

The FLASH

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THE AUSTIN HEALEY SPORTS & TOURING CLUB

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Main Cover Photo: Jim Elliott's BJ7

Below: Longbridge Factory; Harrisburg Region; Leonard Lord and Donald Healey the Austin-Healey 100

What's In The Flash

by Steve Jekogian

EDITOR'S
NOTE

Do you know the date your baby was “born on”? Yes I bet you know what date your children were born and maybe even the time of day. But I bet you do not remember the weight and length? (Moms always seem to know that).

Now how about you're “Other Baby” the one sitting in the garage under a cover. I bet you can rattle off the chassis number in your sleep, when it left the factory and what it was equipped with. Correct? Most of us have ordered the British Heritage Certificate for our cars and know a lot about them. Also, many of us have sent information into the registries for our particular models. If you have not please do! You can see all the links on the austin-healey-stc.org web site under resources and links.

Steve Byers (sbyers@ec.rr.com) has been managing the BJ8 registry and sent AHSTC the article in this issue explaining some of the reasons the registries are helpful.

The registries are very helpful in keeping a good count of the number of cars still around. As I looked over the BJ8 registry list from Steve Byers, I was able to see other BJ8's that had a chassis number very close to my car. Interestingly my red and black Healey was coming into the factory while the Green one I was restoring was leaving the factory. It was pretty cool seeing them both in my garage at the same time. Also, I learned that the BJ8 owned by John and Jenifer Payne was only a few cars behind mine on the production line. Again pretty cool.

Hope you enjoy reading and learning about your babies!



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Parts • Service
Restoration for 100-4 to 3000 Mark III

Bruce and Inan Phillips

Just when I thought I had Robin Hoffer, the best scribe in the realm, back in the saddle to pen for his fellow merry men, he digs deep into his oaken bucket to fulfill a life long fantasy of visiting a foreign country, California. I had fixed him up with the famous Warlock, Mr. Bud Weiser, to make him a potion of all natural herbs and plants including barley, hops, yeast and some pure spring water and put in 1/3 liter bottles to cure all that ails him, but, no just as he gets well, he up and announces his intended departure of the woods of Pennshire in late Janus. Bud was heard to say, “Double, double toil and trouble: Fire burn and caldrion bubble” as Robin rode out of sight. Maid Dot and two other of his band of merry makers are taking their metal covered ox carts and traveling across river and dale, sleeping by babbling brooks to visit an elder statesman of the clan. We wish them god speed and happy tipping a few of Warlock Weiser’s amber brew.

Meanwhile the knights and ladies of the realm met at Culhanes Inn and Tavern for lite fare and to conduct some serious business of the king. While the food was tasty and well prepared, it missed the succulent delicacies of sweet-breads, roasted boar and desserts of olde. The wenches were comely and attentive to the needs of those present but in lieu of gentle derriere pats, pinches and busses behind the wood pile for their service, they opted for farthings and quid. After dining for seven years at ye olde Hop and by universal accent, those in attendance decreed that future meeting would be held at Culhanes in New Cumberlandshire. As Sir Del was overheard to say about the Hop, “ good riddance to bad venison.”

The jousting events were eliminated from scheduled activities this year because of the advanced ages of our steeds and a few of the knights. Instead, we’ll ride on a spring tour through Lebanonshire hosted by Sirs Fred and Joe and their ladies, Barbara and Donna. A cruise on the Pride of the Susquehanna was given enthusiastic approval. That will give us boasting rights among the peasantry that we took our wives on a cruise this summer. Ladies’ night will see the knights treating their ladies to dinner, raffle tickets and a gift certificate to Boscov’s for some lucky lady. Our moldy, golden oldies meeting will feature the well known speaker Robin Hoffer, don’t tell him because he doesn’t



clockwise starting at 12 o'clock are Joe Spear, Bob Sweeney, Joann Sweeney, Jon Arndt, Edie Arndt, Eileen Baldwin, Del Border



clockwise starting at 12 o'clock are Scott Brockman, Liz Brockman, Rene Sanders, Shawn Miller, Mary Ann Waltz, Priscilla Hooper, Dave Hooper

Harrisburg Region Cont...

know about it yet, taking us back in antiquity and regale us with stories of heisted retrievals and the humble beginnings of the AHSTC. As soon as we get the snowbirds Don and Flora back, we want to hear all about their trip to the Bonneville Salt Flats. We'll end our year with the traditional Awards Banquet and Progressive Dinner.

There are many more activities planned for 2010, so stay tuned to the monthly electronic post for future times and places and events. The activities can also be found on www.austin-healey-stc.org or call (717) 272-8343

Your substituting scribe,

King Joseph III of Spear

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Wow has it really been a month since I was pulling together my last article on Christmas night? One's age and the passing of time definitely have a positive correlation! This month I was determined to be less of a procrastinator than usual (NOT a New Year's resolution), so rather than waiting until 9:00 p.m. on deadline day to write my article, I'm getting this one underway at 7:00 a.m.

Unfortunately due to the MLK holiday and an insane kitchen renovation project, I missed this month's regional meeting. Fortunately Trish gave me a report on what was missed. Although only ten attendees made it to the meeting, much was covered (sometimes less IS more), with particular emphasis on upcoming events.

With Dick Stover and Mark Weinberg taking on the coordination of our events calendar, many new events were proposed and penciled in. Mark is putting together a tour (sometime in March – stay tuned) to America on Wheels car museum in Allentown, PA; Mark and Dick are working on an April driving tour to replace our November 2009 Hat & Mittens Tour that didn't occur this year; Jason Urban is working on a garage tour of a local collector; and we've already scheduled our annual regional picnic for Sunday June 13th, 2:00 p.m. at the home of John & Jennifer Payne! That is an impressive agenda!

Naturally we couldn't make it through a meeting without some Encounter discussions and this month's focused on t-shirts. What may seem like a simple matter to anyone not previously involved in t-shirts, it tends to be anything but simple. To be decided is quantity, style, color, design, sizes, material, cost, supplier, etc, etc. We'll be revisiting the t-shirt topic at our next Encounter meeting on February 10.

Although our numbers were low at the January meeting, we were fortunate to have the late Dale Kulp's nephew, Andy, join us for the meeting. With Dale's recent passing, Andy is looking to become the family's Healey authority. He certainly came to the right place. Also making an appearance this month was Steve Kirlin. Steve has been around even less than me lately; attributable to either the winter blues or a new season of Agent Jack Bauer and 24 on Monday nights!

Earlier in my article I made reference to my latest project – a kitchen renovation. If you are into vintage items beyond Austin Healeys and are curious how the restoration of a gas-powered, chrome-adorned, four-wheeled item from 1947 fits into the renovation of a kitchen, check out www.chamberstoves.net/Models.html.



Long Island

by Paul Parfrey

LONG ISLAND

January 16th's post-holiday luncheon at Orlando's Italian Restaurant in Commack was a great success. The weather was fine as were the food and conversation. The LI Region may have set an attendance record with 22 participants! Just listing them could take a paragraph. Here they are: Tony and Kathy DiFrancesca, Jim and Min Elliott, Noel and Elaine Gish, Chris Korte, Hans and JoAnn Lewald, Gary and Isabel Moreau, Mike and Carol Neumar, Cathy Preston, Mary Ann Sekelsky and Tedd Krummeck, Bob Shaffsick, Stu Smith, Bob and Diane Squillari, and Susan and myself. Chris arrived in his Healey (Arthur, take note) and Jim brought his lovely wife, Min, for the first time.

Jim has been lightening his Healey of late by sanding and polishing ever so little of the aluminum skin away (see photo). Hopefully, we can get our two nasty boy cars (that would be Gary Moreau's 100 and Jim's BJ7) and their owners together at the same event. At least, the two cars can be seen together in this issue. Also included is a photo from last year's Garden City Easter Parade of a mini alongside a 1933 Pierce Arrow. Quite a contrast! This year's event is Easter Sunday, April 4th. It may be a little cold but there is always a large turnout of interesting cars.



Post Holiday Luncheon



Mini and Pierce Arrow GC Easter Parade



Jim Elliott's BJ7



Gary Moreau's 100

How Many Big Healeys Remain in America?

by Baird Foster

One SWAG to answer the ultimate Healey question

A question frequently asked of Austin-Healey owners is “How many of them remain?” While it’s difficult to assess, let’s make a SWAG (Scientific, Wild A-- Guess) by considering some known figures and throwing in some assumptions.

Of the approximately 73,000 total Big Healeys manufactured, do you know which percentage was exported to North America? 85% 77% 68%

Of these, how many Big Healeys would you say remain intact today? 20,000 17,500 13,000

There were about 73,000 Big Healeys produced from 1953-1967 (okay, maybe one more were built in 1968) and let’s assume, based on information to follow, that about 77% were shipped to North America—approximately 56,050 cars. For the sake of our SWAG, let’s assume that just over 92% of this total came to the USA, or about 51,700 Big Healeys exported to the States.

How many Big Healeys came to the United States?

Arriving at the “exported to North America” figures was easiest for the 3000 models, as these figures were kept and noted in Anders Ditlev Clausager’s book, *Original Austin-Healeys*. However, for 100s and 100-6s, some extrapolation and SWAGs are required, due to lack of records. Also, production was done at both the Longbridge and Abingdon factories.

For the BN1 and BN2 models (100s), approximately 14,634 (excluding the fifty 100S models) were built. It’s unfortunate that export statistics are available only for the years 1953 and 1954, when approximately 7,200 cars were built. Per Clausager, 6,032 cars were exported worldwide in 1953 and 1954, or 84% of the total production for those years. A known total of 3,606 was exported to North America, 50% of the total built.

Using this figure, we can extrapolate that of the remaining 7,434 BN1 and BN2 cars built in 1955 and 1956, about 50% were sent to North America for an approximate total of 3,717. Add the approximated 3,717 to the reported 3,606 cars built in 1953 and 1954, and we arrive at an approximate total of 7,323 BN1s and BN2s exported to North America. (Undoubtedly, some more lefthand drive (LHD), U.S. spec cars which were exported elsewhere, especially Germany, found their way to America via U.S. service personnel. For sanity’s sake, let’s exclude this number from our SWAG.

For the BN4 and BN6 models (100-6s), Abingdon produced a total of 8,391 cars, of which 6,982 (83%) were LHD for North American export, per Clausager. In addition, there were 7,053 BN4s made at Longbridge for which exact export numbers are not recorded. Let’s make a SWAG and say the same 83% were exported to North America, or 5,854 cars; this makes a total of 12,836 100-6 models that came to North America.

The 3000 models (BT7 and BN7 Mark I, BT7 and BN7 Mark II, BJ7, and BJ8) totaled 42,926 produced, of

How Many Healeys Cont...

which 35,891 were shipped to North America. (These figures were based on production records.)

A summary includes:

Models Total Built Exported to N.A.

100 14,634 7,323

100-6 15,444 12,836

3000 42,926 35,891

TOTALS 73,004 56,050

Of the total 56,050 cars exported to North America, let's assume that just over 92% of these North American exports were shipped directly to the U.S.A. for a total of 51,700 Big Healeys which began their life in the United States.

How many Big Healeys in the U.S.A. were written off?

According to Eric Dymock's The Sprites and Midgets, a Collector's Guide (Motor Racing Publication Ltd.,



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How Many Healeys Cont...

1981), in 1956 Leonard Lord, head of BMC, was looking for a car a little less fierce than the A-H 100 and the new 100-6. North American dealers had told Lord that “the Big Healeys’ power and speed had put some customers off, and more than three-quarters of those sold were being written off in accidents.” Using this input, can we deduce an early write-off rate for all Big Healeys? Let’s try.

Three-quarters of the 100s and a few 100-6s (in 1956) sounds like a lot of abandoned cars. Let’s assume that only 65% were written off. This means that of the cars exported to America, about 6,700 100s (92% of the 7,323 total 100s) and about 1,500 100-6 cars that came to the U.S. by 1956 became candidates for early write-offs due to wrecks. This total of 8,200 cars was reduced by 65%, leaving about 2,870 survivors so far.

Now, we deal with the remaining total of U.S. cars; 11,336 100-6s (12,836 less the approximately 1,500 of 1956 cars) and 35,891 3000 models to account for. Because of the drum brakes on the remaining 11,336 100-6s, let’s guess that 60% were early write-offs due to wrecks, etc. That leaves about another 4,534 survivors.

All of the 35,891 3000 models in the U.S. had the more reliable disc brakes at the front, and stopped more quickly. Also, U.S. drivers in the late 1950s and through the 1960s were now probably used to more powerful cars. Giving credit to the U.S. drivers’ improved driving abilities, let’s estimate that 35% of this total were crashed and written off up through about the early 1970s. This leaves about 23,330 survivors of the 3000 series.

Write-offs from 1975 through 1995

Assuming the above SWAGs are correct, as of about 1975, there could have been approximately 30,734 big Healeys surviving initial write-offs due to wrecks, etc. However, we haven’t considered abandoned or neglected cars for these initial 20 years of Healeys in America. Experience says that about 29% of these were left to rot due to neglect, lack of parts, lack of money to repair, or, simply, finding a better car. If so, now we could have about 21,800 big Healeys still in existence as of 1975.

About this time, various Austin-Healey clubs in America were growing, as was some interest in the cars’ being



brought back to life. However, some of these 21,000 remaining cars were in poor shape and were probably abandoned or used as parts cars. A SWAG says that the write-off rate was reduced to 28% from about 1975 to 1985, leaving about 15,700 big Healeys in America in 1985.

The next decade witnessed a growth in parts suppliers and restoration services, and we saw a much greater interest in the cars from a club standpoint and to a much smaller degree, from a

Austin-Healeys being assembled at the Abingdon Works, circa 1959.

How Many Healeys Cont...

collector's view. For this reason, the write-offs were reduced a great deal—say 12%. If true, by 1995 there may have been 13,800 Big Healeys left in America.

Write-offs from 1995 to the present

From 1995 to the present, it is safe to assume that very few cars have been abandoned and written off as scrap. Greater interest in the promotion of the marque, coupled with the marque's increased presence in the marketplace, have led to more care and preservation of the remaining cars. Still, there are some cars beyond hope; let's guess that from 1995 to the present, 6% of these cars no longer exist. If true, we could now assume that there are only about 13,000 big Healeys remaining from a total of about 51,700 that were exported here many years ago. (However, as with animals that are going extinct, can you imagine, for instance, a mere 1,000 white rhinos in a room, or 13,000 big Healeys all together in a parking lot?)

If you've read to this point, you must have some interest in answering the question, "How many are left?" Can anyone come up with other conclusions?

Meanwhile, let's all help save every existing Big Healey (and Sprites, too) in America so the remaining cars (about 25%) of the original exports to the U.S.A. will remain intact and enjoyed for a long time to come.

To aid in keeping track of the remaining "Big" Healeys and Sprites as well, owners are encouraged to list their cars with the various model registries. Registry details can be found at AHSTC's website www.austin-healey-stc.org under "Resources"; scroll down to bottom of list. Info can also be found at www.healeyclub.org under "The Cars"; then under "Authenticity" and then "Registries."

Sources:

Clausager, Anders Ditlev. Original Austin-Healey, The Restorer's Guide to 100, 100-Six and 3000. Bay View Books Ltd., Bideford, Devon, 1990.

Robson, Graham. Austin-Healey 100 & 3000 Series. Crowood Press Ltd., Ramsbury, Marlborough, Wiltshire, 1994.

BRANDYWINE 2010 EVENTS

February, Sat. 20st, 1 pm. Brandywine Social at the Whip Tavern. 1383 North Chatham Road, West Marlborough, PA 19320

March, Sat. 27th, 1 pm. "Pizza at Pete's". Pete Roberts house, 21 Waterview Street, Downingtown, PA.

April, Sat. 17th, 1pm. Track session at the Millville, NJ race track – Encounter 2011 planning meeting.

May, Sat 1st, Lewes British Car Show

May, Sat 22 nd, Carlisle Import Show – Make sure you register with the club

June, Sat. 19th, 1 pm. Summer picnic at the Smarts house, West Chester PA.

July – Tech Session. Chuck Ott's house, 109 Airmont Drive, Middletown, DE. (I expect that it will be inside the garage with the A/C on!)

August 11th -14th. Encounter. Philadelphia, PA.

September, Sun. 12th, 1 pm. Crab Crawl and Feast. Maybe a break from Boondocks?

October, Sat. 9th, 9 pm. Brandywine Region Picnic. The Leser residence, #2 Oriole's nest, Elkton, MD.

November, Thurs. 18th, 7 pm. Elections, Stoney's British pub, route 202, DE.

December, Sat. 11th, 6 pm. Christmas Party and ugly gift exchange - Location TBD.

January 2011, Thurs. 20th, 7 pm. Events planning. Matilda's, Newark, DE.

The events planning meeting was held without our intrepid reporter Ernie Leser. In fact, there were many people who couldn't make it. The excuses were numerous. Ernie, Joan, daughter Karen, grandbaby and cat were doing the gumball rally from San Diego to Connecticut. Or maybe they decided to fly. Anyway, Karen is moving from the left coast and Ernie and Joan were helping out. Jim Bewley was still having knee problems, Nigel Smart came down with the flu, and the Hattons are still basking in the sun in their southern home in Mexico. Pete Roberts and Dee were leaving on a blues cruise the following day. What was your excuse? Dave Ehret, Chuck Ott, Kris and Steve Garrett were all that made it to Matilda's to plan the events for next year. We did the scheduling at peoples' houses in some cases without the person's final approval as most were not there, so consider this a tentative schedule, subject to change.

The 2009 Brandywine Events Calendar is shown below. February's event recognizes that this is lousy weather to enjoy our Healeys, so drive your other car if you like. We've chosen to have our "Brandywine Social" at the Whip British Tavern in West Marlborough, PA, a new venue recommended by our British food experts the Smarts. You should get an e-Flash reminding you the week before, as with most meetings. Looking forward to seeing all of you on February 20th.

Membership News

by Rick Brodeur

MEMBERSHIP

Let's welcome returning members this month

North Jersey

Craig and Susan Charters Daniel Verdier
York, PA Pound Ridge, NY

Later this month I'll be sending out renewal notices to our membership. Please return your renewal right away so I don't have to send out a second notice.

For the next 20 months or so I'll be sending out renewal notices to members who renewed for multiple years. If you don't get a renewal form for the March 2010 renewal, it's because you will come up later in the year or next. 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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Happy New Year to everyone. Mid-January and no snow. Hmm. Could this be an omen or will we get hammered in the next two months? Either way, it's time to be thinking about Spring maintenance. You know, the usual, Oil Change, Shock check, Brake check, **TIRE check**.

We've had several articles regarding tires, one of which was initiated by our own beloved Bob Messinger back in the early part of this century, (sounds like a long time ago doesn't it).

Tires that are ten years old, or older, should be replaced, even if, like mine, they show little or no wear. Why? Because rubber breaks down over time. It can crack and split and you don't want that to happen as your flying down a country lane with "big" trees on either side, wind blowing through your hair, or, in my case, past your head, and suddenly have a blowout. Disaster. So put Tires on your check list this Spring and replace, if necessary. I hope Kenny appreciates the advertising.

We had our first AHSTC LV Region meeting last Monday. The usual faithful cast of characters joined us, with the exception of Mr Dan Smith. Dan's claim to fame is he makes one meeting a year. GREAT to see you Dan, your record is intact. But fear not Dan because that one meeting is one more than at least half the Valley membership. Come on out folks, we don't bite. We need fresh new ideas for events and activities.

We want to turn this into a "Sports and Touring" club again, not just a monthly meeting organization.

With the loss of Bob Messinger, we are bereft of an Events Coordinator. Bob Weaver has graciously accepted this new role, but, really folks, members like Bob, and Ken and Cindy, Bob Messinger and Tom Mantz and Bob Miller and Gerry Kunkle and Rick Brodeur and Bob Pritchett, Jerry Cropp, Phil and Jane Nase, etc, (I hope I didn't miss anyone) have been carrying this club for years. Let's give them a break. It's not hard-it's actually fun. I had the greatest time at the last Encounter meeting so many new people from the other regions. That's what this club is about.

Back to activities. I have a calendar from the BCCC and Keystone MG Club that I will be E-Flashing soon. In an effort to have larger participation, last year, Ken initiated the idea of joining forces for events with these two fine clubs. Many of us are members of one, two and all three of these organizations. There is safety in numbers, and more fun.

Our next meeting will be at the Top Diner in Bethlehem on February 15th @ 6:30 PM. Come on out and meet the members. And bring ideas.

Keep the rubber side down.

Mike

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This Month in Healey History

FEBRUARY

by Baird Foster



HEALEY HISTORY

1952—Healey Hundred Design

Geoffrey Healey (Donald's oldest son) and Barry Bilbie began the chassis design for what would become the Healey Hundred (introduced with instant accolades in October, 1952 at the London Motor Show at Earls Court). Concurrently, Gerry Coker started with the body styling, which, as Gerry said, "covered up all of Geoff's and Barry's bits."

This planning was done in secret at the home of Donald Healey, head of the Donald Healey Motor Company. The DHMC did not want to upset Nash (for whom they were preparing the Nash Healey) with a possible new car aimed at the American market. Nor did they want to upset Morris, who were still selling Riley engines to the DHMC; plans for the Healey Hundred included use of an Austin A90 engine.



Leonard Lord and Donald Healey stand with the newly-named Austin-Healey 100, the result of the design work done in 1952.

1956—Sprite Origins



Pre-production Q1 Sprite shows pop-up headlights, later changed for production runs.

The Sprite was first conceived following a winter meeting between Leonard Lord, head of BMC, and Donald Healey. While discussing the sports car market at a policy meeting, both men agreed that as sports cars were becoming more expensive, the market for them was shrinking as prices rose. Lord mentioned that what was needed was a small, inexpensive sports car to replace the Austin Seven Nippy of prewar fame.

Returning to the DHMC works in Warwick, DMH discussed his own ideas with son Geoff, and the seeds of the Austin-Healey Sprite were sown.

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1959—Sprite at Sestriere Rally

An Austin-Healey Sprite, driven by Tommy Wisdom and J. Lucas, finished 5th in Class and 39th Overall in the Sestriere Rally in Italy.

It looks like the time has come, yet once again, to marshal my random thoughts together and update y'all on the happenings of the North Jersey area. And what better time than today as I am preparing to watch the AFC Championship Game between the Colts and the Jets a little later this afternoon? I won't mention who I'm hoping will win ("GO COLTS!"), but by the time you read this, the results will be in. Hopefully, I'll have this sent off to Steve and Jennifer before the game even starts. I'm also going for the Saints to win it all. This could be a bit embarrassing, but what the heck.

Now is also a good time to send off my renewals for AHCA (National) membership, as well as the AHCUSA (Pacific Centre). I think my AHSTC dues are due in June? I'll have to check. I reckon now would be a good time to send in my registration form for Encounter 2010. I'm not sure if I'm staying out at Normandy Farm (a bit pricey, since I've been unemployed for a few months, now...), but the registration is going in! Have you registered yet?

Anyway, North Jersey held its monthly meeting at La Cucina (278 Diamond Spring Road) in Denville on Tuesday night January 19th at 7:00 PM. We had a great turnout, with a full dozen members in attendance. I kept glancing towards the door (no, not planning my escape...) hoping to see one more person show up so I could start this article off with "A baker's dozen..." but, alas! What heartbreak! Those attending were: Steve Jekogian, Larry Gersten, Ian Kessen, Frank Dipiran, Steve Feld, Jim Vollmuth, Richard Ippoliti, Frank Valente, Art Herkomer, Tom Mulligan, Dennis Meehan, and George Crombie. We had lots of great discussions and stories bantered about, and

even managed to plug in some dates for our activities calendar. Be sure to keep checking your e-Flashes for the latest.

Among the more important topics was Encounter 2012. North Jersey is hosting this major event for that year, and, as was pointed out "IT IS NEVER TOO EARLY TO START PLANNING" for such an important event! Venue suggestions are welcome and encouraged. Let an officer know your ideas. Better yet, come to one of the next meetings and let us all know.

Another "Hot Topic" at the meeting was dangerous tires. For those who haven't seen the video forwarded by Richard Ippoliti on Jan. 12th, you should. For those who have; yes, it IS a serious concern. However, it (the video) was a little sensationalized. The tire skins shown on the side of the highways are mostly re-treads from big rigs. Passenger vehicle tire blow-outs don't occur anywhere near as frequently as would be indicated by the debris found on our roadways. That said, if you were to experience a blow-out, especially at speed, it could have

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North Jersey Region Cont...

devastating consequences. And we're not just talking about your classic, little British car. Your family sedan, mini van, SUV, or tow vehicle (and even your trailer) are ALL susceptible to this problem. Take a few minutes to check the manufacture date(s) on all your tires. Allen Hendrix (Hendrix Wire Wheel) states that individual tires were not intended to be in use for longer than 10 years. Usually, 7 or 8 years are the max. When I moved from western Massachusetts to Indianapolis (is that why I'm rooting for the Colts? No, not really) back in 1979, I bought a set of four new Dunlop Road Speeds for my blue BN2. They are still on the car. They still hold air (good tubes, too). Believe me, before that car sees highway miles, there will be new rubber on the ground! Until then, the old tires will do. The question was raised: What do you do with your x-year-old tires that still have relatively little wear and good tread? A damned good question. My answer would be to drive your car more; wear out the tires before they rot and blow out! And when you DO go buy new tires for any vehicle, check the date(s) of the tire(s) that are going on your vehicle. Life is short enough, why take unnecessary chances?

February's meeting will be a Tech Session on Tuesday, February 16th at Frank Valente's home in Denville. Address and directions will follow in an e-Flash from Richard Ippoliti. The topic will be a rebuild of the brake servo on a BJ8. The test will be to see if the car stops before it gets to the bottom of the 200-plus-foot elevation decline of Frank's road.

In March, we plan to gather at Art and Joan Herkomers' to troubleshoot the problems Art is having getting his 3000 up and running. This is tentatively scheduled for Saturday, March 27th.

We are also looking to have a Spring Tour (maybe with the MG and/or Triumph folks) in early May, probably the 2nd Saturday. This is the day before Mother's Day. Problems? Concerns? Call or come on out!

As always, stay tuned to your e-Flashes for more-up-to-the-minute details. And come on out; we would love to have you join us!



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Those of us who have owned Healeys for more years than we care to admit, have probably heard of the Healey specials such as the Bonneville Salt Flats record breakers, International rally cars, LeMans, Sebring and Nassau race cars. I'm sure that many members also own the book, "The Specials", written by Geoffrey Healey that describes the special Healey cars.

However, this article is not about the cars...it is about the engines that powered those cars. Those engines were labeled XSP which stood for "Experimental Special Production". All XSP engines were built in the Morris Motors' Engine Branch at Coventry under the direction of Eddie Maher with Donald Healey, Geoffrey Healey and Roger Menadue the only other ones who knew how the engines were modified.

I've prepared a list of the XSP engines that I discovered by researching the following books:

Healey, The Specials, by Geoffrey Healey

Healeys and Austin-Healey, by Peter Browning and Les Needham

The Healey Story, by Geoffrey Healey

Austin-Healey, The Story of the Big Healeys, by Geoffrey Healey

My World of Cars, by Donald Healey

Healey, The Handsome Brute, by Chris Harvey

The Healey Book, by Bill Emerson

The XSP engines for Big Healeys include:

- XSP 234-2 (mentioned in Geoffrey Healey's, "The Story of the Big Healeys" where he says that the number "denoted a special engine built to type 234". Geoffrey never stated what that meant or which car that this engine powered).
- XSP 234-3 (used in 1956 endurance car at Bonneville).
- XSP 234-6 (used in 1956 streamliner that went 203.11mph at Bonneville). *Note: This record breaker was originally Healey Hundred chassis SPL261 BN, that Donald Healey drove to 192.74mph on the Bonneville Salt Flats in 1954. The car was re-bodied and powered by XSP 234-6 in which Donald ran 203.11mph.*
- XSP 234-8 (used in UOC 741, the first rally car built in 1957).



Healey Specials Cont...

- XSP 815-3 (Thought to be used in one of the three Sebring cars in 1957 or 1958).
- XSP 18131/6 (used in SMO 745 rally car in 1959 and 1960).
- XSP 18131/8HC (used in SMO 744 rally car in 1959 and 1960).
- XSP 18131/9HC (used in SMO 746 rally car in 1959 and 1960).
- XSP 1064/5 (used in 1959 Nassau race car).
- XSP 1973-? Used in FAC 54 (#34) that finished 6th in class and 26th overall at Sebring in 1963.
- XSP 1973-4 used in FAC 56 (#33) that finished 1st in class and 12th overall at Sebring in 1963.
- XSP 1973-? used in FAC 57 (#35) that was prepared for the 1963 Sebring race but did not compete.
- XSP 24261 used in the 1965 Sebring class winning 3000 (#34) – 17th overall).
- XSP engines did not power just the Big Healey. There were XSP engines found in open wheel formula race cars as well as Sprites. Since the build years for XSP engines were from 1956 through 1969, no Healey Hundreds or Jensen-Healeys were powered by these engines.

The XSP engines for Sprites include:

- XSP 1548/1 used in the factory (#ST 401) Falcon Sprite Le Mans raced at Le Mans in 1960, winning its class.
- XSP 1736-1 thought to be used in either the Briggs Cunningham or Ed Leavens car.
- XSP 1736-2 used in the 1961 Le Mans aluminum coupe Sprite #42 after being used in the Sebring Frogeye Sprite earlier that year.
- XSP 1736-3 was in one of 4 lightweight Frogeyes (VZ935?) raced at Sebring in 1961.
- XSP 1736-4 used in the Ecurie Ecosse Sprite, #42, at 1961 Le Mans also after being used in a Sebring Sprite earlier that year.
- XSP 1862 used in FAC 58, #42 in the 1963 Le Mans.
- XSP ??? used in the 1960 Sebring Sprite Coupe #7080 AC.
- XSP ??? used in the 1961 team Sebring Sprite.
- XSP 24262 used in the 1965 Sebring Sprite Coupe, #61, finished 1st in class.
- XSP 24263 used in the 1965 Sebring Sprite Coupe, #62, finished 2nd in class.
- XSP 24264 used in the 1967 Sprite Grand Touring prototype (4 HAC) road-going version of the Le Mans coupes.
- XSP 24266 used in the 1965 Sprite Le Mans coupe, #48. There was a sister car, #49 that finished 1st in class and 12th overall, clocked at 147mph on the straight.

- XSP 2604/1 used in the 1966 Sebring Sprite, #67, finished 1st in class. This is the car that appeared at ENCOUNTER 2008 in Carlisle, PA.
- XSP 2604/? used in the 1966 Sebring Sprite, #66, finished 2nd in class.
- XSP 30622-X was used in the 1969 Targa Floria Sprite, TFR7, but never raced when British Leyland cut racing funds. This was a 1,293cc Lucas fuel-injected engine with dry sump lubrication and a 5-speed transmission.

The XSP engines for Formula Cars include:

- XSP 222432 is a 1000cc Formula 3 short stroke engine that was used in the 1965 Cooper T76 FIII/4/65
- XSP 222436 was used in Ken Tyrrell's 1965 Formula 3 team car #FIII/4/64.
- XSP 222437 was used in Ken Tyrrell's 1965 Formula 3 team car #FIII/5/64.
- XSP 222442 was used in Ken Tyrrell's 1965 Formula 2 team car #FII/1/65.
- XSP ?????? was used in a Cooper T-56 Formula Junior that was the ex-Tony Maggs/Steve McQueen 1961 Formula Junior Championship car.
- XSP ?????? was used in a 1964 Formula 3 Cooper T-72, chassis #FIII/17/64. Thought to be the car in which Jackie Stewart won the 1964 F3 championship.

By now, you're probably asking yourself...why write an article about special Healey engines? The reason? I was fortunate enough to purchase XSP 815-3 which was sitting in a barn in Virginia (yes...hard to believe). The engine "retrieval" and re-build is another story altogether and will be titled, "The Engine Rebuild From Hell!"

You can see photos of the rebuilt engine on other pages of this newsletter. And, if you attended ENCOUNTER 2009 at Pocono Manor, PA, you had an opportunity to see (and hear) XSP 815-3 in competition, perhaps for only the second time in 50 years.

Engine Designation for XSP 815-3

- The XSP stands for "Experimental Special Production" engine.
- The next set of 3 (or 4 in some cases) numbers defined all the modification that had been made to the engine. Exactly what these internal engine changes were is a mystery, the answer only known to the Morris Engine people in Coventry. This history of XSP 815-3 is not yet confirmed, but is believed to have been raced by the factory at Sebring.



Healey Specials Cont...

- The final number is the number of engines built to the same specifications, in this case, the 3rd engine in a series, but no way to tell how many in the series.
- From talking to several knowledgeable people in the US, UK and Australia, there are several scenarios as to the history of XSP 815-3:
- This engine never appeared in a Sebring race car – it was built as a spare for the 1957 or 1958 Sebring race
- The engine was sold/given to Ship and Shore Motors in West Palm Beach, Florida, who was a large importer of Healeys in the Southern US at the time and who also conducted their own successful racing program.
- After the race, the engine was stolen and used in various Healeys in SCCA races.
- One documented fact – XSP 815-3 appeared in a street car in the Washington, D.C. area in the 1970's.

However, from the reference books mentioned above, what I could determine was that, in 1957, there were three factory Healeys that raced at Sebring. Two of the engines had connecting rod failures early on and Geoffrey Healey immediately had the third Healey run at lower speeds in order to finish the race. Following the race, all three engines were shipped back to England to determine the cause of the rod failure which was traced to a sharp edge at the counterbore that held the bolt head. Therefore, I don't see how XSP 815-3 could have been raced in 1957.

In 1958, the factory entered three Healeys prepared with twin HD6 carburetors and entered in the GT class. The bore diameter was increased from the standard 3.125" to 3.250". These three Healeys finished 14th, 17th and 22nd overall, winning the Manufacturers Team Prize. According to Geoff Healey in "The Story of the Big Healey", he stated, "After the race we followed our normal practice of dismantling and inspecting each unit and preparing reports. Stripping out the engines revealed very little evidence of trouble, and the units were then rebuilt with the minimum of replacement parts, to give further excellent service."

Since my engine is the third in a series (XSP 815-3), I think that my engine was used in this race, since the next year, 1959, saw the introduction of the 3000 engine. As a sidelight, in Geoffrey Healey's "The Story of the Big Healey", he wrote that later 100-6 engines were bored to 3.280" which raised the capacity of the 100-6 engine to 2912cc (the same capacity as the 3000 engine). Geoffrey also stated in the same book that Eddie Maher of Morris Motors eventually increased the 100-6 engine to a capacity of 2993cc.

Obviously, there is a lot of information missing about these special engines and if anyone in the club has any more information to add, or to correct what I have written, please let me know. This is another one of the mysteries of Healey history and it would be nice to document.

More Bonneville Thoughts & Other Driving Lights

by Don Schneider

I have included several additional photos from the Healeys Return to Bonneville that I thought might have interest. This was a most fascinating venue and the cars and participants were definitely unique. They were there to “do their own thing” without the big \$ sponsorship which has so profoundly affected most forms of racing today. These photos will show you some of the weird, odd and very specialized equipment that was present.

I believe that the fastest speed attained during the three days was 358 mph in one of the streamliners but I don’t know which one. I was awed by the luge cycle. This vehicle? did 158 mph with the man driving and his wife/girlfriend did 130+. How do you steer it I asked? By leaning your body was the answer. Crazy!

I also remember reading about Don Vesco and his exploits in Hot Rod Magazine when I was in high school. His family, 2nd, 3rd, 4th generation is still actively involved and as a family they have set a significant number of speed records in a variety of cars. The current streamliner was no exception.

How about going to school like Ohio State and being involved in an engineering program with a hydrogen powered car! I could go on but you get the idea that these people are special.

While in Wendover, Jim Cox, Flora and I met with Gordon Whitby and his wife. Gordon as you know from Baird Foster’s articles last month was the West Coast Service Rep. for BMC from 1952-1967 and boy were his stories fascinating. We spent over an hour listening to him and then purchased a hard copy of his book, “Earning the American Dream” which he graciously signed for us. It is over 300 pages and I’m in the process of reading it now. I mentioned to him if he would consider being a speaker at our Encounter Meet and he said yes. Stay tuned to see if this happens sometime in the near future.

Lastly, as we change leadership of AHSTC and the Flash, I must say a few words on behalf of Nigel and Denise Smart and Steve Jekogian.

Nigel and Denise volunteered to be the Flash editors early in my term as president, taking over from Nina Null who carried on as editor after the passing of her husband George. My words can’t describe or do justice to the efforts any Flash editor has to put forth. It is truly a labor of love with minimal thanks. Nigel and Denise pro-



Don with Gordon Whitby and wife.



Streamliner under the AH tent.

More Bonneville Cont...

vided outstanding service to us all and few realize the amount of personal time and money they expended to get the Flash to us. When you see them, please say Thank You and let them know you appreciated their efforts.

Steve Jekogian also deserves accolades for the job he has done as president over the last eight years. He has brought vision, sound judgment and clear leadership to our club, not only as corporate president but also as a region president and former Flash editor. His business acumen and steady hand was clearly evident as he has led our club through significant challenge and change. Likewise, please thank Steve for all he has done and continues to do for the club.

I am always proud and pleased to see the amount of talent present in this organization and it is most gratifying to see new people take on leadership roles at both the regional and corporate level. My sincere congratulations to Ray Donovan and Steve Jekogian as they take on their important new roles.



1932 Ford Record Holder



1946 Dodge flat 6



John Chatham



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BJ8 Austin Healey Registry

by Steve Byers

My name is Steve Byers and I have been the BJ8 Model Registrar for AHCA since 1998. During those years, I have learned a lot about the many ways a registry can be a valuable resource for the Healey community in general and for individual owners in particular, and what features give it that value. Other than a very gross statistical counting involving many (perhaps inaccurate) assumptions, the only way that we will ever have any reasonably accurate idea of how many Healeys exist is to count them. Essentially, this is the first (but not the only) goal of a Model Registry.

I would like to use the BJ8 registry database to respond to some of the questions raised by club members and Baird Foster's article in Healey Marque. Although the BJ8 registry was originated and is sponsored by AHCA, the goal of the registry is to identify and document all BJ8s worldwide without regard to the club membership status (or none) of the owners. It contains the BJ8 records of AHCUSA and many foreign Healey clubs, in addition to those of AHSTC and AHCA.

First, how many still exist? Well, as of 21 January 2010 the BJ8 registry has a record of 7,301 individual BJ8s worldwide, which is 41% of total production. Do all of these still exist? Well, no. Of those 7,301 cars, 60 are positively known to have been scrapped, parted out, or destroyed. There are, of course, many more cars that really don't exist anymore, but these are much more difficult to identify than those that do exist. Too many cars went to the junkyard years ago without a trace because no one bothered to keep a record of them. We will never know exactly how many are in that category.

Another category of cars that are included in the registry are those for which some information is recorded (in many cases, to include all of the usual BMIHT data found on the Heritage certificates, original purchase documentation, a record of the owner from the '60s/'70s, etc.) but the actual location now or current existence of the car is unknown. If any information at all is available on a particular VIN, I will add the car to the record in case more information comes to light in the future, or in case the current owner surfaces and inquires about the history or other information on the car).



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BJ8 Registry Cont...

The registry attempts to keep all information current, but it depends on the owners or former owners providing the updated information as the cars are bought and sold.

Beyond just allowing us some idea of how many cars still are likely to exist, what benefit does the BJ8 registry provide to owners? Here is a list of specific examples from the last few years:

- Identified a loose body number plate (3222 BJ8 80833) as belonging to car HBJ8L/36003. Plate was held by Precision Sportscar Services of Richmond Hill, Ontario, Canada. With chassis number, Precision Sportscar Services identified the owner of the car and returned the plate. (February, 2003).
- Original owner of HBJ8L/28578 in Buxton, NC contacted registry to say he bought the car in 1965, sold it in 1972, but still had the original window sticker, driver's handbook, and Passport to Service, as well as old photographs of the car. Current owner of car in Fiskdale, MA was contacted and put in touch with original owner for transfer of the documents. (June, 2003).
- Contacted by owner of HBJ8L/38505 in Tennessee, who had just bought the car in Indiana. Determined that there was already another car registered in Tennessee with the same VIN. Contacted owner of second car, who inspected VIN plate and discovered car had been registered in Tennessee since 1981 with incorrect VIN (actually is HBJ8L/38508). (July, 2003).
- Saw car offered for sale on eBay by a dealer out of Texas. Car had been reported to the registry by previous owner in Florida as rear-ended and totaled, providing photos to document. Questioned seller about this, and car was pulled from eBay [I heard later it was sold in the Bahamas]. (September, 2003).
- Served as liaison between former owner who had photographs of HBJ8L/37704 and current owner for transfer of photos. (November, 2003).
- Contacted by son of original owner of HBJ8L/40526 in Washington state for help in locating the car. The son wanted to buy it back for his father. Identified car in The Netherlands and notified current owner of contact. (December, 2003).
- Contacted by someone who has the original "Passport to Service" for HBJ8U/42470G, signed by Donald Healey. Was able to get in touch with original owner, who still had the original bill of sale and dealer sales brochure and forwarded these to the registry. As yet, the current location of this car is unknown. (October, 2005).



1967 Austin Healey BJ8 - Photo courtesy of www.remarkablecars.com

- Notified by a collector of Healey memorabilia that he had acquired the original driver's handbook for HB-J8L/41244. The registry had a current record of this car and got in touch with the owner to let him know the handbook was available. (December 2006)
- Car sold on eBay as HBJ8L/26610, a Phase 1 number although the car had all the features of a Phase 2 car. Buyer contacted registry to enter car in the record, and working with him we determined that the original VIN of the car was HBJ8L/30805. The registry provided a letter on official registry letterhead supporting the owner's request to the DMV to change to the correct VIN, which the DMV agreed to do. (September, 2009)
- Contacted by members of Concours Committee for help in more precisely determining the configuration change points for several items for which the BJ7/BJ8 parts manual is not specific (engine valve cover plates, rear seat belt attachments, VIN plate shape) (September 2009).

Registries not only can allow us some insights into the original manufacturing statistics and current configurations and distribution of the cars around the world, but can also be a valuable benefit to those owners who have occasion to use them. Even if you as an owner do not ever benefit personally from a registry, the contribution of the details of your car could help the registry be a benefit to the Healey community in general, and perhaps to some other owner who has questions about his/her own car. Many questions about specific cars can be answered by comparison with the details of cars with nearby body or chassis numbers.

Any owner who is interested in supporting the BJ7 and BJ8 registries can submit the details of their car via the following websites:

<http://www.britishcarforum.com/bj7quest.html>

<http://www.britishcarforum.com/bj8quest.html>

BJ8 information can also be submitted directly to the registry via e-mail to sbyers@ec.rr.com

Steve Byers
HBJ8L/36666
BJ8 Registry
Havelock, NC



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Normandy Farm, Coleman Restaurant & Encounter 2010

ENCOUNTER 2010

Normandy Farm in scenic Blue Bell, Pennsylvania, not only provides a unique and historic venue for Encounter 2010, it is also home to one of southeast Pennsylvania's finest restaurants. Coleman Restaurant, the cornerstone restaurant of Normandy Farm, is named for Jim Coleman, a nationally known chef, and Executive Chef at the restaurant.

Chef Coleman hosts a weekly radio talk show, A Chef's Table, on NPR and has published three cookbooks, The Rittenhouses Cookbook-A Year of Seasonal Heart-Healthy Recipes, Jim Coleman's Flavors and Flavors of America and has hosted two television shows, Flavors of Philadelphia and Flavors of America.

Jim Coleman is a native Texan and is a graduate of the Culinary Institute of America. He has held the position of Executive Chef at The Great Wall Hotel in Beijing, China and the five-diamond Rittenhouse Hotel in Philadelphia.

Chef Coleman not only is a fine cook, he understands the business end of running a restaurant. Fine dining is not just about the food but also the experience. An evening spent in the Coleman Restaurant is truly a memorable experience from the greeting at the entrance to the ambiance of the interior to the impeccable serving staff to the classic American cuisine. All work in harmony and create an evening to remember whether you're celebrating an anniversary, a birthday or "just because".

Never has an Encounter had so much to offer. We look forward to seeing you in August and hope that you will make reservations at Coleman Restaurant and truly enjoy everything that is part of Encounter 2010.

Photos courtesy of www.normandyfarm.com



Encounter at Normandy Farm

ENCOUNTER 2010

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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*



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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
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ENCOUNTER 2010
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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

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

Registration Fee includes:

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

Hotel Registration:

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

Concours requires additional registration through the National Concours Registry. To purchase the required concours packet send \$20 to Mike Osipik, 39 E. 55th Terrace, Kansas City, MO 64113. Email mikeosipik@earthlink.net or phone 816-333-2506. Concours packets must be obtained prior to arrival at Encounter. There will be a \$70 Concours fee per car payable with your registration for judging at Encounter.

****All Flea Market Vendors must register for Encounter
 ++ Plus taxes and fees - Includes free Full Breakfast Thursday & Friday and free Continental Breakfast Saturday for participants staying at Normandy Farm.

www.austin-healey-stc.org

REGISTRATION FEES

\$70 if postmarked by June 15, 2010 _____
 \$85 if postmarked after June 15, 2010 _____
 Your Car Here Raffle \$10 per (drawing 10/31/09) _____
 Extra Cars _____ @ \$10 each _____
 Extra Adults _____ @ \$20 each _____
 WED 8/11 SIMEONE MUSEUM TOUR & DINNER
 Adults & Children _____ @ \$49 each _____
 FRIDAY 8/13 PICNIC
 Adults & Children 10 & Over _____ @ \$28 each _____
 Children 9 & Under _____ @ \$20 each _____
 SATURDAY 8/14 AWARDS BANQUET
 ALL _____ @ \$38 each _____
 Please indicate Dinner Choice
 Strip Steak _____
 Chicken _____
 Pizza Party-Children 4 to 10 yrs old _____ @ \$10 _____
 Concours Judging Fee @ \$70 per car _____
 Chinese Auction Tickets 7@ \$5 pre-purchase only _____
 Total Remitted (US) _____

CALENDAR

FEBRUARY

20

Best of Britian Show

The Simeone Museum
Philadelphia, PA
www.simeonefoundation.org

20

Bradywine Social

Whip Tavern
West Marlborough, PA

Classifieds & Calendar

Of Interest/For Sale

USED BJ8 PARTS

From large (gas tank, painted wire wheels) to small (new fan belts, chrome flashes for front fenders), from my restoration. Available for any reasonable offer.

Larrygris@aol.com

'95 JAGUAR XJ6

Vanden Plas Sedan, nice driver, lost garage, everything works, lots of torque, lots of luxury, truly a stunning car. \$4,200
Gary Moreau cell 917-371-7373



1969 AUSTIN-HEALEY SPRITE

1969 Austin Healey Sprite-well maintained by K & T Vintage Sport Cars. \$7,500
Greg Delfino 610-997-8922

1969 AUSTIN HEALEY SPRITE

Beautiful blue, 1969 Austin Healey Sprite 1275 (1.3l) in GREAT SHAPE!!! Convertible with soft and hard top. Runs great, the body shines, fun to drive, good tires, approx 106K mi, clear title, garage kept, additional hubs and whole set of wire wheels included, brand new brake system (completely replaced), engine tuned up and sounds great, runs like a champ!!! Can supply many more pics of this beauty if needed! Thanks for looking!
\$5,400



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

Austin-Healey

100-4-6-3000 -Sprite

SHOCK ABSORBERS:	Each
FRONT BIG HEALEY.....	\$102.00
FRONT SPRITE.....	\$102.00
REAR (All models).....	\$75.00
HEAVY DUTY UPGRADE.....	\$10.00
SHOCK LINK (New or Rebuilt).....	\$call
BRAKES: sleeved and rebuilt	..
Big Healey Master 100-4, 6, 3000.....	\$95-\$195.00
Big Healey Booster Servo.....	\$445.00
Big Healey Caliper.....	\$115-\$145.00
Sprite Master 1957-66 Twin.....	\$225.00
Sprite Master 1967-79.....	\$125.00
Sprite Caliper.....	\$85.00
Cylinders sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$95
Front end A-arm (Sprite).....	\$95.00

CARBURETORS: COMPLETE REBUILDING
Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets. FLOW BENCH TEST.....\$375-\$445/pair
CARB BODIES REBUSHED
and new throttle shafts.....\$85 each

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

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933
631-369-9515, FAX: 631-369-9516

Toll Free 800-882-7753

VISA, MC, DISCOVER, PAYPAL, COD

OCT09

Classifieds & Calendar Cont...

2 AH SPRITES & A HARDTOP

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

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

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



Member News

AHSTC MEMBER CARS' AT SIMEONE FOUNDATION MUSEUM

“Best Of Britain” Show Begins February 20th At The Simeone Museum.

Over 30 significant British racing and sports cars will be on display at the Simeone Museum from February 20th through March 14th. The show will include many rare and unusual cars from England, including an HRG, a Nash Healey, an Elva Courier, and a Ginetta G4. Thanks to Jonathan Stein and Dave Hutchison for all their work in pulling this together. Plan to come to the show to see these extraordinary cars!

Regalia

NEW ITEMS IN REGALIA - Get Ready for the Spring Driving Season - It'll be here before you know it.

ULTRA CLUB MICROFIBER LONG SLEEVE V-NECK WINDSHIRT
V-Neck Windshirt w/contrasting knit collar. Same color knit cuffs and waist. Fully lined. Side seam pockets. Embroidered Austin-Healey Script on left chest. 100% Polyester Shell and Lining.

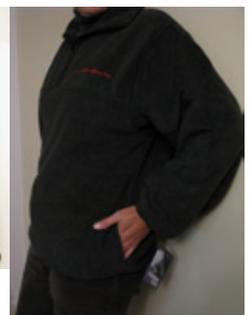
Shown in Black with Tan Embroidery. Also available in Tan w/ black embroidery and in Navy with tan embroidery.

Limited number available - Call now for best selection

\$ 30.00



ULTRA CLUB 1 /4 ZIP FLEECE W/AUSTIN-HEALEY SCRIPT LOGO
Charcoal Gray 1/4 Zipper Fleece with the Austin Healey Script logo in Red. Brand Name - Ultra Club; Iceberg Fleece. (100% Polyester)
“Real Strong, Real Soft. You have to wear it to believe it. Reinforced stitching for super-strength meets anti-pill 13 oz. linear fleece for soft feel. Iceberg Fleece is strong enough to stand up to repeated wear - and comfortable enough to encourage it.” Elastic in Cuffs and at Waist. Side Seam Pockets. **\$ 25.00**



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.

MEMBERSHIP & SUBSCRIPTIONS

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.

ADVERTISEMENTS

25 word, non-commercial classified ads run for 3 months and are free to members. Non-member classified rates are \$0.20 per word. Commercial Advertisers please contact Larry Griswold at 908-647-1926 or LarryGris@aol.com

NEWSLETTER DEADLINE

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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