

The FLASH

JULY 2010 | ISSUE 395



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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Main Photo: Rear of Ira Udasin's car

Bottom: Dave Ehret's Healeys at the Maris Grove Adult Community car show. Photo by Nick Jekogian (Steve Jekogian's father. It's his scooter); A new kind of Tech Session at Encounter 2010; North Jersey photo

What's In The Flash

by Steve Jekogian

EDITOR'S
NOTE

Did you look closely at the cover photo [bottom left]? A 100, a 3000 and a battery powered scooter. What could a good caption could be about the scooter?

- 1) Wow did you see the battery in that one?
- 2) When I grow up I want a scooter like that
- 3) My next set of wheels
- 4) All that power for \$1,000
- 5) I did not know Michelin made radial tires that size
- 6) "I had a scooter like that when I was in my 80's, but I had to sell it when....."

Dave Ehret went to a car show in the West Chester PA area, at a retirement home and he said there was a great turnout of cars. It was really a nice thing to do because the people who really remember the old cars are "old people". My parents live in that development and I tried to get to the show but could not so my father took his Blue scooter out and parked in beside the 3000 –kind of like I was there. He did not win ho ever.

But, the idea of taking car shows to where the people are is an interesting idea. Many car shows held on "main streets" in towns and parking lot "cruise nights" are really popular and have great turnouts both of cars, owners and the general population. Everyone seems to really enjoy them and we as club members should continue to participate and promote them.

Encounter is next month and the Philadelphia region has gone all out to develop a great event so go to the back of the Flash Magazine and print out the Encounter registration form and send it in. Remember to take pictures at Encounter and send them to me so we can get them in the Flash.

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Another insanely busy stretch of weeks has left me with no car activities on my docket for the month. No monthly meeting, no annual picnic, no Encounter meeting, no Hellertown show, no Gwynedd Mercy Show, etc., etc. Over the course of the month our daughters' soccer team made a run at the state championship before losing in the quarter finals, our oldest graduated from the University of Texas, while the next in line graduated high school. The subsequent party included 100 graduating classmates and every relative within a 200 mile radius. The high school graduate was 2 years old when the Sprite was purchased and the memory of her coming home for the first time is only slightly more vivid than the day the Sprite came home! Sorry folks, I'm reaching for any Healey tie-in I can get this month.

After putting a crazy month behind us, Susan (wife) and I needed a few days to recover and just returned from Maryland's Eastern Shore. Three days of eating crabs and some boating on the Chesapeake were just what was needed for a little recovery. We spent Friday sailing with a friend in Oxford. He has a restored 1966 Pearson 30. Not only was the boat gorgeous but I never imagined cruising at 6 mph (knots) could be so much fun. In fact, every Friday night dozens of boats gather to race in Oxford at these blistering speeds. I'm already planning a trip with my son in the upcoming weeks. I'm not sure how it will compare to Watkins Glen in September but we're looking forward to a new experience!

Speaking of races, there's still a possibility of being able to get to the Pittsburgh Vintage Grand Prix this year. The Schenley Park races are July 24/25. I was able to catch the Saturday practice and heat races last year (probably better than the Sunday races) and hope to be able to work something out this year. Naturally it's the same weekend as my daughter's parent orientation at college but I've never been oriented before so no sense starting now.

The days are ticking away and Encounter will be here in no time. Feeling my car coast to a stop as the brake pedal goes to the floor tells me I've got some maintenance to do in the next few weeks. There seems to be some Dot 5 on my shoes and floor mats so diagnosis might be pretty easy on this one!

Looking forward to seeing everyone soon!

Membership

by Rick Brodeur

MEMBERSHIP

This month we did not get any new members.

We made a change to the membership dues. All memberships will now be \$30/year. We used to charge an extra \$5 for foreign memberships, but now that we don't mail the newsletters, The executive committee decided to remove the extra charge.

For the next 13 months or so I'll be sending out renewal notices to members who renewed for multiple years. If you didn'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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Who knew that the new column “letters to the editor” would generate so many e-mails. Have u e-mailed your editor this month ?

Here are the Answer to the question of “What is different with the Flash?”

NOT WINNERS BUT THANKS FOR REPLYING

From: LarryGriswold

Subject: Contest – what has changed in The Flash

A lot, but unless you are talking about something specific to this issue, I’ll say it’s the “This Month in Healey History” column.

From: Dennis Meehan

Subject: E-Flash

What has changed with the Flash: Let me see.....hmmmm.....you started using spell check?

One other question. In your column when you printed Baird’s trophy story he refers to DAM. Should this have been DMH? Spell check would not have caught that.

From: michael bartell

June 10, 2010 04:53 PM

Subject: Flash Contest

Answer: This is the first time the word succinct has ever been used in the history of the Flash.

I DID RECEIVE ONE CORRECT ANSWER FROM A MEMBER WHO IS THE MOTHER (Trish Woglom) of Jen Woglom Ohs who is the producer of the Flash who answered the question correctly. And I will reward Tris with a prize, But I still want to hear from the other members and will provide a prize that can not be bought at “any price” for the correct answer to the above question.

SUBMIT LETTERS TO THE EDITOR
TO STEVE JEKOGIAN
973-492-8115
steve.jekogian@spcorp.com

Letters to the Editor Cont....

Letter to Gerry Coker From Jekogian, Steve

Subject: June Flash

Hi Gerry I hope you are fine.

Attached is the June issue of the Flash and it has a little story about the Miami Trophy from Baird and Roy Jackson-Moore.

I joked about the 100 doing 100 MPH days before the introduction at the Earls Court Auto show, and I know it did. Were you there that day, I would love to write more about it in next months Flash See you soon.

Reply from G. Coker:

Steve, Nice to hear from you, no I am afraid I have no tid bits for a column, somebody had to do some work, With the windshield folded Don managed to do 111 mph. which was good publicity for the Earls Court Show.

Cheers, Gerry

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Due to a last minute date change our June summer picnic at the Smart's residence in West Chester, PA wasn't as well attended as we would have liked, but those in attendance ate well and we got a look at Nigel's race car and its blown head gaskets.

July's event is the tech session at Chuck Ott's garage in Middletown, Delaware on Saturday July 17th at 1 pm. If someone has a job they would like to do on their car in an afternoon bring it on down, we'll put it up on the lift in Chuck's air conditioned garage and get it done. If not, we'll work on one of Chuck's many unfinished projects on his BJ8, such as reassembling the internals of the doors or installing the wiring harness. We could try some body-work projects too – how about welding in patch panels for rusted out parts? How about a tech session on selling your extra Healey parts on eBay? Detailing your car, such as using clay and a buffer? Maybe disassembling a generator or starter for a rebuild? Vote early and often for your favorite summertime project and we'll do it.

Reminder -- anyone going to Encounter (August 11-15th) should register at the hotel before July 15th to get the reduced rate. Encounter is a great time to renew friendships and make new ones. See you there!



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This Month in Healey History

JULY

by Baird Foster



1898 – Donald Healey’s Birth

On 3 July, Donald Mitchell Healey was born in Perranporth, on the north coast of Cornwall, England. Donald was the first son of J.F. and Emmie Mitchell Healey, who together ran the “Red House,” the village grocery store.

DMH received many honors for his lifelong love of and contributions to the motor industry and for his countless achievements in motorsports. Among these are a life membership in the British Racing Drivers Club (BRDC, 1932); being made a Freeman of the City of London (1950s), which, as son Bic Healey says, “allowed him to drive sheep over the Tower Bridge”; receipt from Her Majesty Queen Elizabeth II of a Commander of the Order of the British Empire (C.B.E., 1973); and posthumously, induction into the International Motorsports Hall of Fame, Talladega, Alabama, USA (1996); and induction into the Automotive Hall of Fame, Dearborn, Michigan, USA (2004).



The world-famous badge of the British Racing Drivers Club.

1949 – Silverstone Introduction

The Healey Silverstone, produced concurrently with the Elliott and Westland, was the first production Healey to sell for less than £1,000. This car was an open, two-seat vehicle designed for maximum performance, with a top speed of 100+ mph. The Silverstone was ideal for club racing, and many of the 106 built were used for that purpose. Production totals included 50 D-types; one D-type special with a Cadillac V-8 engine installed by American sportsman Briggs Cunningham; fifty-four E-types; and one E-type with a 2.4 liter Riley engine with a Wade supercharger.

In 1949 Donald Healey and Ian Appleyard ran a Silverstone in the International Alpine Rally, the model’s competition debut. They won their class and finished second overall after being held up at a railroad grade-level crossing, which possibly cost them an outright victory.

In America, the Silverstone owned by Briggs Cunningham and driven by Phil Walters won the 1950 Watkins Glen Seneca Cup race. In that same 1950 race series, Cunningham drove this



The C.B.E. medal bears likenesses of King George V and Queen Mary, along with the motto “For God and the Empire.” The ribbon is pink edged with gray.



Woodbine Cottage at Perranporth, Cornwall. Donald M. Healey was born here 3 July, 1898.

Healey History Cont...



Sales brochure cover promoting the new 1959 Austin-Healey 3000.



A D-type Healey Silverstone was recently displayed at the International Motor Racing Research Center at Watkins Glen, NY. This rare car (one of only 50 D-types produced) is owned by South Jersey collector Rich Myers and appeared at the 1995 AHSTC Encounter at Mount Laurel, NJ.

(Cadillac V-8 powered) Silverstone to second place in the Watkins Glen 1950 Grand Prix. In this race there were also three “stock” Silverstones, with the standard 2.5 liter Riley engine.

1959 – Debut of the 3000 Mk I

Following the 100-6 model of the Austin-Healey, the 3000 Mk I provided some major equipment changes from previous models. The engine size grew from 2639 cc to 2912 cc (hence the “3000” moniker), and front-wheel disc brakes replaced the drum brakes. Few external body changes were made—only the “3000” badge on the grille and trunk (boot) lid.

As in previous models, the 3000 Mk I was offered in a 2-seat (BN7) and 2 + 2 seat (BT7) body style. About 13,600 were built through 1961, most being the very popular 2 + 2 configuration.

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Long Island

by Paul Parfrey

LONG ISLAND

The British Are Coming returned after a two year absence on Sunday, June 13th. The weather was delightful. A cool and cloudy early morning made for a comfortable ride out east and a sunny late morning and afternoon made for perfect car show weather. The conditions home were another story (think wet). Members Tony and Kathy DiFrancesca, Frank Filangeri, Arthur and Ruth Lange, Paul Parfrey, Bob Shaffsick, Stu Smith, Steve Tjepkema and Lou Molinaro, and Ira Udasin were in attendance. The venue was the grounds of Skills Unlimited on Locust Ave. in Oakdale, and a cafeteria and restrooms were available. I heard some kvetching about the speed bumps in the driveway (I knew something was up when I saw Healeys going sideways ahead of me), but it was okay with me. Seven Healeys were in attendance with James Batridge and his wife, Mary Ellen, joining us. Kathy DiFrancesca put her time at the car show to good use (see photo). She even received a question from a male attendee as to what stitches she used. There is something for everyone in this car club! Check out the cooking class at Encounter, for example. LI has four registrants for that event.

I am very sorry to have to report the death of Mary Ann Sekelsky's son, Greg Sekelsky. He was a great guy, and loved his parents' Austin Healey and helped keep it running after his father passed away. Our sincere condolences to Mary Ann and the rest of the family.



Tony DiFrancesca supervising Kathy's crocheting



Plaque on display ahead of Ira's car



Rear of Ira Udasin's car

We led off the month with our regional Spring Tour which drew 19 tribal members in 7 big Healeys, a Bugeye, a Jag and 2 wimpy air conditioned conveyances of more recent manufacture. Joe told me the weather was perfect. Before leaving for, or after this drive (Joe didn't say), certain precautions were taken by some of our savvy brethren in respect for the steepness of the route. A peek into the brake reservoir seemed to beat counting on your ever reliable emergency brake later. Forty six miles of hairpin turns, roller coaster hills and scenic views took an hour and a half. Lunch at Twin Grove Campground was followed by a game sure to be picked up in the next Olympics that Joe calls "Washers". Sprites are to big Healeys as Washers are to Quoits. This horseshoe type game is played with coffee cans set 18 feet apart. Despite spirited competition between Miller and Schneider, Shirks won the tournament. Their 2 candy bar reward probably nullified their amateur status. Baldwin is rumored to have taken some great pictures of the whole event.

This was followed by our regular meeting on the 15th that had 25 show up at the Soda Jerk in Hummelstown. Del Border gave a report on the last Board Meeting noting that the region got our cut of the dues you pay each year. The membership slipped a little but who didn't expect that, but Encounter registrations were at 66 which are pretty good considering our notorious penchant for procrastination in these matters.



Del Border tries out Don Zielke's Cobra

Harrisburg Region Cont...

The big show for the evening was our guest speaker, George Reitbauer. With this guy in attendance you might think your were in Brisbane not Hummelstown - not because he sounded like the Gecko, but because his subject was, and we aren't kidding, boomerangs. Joe reports he brought a wide variety of these and even put on a demonstration in the fields behind the parking lot. This was pretty well received and was so fascinating that no one can even guess what the next meeting will be about!

The July meeting will be the Regions Summer Picnic held at Shawn and Tammy Millers on Sat. July 24th.



Famous Healey racer Bud Weichert with Don Pritchard's Jensen Healey that Bud restored.



Don Hoffer finishes his meal as Shawn gets the meeting started

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Wasn't it just a few days ago that we were reading the happenings in the May issue of The Flash, and here we are trying to make the deadline of June 25th for the July issue! Will somebody please slow this Earth down a bit; no, not so I can get off it (although...), but I would like to catch my breath once in a while.



In early June (always the first Saturday in June), Allen Rosenberg arranged to get some passes to the annual Highland Festival and Scottish Games, held on the grounds at Bonnie Brae (if that isn't a Scottish name...) in Bernards Township (across from the Lyons V.A. Hospital). To be honest with you, this is a pretty cool (no pun intended on the 90-plus-degree weather) way to spend a Saturday and enjoy a day of bagpipes, fiddles, Scottish dancing and singing, dog demonstrations, and Highland games and competition, with a little bit of Scottish ancestry thrown in. All you need to do is let Allen know that you'd like to show your LBC (Little British Car) on Saturday and he'll get you a "Display Vehicle" pass and a couple of wrist bands for free admission. This little package saves you about 15 bucks or so on parking and admission, and all you have to do in exchange is show up by 10:30 AM and stay until at least 3:00 PM. All this and the comraderie of a couple dozen or so like-minded British car nuts. The organizers can accommodate up to 30 display vehicles on the short bluff overlooking the games field (the past few years, there have always been room for "one more"; maybe you?) I've driven my diamond-in-the-rough Sprite AN9, better known as Little Red, out there three of the past four years. Or is it two out of three? It sucks getting over 50; I keep forgetting what "they say" is the first thing to go. Memory? I don't even remember when I bought the car.



Anyway, this year Allen & Ginny Rosenberg (yellow MGA), John Moore (green MGC-GT), and George Crombie (red Sprite MkIV) were there to represent the North Jersey Healey crowd. There were also a nice pair of Morgan Plus 4s, four MGs, four Triumphs (from a couple TR3s to a TR7), a newer MINI, and my Sprite. See, I did mention that there would be plenty of room for you, too. Call Allen.



North Jersey Cont...

I was going to go to the All British show at the Red Mill in Clinton the next day (this show always follows Bonnie Brae; check your calendar!), but other commitments came up. As a result, I don't have a report on this.

The following Saturday was "A Touch of England" in HoHoKus, NJ, but I opted to check out Normandy Farm in Blue Bell, PA (the location of this year's Encounter—August is just around the corner and approaching very rapidly!) to take notes at the AHSTC Presidents' Meeting for our president, Richard Ippoliti. Actually, I figured I had a better chance of finding Normandy Farm (on the corner of Route 202 and Morris Road). Somehow or other, I lost Route 202 and ended up in northern Philly. I finally found my way to the host hotel, on said corner, some 20 minutes late, but just in time for a tour of the facilities, prior to the official meeting. I think I took notes, but more importantly, I snagged some handouts for Richard that covered what I was sent there for.

Our monthly Regional club meeting was scheduled for Tuesday, June 22nd at the Denville Dairy (ice cream joint) in, you guessed it, beautiful downtown Denville, NJ. This was to be an ice cream social affair; kind of "bring the family out; we won't be kicking tires at this one, honey." Braving the threatening (and backing it

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up with heavy rain!) weather were: Richard & Barbara Ippoliti, Steve & AnnMarie Feld, and George, Denise, and Sarah Crombie. I thought I was being cute (well, cuter than normal) and drafted Sarah into coming along for the ride so I could use her as an excuse for not driving my Sprite (only a two-seater, don't ya know!) But, Alas! Due to the weather, nobody drove their LBC. Truth be told, I just don't trust Red that far from home, yet. That and unfamiliar territory during rush hour, and bad weather looming, etc. etc....Those of us that were there caught up on the latest gossip (if your ears were ringing, yes, your name probably did come up a time or two in conversation), had a few laughs (you should join us!), and I, for one, had way too much ice cream!

Next on the agenda is a "Drive and Dine" event in July. Check your eFlash from Richard.

After that is Encounter in Blue Bell, PA at Normandy Farm. Just take Route 202 south and you can't miss it. Yeah, right! See how things come around full circle? I am sure you can find many more shows and events in your area during this, the peak of, LBC season; just check the club calendar.

Until next time, keep checking your eFlashes, and we'll see each other at one of these events, sooner or later.



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Twenty-five years ago (in 1985) Virginia sought to reconstruct the middle-size vessel, Godspeed. It then expanded its goal to re- create the voyage to America. AHSTC’s own Jim Cox was on the 14-man crew. Come hear about his 69 days at sea! Only at Encounter 2010. Register Today!

This Is It

by Trish Woglom

ENCOUNTER 2010

That's right, folks. This will be the last month to read about the upcoming event – Encounter 2010! Because next month, we'll be there doing all the fun stuff that you've been reading about.

We have over 80 registrations with a majority scheduled to go on the Simeone tour. (There are some seats left on the bus, so contact Jennifer Payne at jjpayne@verizon.net if you want to see those magnificent cars on display.)

There is also some room for the Friday Cooking Luncheon, but that is filling fast, too.

Looks like the host hotel, Normandy Farm is booking up quickly, so call now if you want a room there. Reach out to Trish Woglom at pwoglom@comcast.net if you are having any difficulty getting a room.

SEE YOU THERE!



ENCOUNTER 2010

AUGUST 11-15, 2010

NORMANDY FARM

1431 MORRIS ROAD

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(215) 616-8500

Savor the Food... Savor the Friendship

When: August 11 -15, 2010

Where: Normandy Farm in Blue Bell, PA (Rt202 & Morris Rd).

ENCOUNTER 2010

GUESTS

Gordon & Dr. Seta Whitby. Hear about his experiences on the record-breaking Bonneville Salt Flats team for MG & DM Healey

Peter Healey (son of Bic & Mary Healey), daughter & son

WEDNESDAY TOUR & DINNER

Simeone Foundation's \$200M Historic Sports Car Museum, Philadelphia (bus trip)

THURSDAY RALLYE

Over historic county roads

THURSDAY CHARITY AUCTION

Gordon Whitby talk followed by book signing: *Earning The American Dream*. Bid items:

- One-week vacation condo @ Bluebeard's Castle in St Thomas, USVA
- Art contributed/signed by Gerry Coker (1954 Bonneville Streamer & AH100)
- Custom poster of your car by Bill Bravo (\$300 value)
- \$400 gift certificate for KoolMat cockpit insulation
- Art contributed by Bic Healey; Dozens of other regalia, vendor specialties

FRIDAY BBQ

on the terrace followed by Davis Cup Valve Cover Races (junior & senior divisions)

SATURDAY POPULAR SHOW

Over 50 trophies

SATURDAY COCKTAIL HOUR & AWARDS BANQUET

Speaker Gordon Whitby; Dinner prepared by Chef Jim Coleman's staff

DRIVING EVENTS

- Gymkhana (Thursday)
- Funkhana (Friday)

SESSIONS

- Powder Coating Ins & Outs
- Distributor Testing
- Cooking School
- Stick Shift Training School (beginning to competition)
- Sailing Godspeed across the Atlantic

CHILDRENS' ACTIVITIES

- Kiddiekhana
- Saturday Pizza Party
- Junior Valve Cover Race
- Special Popular Show Balloting

SIDE SHOWS

- Award-winning chef & author Chef Jim Coleman's Restaurant (host of PBS' Chef's Corner)
- Self-Directed Tours along earliest hub routes into Philadelphia
- Chinese Auction: myriad collection of vendor product donations





**The Philadelphia Region of the
Austin-Healey Sports & Touring Club
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August 11-15, 2010**

Philadelphia, PA

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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.

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.

- 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 FEES

- \$70 if postmarked by June 15, 2010 _____
\$85 if postmarked after June 15, 2010 _____
- Extra Cars _____ @ \$10 each _____
Extra Adults _____ @ \$20 each _____
- WED 8/11 SIMEONE MUSEUM TOUR & DINNER
Adults & Children _____ @ \$49 each _____
- FRIDAY Cooking Class _____ @ \$32 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) _____

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Top Ten Reasons To Attend Encounter '10

ENCOUNTER 2010

NUMBER 10: THEME

"Savor the Food, Savor the Friendship". Our annual week of recounting events over the past year, competition, and hopefully making new acquaintances will be combined with food prepared by the region's best-known contemporary chef/author Jim Coleman. He has agreed to conduct a cooking class at noon on Friday!

NUMBER 9: VENUE

Normandy Farm, deeded in 1730, started as a roadhouse for travelers on their way to or from Philadelphia. It gradually grew into an 825 acre dairy farm which pioneered large-scale farming techniques. Many of its employees lived in the cottages surrounding the main house (now guest rooms). The huge three-silo barn is where many of our activities will be held.

NUMBER 8: UNIQUE TECH SESSIONS

John Davies will simplify distributor diagnostics; plus powder coating ins and outs; shifting clinic (licensed drivers only); plus Jim Cox relates his 69- day adventure across the Atlantic on a reconstructed version of the 17th century vessel, Godspeed; plus Chef Coleman's cooking school (for men and ladies).

NUMBER 7: LOTS A NEAT STUFF AT AUCTION

Our beloved auctioneer, Alex Tricarb will be back in great form to raffle off a one-week trip to Bluebeard's Castle Resort, St Thomas USVI; an original painting by Bic Healey; signed art from Gerry Coker (1954 Bonneville Streamer & AH 100 long-nose); custom poster of your car by Bill Bravo, plus dozens of other treasures.

NUMBER 6: EXCITING THINGS FOR KIDS

Special valve cover race classes; special balloting at the popular car show; kiddiekhana; indoor pool & game room; theaters nearby.

NUMBER 5: ROAD EVENTS

There will be the usual [scheduled] competitive events: rally, gymkhana and funkhana plus self-directed tours crisscrossing 18th & 19th century routes from Philadelphia, offering stops in quaint villages full of antique shops and quaint sweet shops.

NUMBER 4: THE DAVIS CUP

Our Friday valve cover races will be expanded into two divisions- Regulation (traditional) and Open. Both will have junior and senior divisions. See April's Flash or the club website for construction details and race rules. To order a valve cover (\$15.00 to Make-A-Wish Foundation): leo.kob@villanova.edu. Perhaps your new design will be the best balance of weight, friction, and wheelbase to harness the green and silent power of gravity!

ENCOUNTER 2010

NUMBER 3: SIMEONE FOUNDATION'S SPIRIT OF COMPETITION MUSEUM

This newly- sited display of his \$200million collection of champion [mostly] open sports cars has been heralded by practically every automotive publication from Automobiles Quarterly to Old Cars Weekly. We will take a bus Wednesday afternoon, have dinner there after the tour. If there are no technical hitches, Jim Shulman (first sales mgr for Eastwood Industries) will debut his film of demonstration races the Doc has been holding monthly between two or three of these classics on the track behind his museum. Jim's filming with antique 8mm cameras, splicing by hand.

NUMBER 2: GORDON WHITBY

Be sure to read his new book before Encounter- chocked full of previously- unpublished photos of Bonneville runs 1956-1959, tech notes he kept while prepping and tweaking these BMC slick sleds, correspondence across the pond as he developed the western US dealer network for BMC, followed by his rise through the ranks of Nissan over a 17-year career. His wife Seta will join him all week. They will appear at the charity auction, and of course Saturday banquet. Peter Healey (son of Bic & Mary) and his two children are also planning to join us. We hope he will participate in some of the driving events. Order Gordon's book for \$55.00 (checks to Trish Woglom, 212 Lower Valley Rd., North Wakes, PA 19454). All proceeds are going to Gordon's cancer research fund. He will personally autograph your copy at Encounter!

NUMBER 1: THE GIFT OF GIVING

Philadelphia Region endeavors to again generate a meaningful financial gift on behalf of AHSTC to the Make-A-Wish Foundation of Philadelphia & Southeastern Pennsylvania. In 2005, we raised over \$6,000. Considering the diverse collection of items for auction this year, we have great a shot at bettering that.

Check out the Club's Website: www.austin-healey-stc.org for more information then download the registration form.

Discount registration expires June 15!!!!

Based on registrations received, our room block will probably be sold out long before the July 4 deadline, so don't procrastinate! For hotel accommodations, call 215-616-8500.

Join us to Savor the Food.....Savor the friendship.

Gordon's dedication to the BMC marque was unfailing. Although formally responsible for BMC's dealership network, particularly warranty, service, and technical communications with The Kremlin (in-house name for BMC's home office), he was keenly aware of the severe competition posed by VW and Toyota. Recall Honda was only exporting motorcycles until the late 1960's. Dozens of communications shot across the Pond annually urging development of a small four-door sedan, four-cylinder (five-bearing) w/ overhead cam, synchro tranny, rear wheel drive, independent suspension all around, disk brakes, and mechanical fuel pump. But nothing succeeded the dreadful (his word) MG Sports Sedan and Mini Cooper (both transverse engines which American mechanics cursed).

Dismal failures at finding a reliable emissions system that would meet CA or even US standards, and unrelenting quality problems from all the manufacturing plants except Abington- and suppliers- and the violent death of his long-time racing buddy (and former boss) Ken Miles (see May's FLASH article) a month after celebrating as a team driver the one-two win of Ford GT40's at LeMans in 1966 (upending Ferrari's recent domination) took a tragic toll on Gordon.

An industry colleague, Lee Wylie of Nissan, reached out to Gordon in 1967. Finding their Western Division Service Manager was Bob O Link (not a nickname) sped Gordon's decision to move into Datsun's camp, serving the same role. Bob had worked with Gordon back at the Roots Group, who manufactured the Hillman and Sunbeam Tiger among others. His first meeting with Nissan USA's president, Mr. Katayama (Mr. K) quickly convinced him Nissan/Datsun had what it took to become an automotive power in the US. Mr. K's guiding words for the entire organization came from a Buddhist painting hanging on his office wall which symbolized Honesty & Truth.

Gordon provides an interesting comparison to BMC's growth strategy. Neither company had any idea what or how to sell vehicles here in the 50's. In Japan, a majority of cars were being sold through door-to-door solicitations of the small clientele who could afford a new car. Nissan's first export to America was in 1957: the Toyota Crown sold through a former Hollywood Rambler dealership. In contrast to BMC, Nissan decided to hire Americans to manage most all aspects of their company here. They bankrolled frequent visits to US dealerships by their engineering departments in an effort to improve reliability. They took to heart early criticisms about rusting lower body panels, clouded windshield glass, and pickup truck vibrations on CA freeways at higher speeds.

Tokyo allowed Gordon to authorize post-warranty repairs in an effort to generate repeat buyers, and fostered quick turnaround of his tech reporting forms. Ironically, his first 'company' car was a Datsun 411 sedan powered by none-other than Austin's A50 engine (which didn't leak because Nissan insisted on using gasket sealant which BMC wouldn't authorize for its cars).

Gordon sent the same recommendations for an American customer-friendly sedan to Tokyo as he had for almost a decade to BMC. BMW was already marketing its 1600 with almost all these attributes, and sales were brisk. In late

1968, Datsun's 510 hit the west coast, and sales shot upward. It wasn't long before Gordon's combined technical and general business acumen was rechanneled into sales management. He now had the opportunity to move Datsun ahead of VW and Toyota. It only took him a couple of years to catapult Datsun to #1 and remain the import leader for the next decade in his sales district. By 1969 there were 28 foreign car companies competing in the American market. The 150HP 240Z was an instant success, and truck sales were very strong. He implemented such radical policy changes as offering accessories, and started dealer advisory boards to filter minor problems from major and speedily relayed their findings to Tokyo, which took them seriously.

Perhaps overly humble, Gordon attributes the intense interest of Nissan Motor's president, Mr. K in America (and Americans), to Datsun's success here. BMC's top management refused to travel abroad, steadfastly tweaking drive-trains originating in the 1930's to meet British tax laws and driving styles rather than developing a car that suited American drivers. In contrast, Mr. K's interest in the American west garnered him a genuine sheriff's deputization at a dealership meeting. He cherished the shiny 'star'.

It's unfair to paraphrase Gordon's retrospective of BMC's demise and his tributes to several BMC players such as the Healey family and MG's chief engineer, Sid Enever (who designed the MGA & MGB as well as worked with Gordon on most racing entries). Many of you may already know the politics behind British Leyland's closing of Abington's plant the day after celebrating MG's 50th anniversary. Over a half-million MGB's were turned out of this plant which Gordon proclaims to have been the only one which never lost money and possessed the most skilled and dedicated work force. Instead, BL continued to futz with the Triumph...the TR8 being its last hurrah before sinking into oblivion.

The last 30 pages of this 300-page volume alone are worth the price of admission. He almost charmingly describes the fall of Britain's core businesses. Fear not, his book doesn't read like War and Peace- half the pages are devoted to internal BMC & Nissan memos and at least a hundred personal photos (previously unpublished) from his 50-year career in the auto industry. You will readily see why he described their adventures in Bonneville to be like playing on the moon.

Gordon offers a number of suggestions to American manufacturers. The three that jumped out at me:

1. Japan learned from Americans how to market in the US in the 60's. It's time for us to learn from them how they are beating out Chinese and Pacific Rim manufacturers worldwide. Our best bet for future releases may be abroad, not here.
2. America must work harder shedding their reputation for producing inferior vehicles. He believes they are on par. Seems only Buick has successfully beat the rap by producing models that have caught fire in many Asian countries- preferred over BMW and Mercedes. Those stories have boosted domestic Buick sales dramatically.

Earning the American Dream Cont...

3. America must re-establish a strong manufacturing base if it expects to retain a leader's respect by the free world.

Surprising to me was the small space devoted to the 240Z, which my understanding was originally planned to be an AH 3000 clone. Supposedly American marketing gurus convinced Tokyo at the last minute the 'wedge' would be in during the 70's and its tail should resemble the Mustang. Perhaps a good topic to pursue with Gordon at Encounter!

Get ready for the Q&A session after his talk opening the Thursday Wine & Cheese/Charity Auction in conjunction with the MG Club. Other clubs have also been invited. **Order your copy of Gordon's book, Earning the American Dream before his second shipment is sold out.** Send check for \$55.00 to Trish Woglom, 212 Lower Valley Road, North Wales, PA 19454. Gordon and his wife, Seta, are donating all proceeds from his book to cancer research. To reserve a copy instantly, e-mail Trish at pwoglom@comcast.net



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ENCOUNTER 2010



Due to a number of road construction projects, here are some helpful directions to get you to Encounter 2010 safely.

If you are taking Route 476 (Northeast Extension of the Turnpike), get off at Lansdale Exit (#31). Make a Left onto Sumneytown Pike. At the 8th Traffic Light, turn Right onto Broad Street (BP on corner). Take Broad Street to Morris Road and make a Left onto Morris Road. Follow Morris Road about three (3) miles and Normandy Farm will be on your left right before you reach Route 202.

If you want to take a scenic route and are coming from the North (Lehigh Valley) area, you may want to take Allentown Road. After you pass Route 363 (Valley Forge Road), you will want to make a Right onto Broad Street. Take Broad Street to Morris Road and make a Left onto Morris Road. Follow Morris Road about three (3) miles and Normandy Farm will be on your left right before you reach Route 202.

From North Jersey Area, Take Route 202 South through Flemington, Lambertville, New Hope, Doylestown and Chalfont. At Five Points Intersection (Route 202, Route 309 and Route 463 all meet), Route 202 and 309 go together for a short time. After the Montgomery Mall, Route 202 will turn right. Follow Route 202 South approx. 4.5 miles (past William Penn Inn) and turn right at Morris Road. Normandy Farm is on the right.

From the southern districts – Take Route 202 which leads you right to Normandy Farm or take The Blue Route (Route 476) and follow directions above.

For a scenic route you may want to try Route 52 to West Chester. Make a Right on Market and a left on High Street which turns into Route 100. Take this to Route 113 and on Bridge Street in Pheonixville, Take Route 29 to Collegeville. Follow and then turn right onto Germantown Pike. Make a Left on Valley Forge Road (Route 363) to Skippack Pike (Route 73) – Make a Right. Take to Route 202 and Make a Left. At Morris Road make a Left and Normandy Farm will be

Towing Operators that can accommodate our low cars

- **Rob's Towing: 215-997-2574**
- **John Fox Towing: 215-407-8007**

► **Normandy Farm on Google**

on the right.

From Southern New Jersey, John Heffron informs me that there is “No Good Way” I believe you can take the New Jersey Turnpike over to the PA Turnpike and follow to Fort Washington. Take Route 309 North to Norristown Road Exit. At end of ramp make a Left and follow through SpringHouse where Norristown Road becomes Sumneytown Pike. Take to Route 202 – Make a Left (at William Penn Inn). At Morris Road, make a Right, Normandy Farm will be on the right.

If you want to avoid Route 309 (due to never-ending construction), follow signs to Pennsylvania Avenue to Fort Washington. Make a right onto Bethlehem Pike. Follow to Route 73 – Make a Left. Take Route 73 to Route 202, Make a Right. At Morris Road Make a Left and Normandy Farm will be on the right.

Or you could take Route 73 – the worst of which will be after the Tacony Palmyra Bridge on the Philly side. And then Follow Route 73 to Route 202, Make a Right. At Morris Road Make a Left and Normandy Farm will be on the right.

These are general directions, and we suggest that you consult your maps, GPS and Google Maps or Mapquest BEFORE you head out.

If you have trouble on the way, you can contact Trish Woglom at 610-310-2037 or Normandy Farm at 215-616-8500.



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castineme@gmail.com

3000 BRAKE ROTORS

Sorting through some stuff in the shop. I've got a pair of brake rotors for big Healey (except phase 2 BJ8) that are new (some light surface rust) that were used for mockup only. If you know of anyone that can use them, \$50 for the pair.

Contact Alan Tucker *actucker@copper.net*

BT7 TRICARB

Rusty / nonexistent outriggers, frame rails, floors, etc., but is all there. Except for what rusted away and fell off. It does not run. \$8,000 or best offer. Located in central NJ near shore. S/N of car: HBT7L16056. Built in 1962, but titled as 1961.

Contact Ed at 937-515-7935.

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

Classifieds & Calendar Cont...

Wanted

1960MK BODY

I lost an 1960MK I In a dispute by the guy who was doing the restoration work and his land lord. I have some of the parts from the original car, as well as a Mark II parts car. At the very least I need an interior body tub or full body, in order to cobble together a working vehicle. If you can refer me to anyone who can help I would appreciate it.

James Donahue dejames57@gmail.com

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JULY

10-11

Giants Despair Hillclimb

Laurel Run, PA

www.pahillclimb.org

11-16

AHCA Heritage 1975-2010

Conclave

Galena, IL

austinhealeyconclave.com

11

British Invade Gettysburg

Gettysburg, PA

britishinvadegettysburg.com

16-18

Hemmings Annual Concours

Stratton Mountain, VT

www.hemmings.com

20

Car Cruise at the Waterfront

Pittsburg, PA

www.pvgp.org

21-24

AACA Eastern Divisional Tour

Buffalo/Niagara Falls, NY

www.aaca.org

24

British Car Day

Schenley Park

Pittsburg, PA

www.pvgp.org

24

History of Long Island Auto Racing Photo Exhibit & Car Show

Garden City, NY

www.holiar.org

24

Delaware Valley Jaguar Club Slalom

Glen Mills, PA

www.jcna.com

24-25

British Car Show of NE PA

Clarks Summit, PA

www.bccnepa.com

25-30

4th Annual Hemmings Challenge Vintage Car Rally

Bowling Green, KY

www.hemmings.com

30

The Roadster Factory Summer Party

Armagh, PA

www.bccnepa.com

30

Dowlestown at Dusk Classic Car Show

Dowlestown, PA

www.heartofbucks.com

31

Jaguar Assoc of NE 38th Annual Concours

Sturbridge, MA

www.jcna.com

AUGUST

6-8

Das Awkscht Fescht

Macungie, PA
www.awkscht.com

7

4th Annual Hemmings Sport & Exotic Car Show

Saratoga, NY
www.hemmings.com

7

Penny packer Mills British Car Day

Schwenksville, PA
www.dvcmg.com

11-15

AHSTC Encounter

Normandy Farm
Blue Bell, PA
www.austin-healey-stc.org

14-15

New Hope Auto Show

New Hope, PA
newhopeautoshow.com

13-15

SCCA Tri-Region Enduro

Pocono Raceway
Pocono, PA
www.triregionracing.org

14

Perkasie Under the Stars

Perkasie, PA
www.perkasieoldtowne.org

21-22

Duryea Hillclimb

Reading, PA
www.pahillclimb.org

21-22

Mt Equinox Hillclimb

Manchester, VT

www.vscga.org

22

MGCCLIC Vanderbilt Invitational Concours

Centerport, LI NY
www.limeny.org

22

A Taste of Britian Polo Match

Rothsville, PA
www.lancomgclub.com

22

UK Car Day

Rochester, NY
www.ukcarday.com

29

Day on the Farm, DVC AACA

Worcester, PA
www.aaca.org/dvraaca



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717-235-1086
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HARRISBURG REGION

President	Editors	Meetings
Joe Spear	Don & Dot Hoffer	3rd Tuesday, 6:30PM
717-272-8343	717-761-1254	Culhane's Steakhouse in
bjspear1@verizon.net	hoffer57@comcast.net	York

LEHIGH VALLEY REGION

President	Editor	Meetings
Mike Bradley	Mike Bradley	3rd Monday
610-282-4876	610-282-4876	Call for Location
mkb@1983@aol.com	mkb1983@aol.com	

PHILADELPHIA REGION

President	Editor	Meetings
John Heffron	Al Tocci	3rd Monday, 7pm
856-429-4386	215-444-5515	Mariano's in Lansdale
john.heffron@hotmail.com	altocci@hotmail.com	

BRANDYWINE REGION

President	Editor	Meetings
Chuck Ott	Ernie Leser	Call for Date & Time
302-378-7287	410-398-7308	Call for Location
chucknsueo@yahoo.com	ernstleser@verizon.net	

NORTH JERSEY REGION

President	Editor	Meetings
Richard Ippoliti	George Crombie	Call for Date & Time
908-832-2311	george_crombie@yahoo.com	Call for Location
austhealey@comcast.net		

LONG ISLAND REGION

President	Editor	Meetings
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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

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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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*Send contributions and ads to
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steve.jekogian@spcorp.com*