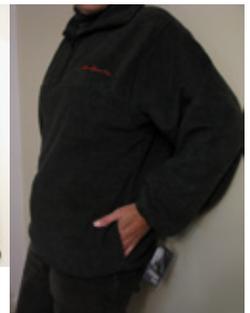
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Check out our website for other items. www.austin-healey-stc.org.



Directory

CONTRIBUTIONS

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

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

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

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steve.jekogian@spcorp.com*

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