

# The FLASH

NOVEMBER 2010 | ISSUE 399



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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*Main Cover Photo: Barn Find in New Jersey*

*Bottom: Stu Smith's chrome wire wheel minus spokes (Long Island Region); Philly's Fall Tour; 1961 BT 7 For Sale*

I attended the Philadelphia Region's "Hat and Mittens Tour" on Sunday, October 17th which turned out to be a beautiful 'Fall Tour' instead. The weather was absolutely gorgeous as approximately eighteen cars and thirty people met at the 'Energy Station' in Vernfield for a hearty breakfast. Our tour took about an hour and half and finished in Peddler's Village in Lahaska. We couldn't ask for better weather or better roads; the only hiccup was running across a group of bicyclists involved in a charity tour of their own. Narrow winding roads and (what appeared) inexperienced bikers of all shapes and sizes made for some interesting passing. The most amazing part of the tour is that we finished with the same people we started with! For those who tour with larger groups, you'll appreciate the issues involved. I would like to thank Jennifer and John Payne for organizing this event and now that John is recently retired we look forward to his planning many more in the future. The Philadelphia Region has another two un-run tours in 'hand', so to speak, as Mark Weinberg, Dick Stover and Tracy Wilton have previously planned a tour around Buckingham and we have the planned tour by Diane Sarsfield from Encounter to run. Our group has talked about running the 'Sarsfield' tour as the "Dale Kulp Memorial Charity Run" to benefit Pancreatic Cancer Research. The Philadelphia Region lost Dale during Encounter 2010 planning, he and his girlfriend, Diane volunteered to create scenic tours so that our Encounter guests, not wanting to participate in the scheduled events could take self-guided tours instead. Sandy Nuzzolo has offered to organize this charity run, probably next spring or fall, so stay tuned and we will let everyone know when exactly this will take place. Philadelphia's Jason Tickner was so excited upon completing John & Jennifer's tour that he has now planned a REAL Hat-n-Mittens Tour for Sunday, November 14th. He really objected to calling the last tour by this name since the weather was so nice; he really wants everyone in hats and gloves, exhaling mist!

Getting together and driving our cars, or driving our cars to get together, is what this club is all about. After all, it's in the name, "Sports & Touring". For those who have attended Encounter, you know that we have taken care of the "Sports" portion by planning and running gymkhana's and funkhana's; our purchase of wireless scoring and timing equipment is now putting the competition back into the hands of the drivers and their cars (and navigators when it comes to the funkhana). We hope each region plans events of their own which will benefit from using this equipment more than once a year. If you have plans, contact your region's President and he can make arrangements for securing the equipment.

As I complete this article, I realize that this will be our last Flash of 2010; amazing how quickly time flies. This should be a reminder to everyone, don't put off enjoying your cars or your Club, become more involved, I believe you will benefit from the camaraderie and I know your car will benefit from use.

I look forward to 'sporting and touring' with my old friends and look forward to meeting those of you who will choose to become more involved in 2011 with us and your Austin-Healey!



# What's In The Flash

by Steve Jekogian

This is the last Flash issue in 2010 and we hope you enjoyed some of the new features.

Video links have really been fun to look at and different and we will continue to do them.

Last month we showed a picture of some of the next generation Healey owners and here is another photo. Can you name some of the children in this 1995 Encounter award photo.

Send me the names [steve.jekogian@merck.com](mailto:steve.jekogian@merck.com)



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# Membership

by Rick Brodeur

Here are our new members this month:

## North Jersey

Bill & Marjorie Smith

*Mahwah, NJ*

*They own Triumphs, but have Healey friends*

Edward & Claire Kroeplin

*West Caldwell, NJ*

*'63 BJ7*

All memberships are now \$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.

If you have a question about your membership or renewal date, just contact me.

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

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



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# Impromptu

by Trish Woglom

**W**e woke to a sunny warm Sunday and decided to be irresponsible, shirk our to-do lists, and go for a ride in the MG up to Hawk Mountain. We would have taken the Healey, but it needs new tires and that's another story. We programmed the GPS to get us there via no toll roads and found ourselves traveling the best Healey roads ever. Up and down curvy, winding roads with the rolling hills of green grass and colorful autumn leaves on the hills in the distance. It took about 1-3/4 hours, but it was a pleasant drive with almost no one on the roads. We traveled through quaint little towns and beautiful country scenery and finally arrived at our destination.

Autumn is a busy time at Hawk Mountain, and the parking lot attendants gave us preferential treatment and parked us up close to the visitor center. After listening to an enjoyable "Raptors Up Close" program and walking around the natural habitat area, we decided to skip the hike up to the lookout as it was really too crowded. We much preferred the empty roads. Upon leaving, Sue Wolf, the head of the volunteers at Hawk Mountain, mentioned that Austin Healeys were her favorite (at one time she had three) and that the Lehigh Valley Austin Healey Club had traveled up and she watched them coming through the valley from atop the mountain. She was envious that she wasn't one of them. We talked of having another group tour and she suggested Spring or early September as it's not so crowded then. So we hopped back into the MG and asked the GPS to guide us home. Strangely, it chose different roads, but they were just as enjoyable as the ones on the way up.

Now, we are sitting here at home, enjoying a cup of tea and thankful that we took advantage of the beautiful weather and spent our day out and about. And yes, we are still ignoring our to-do list. Maybe we can get tires on the Healey before our next club scheduled tour (November 14th – The real Hat & Mitten Tour).

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# This Month in Healey History: November

by Baird Foster

## 1960 – Sprite Is 2nd in R.A.C. Rally

John Sprinzel and Richard Bensted-Smith were class winners and second overall in the International Rally of Great Britain (R.A.C., or Royal Automobile Club). They drove Sprinzel's famous PMO 200 Sprite with the lightweight prototype Sebring bonnet; it was the "second PMO... as a reincarnation of the Acropolis car." (The legendary PMO 200 registration number made its appearance on several racing Sprites.)



*This special bodied Sebring Sprite was produced by John Sprinzel Ltd and featured very handsome coachwork by Williams & Pritchard. It was introduced in August, 1961 and re-assembled "PMO 200," the class winner at the 1960 R.A.C. Rally.*

## 1961 – 3000 Is 2nd in R.A.C. Rally

A "Big" Healey 3000, driven by Pat Moss and Ann Wisdom, was first in class and second overall in the R.A.C. Rally in Britain. They also won the Coupe des Dames. Coincidentally, the outright winner of the 1960 R.A.C. Rally was Erik Carlsson, driving a Saab. He and Pat Moss were later married.



*R.A.C. Chairman Sir Wilfred Andrews is flanked by Ann Wisdom (L) and Pat Moss, who took trophies for their class victory, second overall finish, and the Coupe des Dames.*



*Special driving tests were part of the earlier R.A.C. Rallies. Here Pat Moss drives XJB 877 in the 1961 event.*

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## Encounter 2011 - Healey's in Paradise

*by the Brandywine Region*

The Brandywine region will be hosting Encounter 2011 August 10 – 13, 2011 so save the date. This Encounter will be in Paradise – literally. Paradise, PA is located between Lancaster and Gap, on Route 30, the Lincoln Highway. The historic Revere Tavern will be where the events will be held, in conjunction with the family-owned Paradise Best Western Inn. For those of you who remember Encounter 2001, we are planning to repeat the trip to the Strasburg Railroad for dinner on the train due to popular demand. There are outlet malls everywhere, family style restaurants, Amish crafts and displays, and for the kids, (or grandkids!) there is Dutch Wonderland amusement park. Then there is the farm machinery museum, the quilt museum, the Amish Farm museum, and of course the Strasburg railroad museum is close by too. You get the idea.

We'll be getting the registration form together soon so you can get your bid in early for a low registration number. Watch next month's Flash for further details!



*The Revere Tavern where Encounter 2011 will take place.*



# RAC Rally

by Baird & Margo Foster

**N**ovember was the month for the Royal Automobile Club (R.A.C.) Rally run in Great Britain. The first rally of the modern era was in 1932 and featured nine different starting points for the 341 competitors in basically standard motorcars. The routes were all about 1,000 miles and all ended in Torquay, Devon. The entire route had to be completed on a time schedule. In addition, the cars had to run a special test section made up of slow-running, acceleration, and braking skills.

The R.A.C. Rally has been held annually since 1939 except for 1940-1950, during and after the war years. It resumed in 1951 and continues today as the Rally of Great Britain, under the regulations of the World Rally championship (WRC). The route traverses many stages, including the very popular forest stages introduced in 1960.

Through the years, many British cars have won the rally, especially in the earlier years. While Healeys achieved class victories and were runners-up, no Healey-badged car has ever claimed outright victory.

In 1965, Works Austin-Healey 3000s ran the last R.A.C. Rally (BMC was phasing out the Big Healeys in favor of the new Minis). These 3000s had their exhaust system, including the silencer (muffler), modified so it would reside on the side of the bodywork on the passenger side (left) instead of underneath, to afford better road clearance. The team of Timo Makinen and Paul Easter set the fastest stage times in the event,

but two maximum penalties caused a second overall finish behind—you guessed it—a BMC Works Mini driven by Rauno Aaltonen. This ended the Works Big Healeys' amazing success in international rallies.



*The high-mounted exhaust is evident on this Works Big Healey as it competes in the marque's last R.A.C. Rally in 1965.*

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# Harrisburg

by Don Hoffer

The combination Fall Tour/ Halloween celebration got on the road Sunday October 17th at about 11AM. Eleven members plus some friends of our events guru met at Rutter's gas station and convenience store on US Rte 15 in Dillsburg, PA. This unconventional caravan consisted of 5 Healeys, several other vehicles and 2 motorcycles.

Good roads well suited to Healeys took our intrepid tour group through York, Cumberland, and Adams Counties including a stop at Peters Orchard. Then it went all the way back to Liz Brockman's house for lunch, a short meeting and our Halloween Challenge.

The lunch included hot dogs, melted cheese sandwiches right off the grill, 3 soups and our never fail covered dish selection. After gorging down this fine fare, the time had come to have a meeting and election of rogues to serve as officers for the next year. Now here we are, about to change out some of our representatives in Harrisburg and Washington and a guy we want to keep decides to retire as VP of our region. I submit that he has no AARP card, doesn't qualify for Medicare and therefore can't retire! Maybe quasi retirement but that's it!

Before we wore him out, the whole Miller clan participated with considerable vigor in a list of club events longer than your arm. From Carlisle Import Show Chef to hosting regional picnics, setting up and running the Encounter Kidskhana, running meeting and contributing numerous tech tips and assistance, he did enough to wear himself out, but we'll miss him as V.P. The rest of the old guard we can't get rid of, will continue their rein of ineptitude for another year – there is no mercy. The V.P. slot will be filled as soon as our Grand Wizard can strong arm some unsuspecting member into indentured servitude.

Now for the Halloween Challenge where participants had to roll pumpkins, purchased at the Orchard on the tour, down a hill at targets at the bottom. Set on a 3ft. wide





## Harrisburg Cont...

foot path up a hill 30ft to 40ft high made for an interesting spectacle of orange orbs bounding downhill at targets only providence had a chance of hitting. This resulted in the following: Priscilla Hooper- longest distance, Liz' s grandson – got one into a laid over bucket and the shot of the day by Michelle Brockman – down the path, up car ramps thru open car door and into the driver's seat. That's one for the highlight reels! Don't miss the Awards Banquet Sat. Nov. 13th at the Union Canal House – details were sent discretely conveyed via E-mail – see you there.



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Dave Hopper rolls his pumpkin



Scott Brockman rolls his pumpkin



Lunch at Liz Brockman's

# Lehigh Valley

by Mike Bradley

October was a great month for Healeying. The weather was pretty good and we had several opportunities to enjoy our cars.

Gerry Kunkle's annual Moravian Car Show was, once again, a success. The day was beautiful and he had a good turnout. Tom Mantz and Debbie Lentz, Phil and Jane Nase, Bob Pritchett, Ken and Cindy Beck, Jim Wagner, Bob Wade, Tom Knorr, myself, and, of course, Gerry, represented our club. Nice show Gerry, as always.

Our new Events Coordinator, Joline Keefer planned two Saturday rides. The first to Jim Thorpe and the second to Peddler's Village. I'm not sure what happened at Jim Thorpe, but Peddler's Village was a bust. I cannot criticize the poor attendance, since I was down South enjoying the foliage on both days, but I told Joline to keep offering ideas and sooner or later people will come. Her next event is a Wine Tour in the Lehigh Valley on November 20th. I will forward details, but please contact Joline @ Jokeefer@live.com. She will need a count of participants, so please do so ASAP, if you plan to attend. If we are lucky, we may be able to drive our cars.

Bob and Judy Weaver have again graciously offered their home for the annual Christmas Party on Saturday December 4th. Please RSVP ASAP to rrweaver@ptd.net or call 610-867-0687. They also need a count and need a reply NO LATER THAN November 20th. This ALWAYS a good time.

Joline has also planned a trip to Longwood Gardens for their Christmas display. Details to follow.

Our next meeting will be Monday November 15th @ The Top Diner in Allentown. 6:30 PM food, 7:00 PM meeting. We will have Officer's Elections. If you are interested in putting your name into the hat, let me know.

That's all for now. See you at the next event-don't miss it as it will be fun.



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# Brandywine

by Chuck Ott (substitute newsletter editor)

This month's event was the annual region picnic. The venue was changed from the Leser country estate this year due to Ernie and Joan Leser traveling to Italy. Something about having an audience with the pope, cracking the DaVinci code, or seeing if sicilian pizza crust is really that thick. I can't remember which. So you also get a substitute Flash article writer. Ernie will be back to writing at next year's issue, unless he gets voted out at next month's elections. Anyway, Dave and Ann Ehret stepped in and did a fantastic job. The ribs from the smoker were excellent, as was the rest of the food and the beer. The entire Ehret clan was there, plus Pete Roberts and Dee, John "Cookie" Koch and Lynda, Chuck, Sue and Gina Ott, and we even did get representation from the Leser clan. Andrew and Lydia Leser came back from their honeymoon just for this event. The only Healeys at the party were Dave's two in the garage. The weather was fine, but the Healeys stayed home. I think Andrew and Lydia wanted to take Ernie's Healey but while they probably could have hotwired it, they just couldn't get past the club on the steering wheel without being found out! Gina keeps bugging me to finish the BJ8 so we can drive a Healey to the events when we have more than two passengers. Not that the project is getting anywhere fast. I did replace the steering box seals and paint it in anticipation of replacing the incorrect steering box, but the thing is still taking up a lot of room on the workbench.

Our next event is the annual elections and drink beer meeting, November 18th at 7pm at Stoney's British Pub on route 202 (Concord Pike) in Wilmington, DE. In this year when the electorate is fired up about what a lousy job the current administration is doing, we can expect a big turnout, ready to vote the bums out of office to send a message. Right? What? Well, then just come out and have a Smithwicks (pronounced smiddicks) with us anyway.

December's event is the annual Christmas party. Mark your calendars for Saturday December 11 at 6pm. If nobody wants to host this party, maybe with a return of the ugly gift exchange, then we'll have it at Stoney's. Any volunteers? See the e-Flash for details.

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# North Jersey

by George Crombie

A few weeks ago, I received a note, with a picture, from Richard Ippoliti that our very own Mark Goodman had received a First Place Award at the Lime Rock Rolex Historic Festival held, presumably, at Lime Rock on September 5th. Apparently, the folks at Lime Rock are trying to put together an event akin to the Pebble Beach Concours. There were numerous photographers and representatives from several motoring magazines on hand for this event. Consequently, we now have a very important celebrity in our midst. Keep your eyes open as you read through any of the motor magazines you get for any pictures of Mark and his beautiful blue 1966 BJ8. Congratulations, Mark; way to go!!

North Jersey held its annual Fall Tour on Saturday, October 2nd. The tour was organized and led by Art and Joan Herkomer and covered roads through northern New Jersey, into southern New York State, and back into New Jersey, ending at The George Inn on Route 94 in McAfee. There were 20 participants travelling in 11 vehicles. The assortment of cars consisted of: the modified, red 100-8 of Ralph & Vera Scarfogliero; the blue over white 100-6 of Richard Ippoliti; the white E-Type Jag Coupe of Joe & Marge Costa; the red BJ8 of Bill & Megan Kaltnecker; the white 100-6 of Jim & Corrine Vollmuth; the white over dark blue BT7 of Ian & Sue Kessen; the blue TR7 of Bill & Marge Smith; a black BMW piloted by Ray & Corrine Lynch; Art & Joan Herkomers' yellow over black 3000; a blue Corvette piloted by Tom Mulligan; and the blue Toyota Highlander driven by George & Denise Crombie. Apparently, Toyotas are meant to be driven.

Many, many thanks are due to Shawn Miller of the Harrisburg Region for coming all the way out to Oakland, NJ from Lancaster, PA (a 6 hour round trip!) the week before the tour to help trouble-shoot Art's 3000 and get it up and running. Thanks to Shawn's efforts and expertise, and Frank Dapiran's loan of his car's distributor, the Herkomers' 3000 was reliable enough for Art & Joan to lead this merry band on the Annual Fall Tour. Thank you, Shawn and Frank; you guys are what this club is all about: Friends helping friends!

North Jersey's monthly meeting was held on Tuesday night, October 19th at the La Cucina Restaurant in Denville, New Jersey. The meeting started at 7 PM, with a number of important topics on the agenda. Attending the meeting were: Allen Rosenberg, Steve Feld, Ian Kessen (white/dark blue BT7), Jim Vollmuth (white 100-6), Richard Ippoliti, Bill Smith, Mike Busche, Art Herkomer, Steve Jekogian, Bob Swanson, Frank Dapiran, Larry Gersten (MGB), and George Crombie.

After the first 20-30 minutes of socializing, ordering, eating, drink-



Mark Goodman receives 1st at Lime Rock Historic Festival



## *North Jersey Cont...*

ing, discussing problems and possible solutions, and swapping war stories, Richard called the meeting to order. We had a pretty good discussion of possible venues for Encounter 2012, which we in the North Jersey Club are responsible for. The list of candidates was whittled down to a scant handful of potentials, and Allen Rosenberg and Steve Jekogian were elected to investigate into these further. More on this topic as progress develops and we narrow it down even more. There is still time for your suggestion(s) if you want to make your voice heard. As always, volunteers are encouraged to step forward to help.

The next topic was a very important one, and hotly contested, with mud-slinging, name-calling, challenges, naming of seconds, pistols at dawn (okay, noon for those of us that prefer to sleep in...) This was our annual election of club officers. Positions up for election were: President, Newsletter Editor, and Treasurer. All three positions were hotly contested and hard-fought for. If you think New York and New Jersey politics are vicious, you ain't seen nuthin', Bub! After a lot of bribes were passed under the table, (even picking up the dinner tab and providing a bribe of a basket of wines and cheeses) Richard was again in command of this motley crew, but for only one more year. He said something to the effect that after this year, he would sponsor a coup attempt to overthrow himself. It is surprising just how quickly 5 years races by! And if you think that boycotting the proceedings by being absent would save you, that won't work, either. Just check with Joe and Marge Costa; they weren't there to save themselves from the position of Treasurer, so we elected them anyway. We reasoned that if one wouldn't/couldn't do the job, the other one would! So there. Ah, and the position of the Newsletter Editor! The power of the pen! Free reign to write as one wishes! What elixir, this power!! It doesn't really matter who bribed his way into this position, does it? After all, I'm writing this, so I must have the power. True? Yes, I managed to eek out a victory and remain in my position for yet another year, or two. But after that, look out! The power could be yours!

Next up, we raffled off the afore-mentioned basket of wines and cheeses; the bribe of el Presidente, Richard.

Ian Kessen won this; he shared a bottle of wine with our hostess. Wait a minute; that didn't come out right. Let me try this again. Ian won the basket; he offered to share it with our hostess, since she had the great skill and taste to have picked his name from the bag as the winner for the evening. That still doesn't sound right. Okay. When our hostess came back into the room to see how we were doing, and if we were in need of anything else, she was asked to draw a name from a paper bag; the person named thereon was to win the basket of wines and cheeses that was brought in for that purpose. Ian's name was chosen. He told her to check the basket and choose something for her efforts. She chose a bottle of wine. End of story. Except for the sound of a spinning bottle behind a closed door that I heard when I was leaving...

Back to the meeting; please. There will be no November meeting.

### **NEXT ON THE AGENDA FOR NORTH JERSEY:**

November

**NO MEETING SCHEDULED**

December 4th

**ANNUAL HOLIDAY PARTY @  
STEVE & ANN FELDS' MORRIS-  
TOWN, NJ**

December

**NO MEETING SCHEDULED**

## North Jersey Cont...

Our next get-together will be for our annual Holiday Party. This will be held on Saturday, December 4th at the home of Steve and Ann Feld in Morristown, New Jersey. The normal festivities will occur, and be aware that we have a long-standing history of this being a snowy event, where we usher in a proper white Christmas season. Stay tuned to your eFlashes from Richard for the proper time and place.

Upon adjourning to the parking lot, it was discovered that the tail lights on Larry's MGB were exercising their rights as disciples of Lord Lucas, Prince of Darkness, and refused to work. The temporary solution was the use of emergency flashers (the lights, folks, the lights!). After all, driving home in the dark on the roads of New Jersey are dangerous enough, but without tail lights, it becomes an emergency. Hence, emergency flashers.

Richard Ippoliti took his 100-6 out for a spin the other day when he went to get his hair cut, and the hair dresser noticed and admired his Healey so much that she posed beside it while Richard took a picture for her. Encounters (whoa! What a word!) such as these make for some great pictures for The FLASH, as well as memorable souvenirs for the public.

I am off again to my other vice: playing Texas Hold'em at Fud-druckers. Until next time, keep those Healeys running, or you may be pushing them.



Barbara from Rich's Hair Dressers




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# Philadelphia

by Al Tocci

**T**hirteen die-hards gathered at Mariano's for our meeting this month. It was a fairly low-keyed meeting with much of the discussion focused on the planning of our annual holiday party. We've had good success in prior years at Borghi's Restaurant in Chalfont (the old Chalfont Inn) and will likely return there this year on the first or second Sunday in December. The restaurant has worked with us in the past and is willing to make their back room available for private parties on Sunday evenings. If you haven't had the opportunity to join in prior years, consider coming out and participating in our dinner and gift exchange this year. (Gift exchange optional but recommended!)

Many of the members who came out to the October meeting participated in the prior day's fall tour and reported an awesome event with 18 cars, mostly Healeys, meeting for breakfast, setting out for some great roads in Bucks and Montgomery Counties and ending at Peddler's Village in Lahaska. The weather was awesome for the tour as we have been blessed with some great fall weekend weather to hopefully extend the driving season for many. Speaking of Lahaska, Peddler's Village hosted their annual Columbus Weekend British show on Saturday 10/9. I've been fortunate to participate or attend in prior years but this year was tortured driving past countless British marques on the way to a soccer tournament in Spring Lake, NJ. My Sprite meanwhile remains dormant in the garage where it's mostly been, with one or two exceptions, since Encounter. Fall is the busiest time of the year in our household with kids' activities and this year is no exception, despite having one less at home (since starting college). Fortunately the Sprite remains where it's been for 16 years, typically ready for use when the schedule allows other than that, eh-hem, small little master cylinder problem during Encounter!

In other regional car news, we may be conducting some upcoming tech sessions regarding the disassembly of a wrecked Porsche 914 racecar and reassembly onto a bare, straight chassis. If interested in the sessions or the story behind the wrecked racecar, contact Paul Woglom!



*Philadelphia Region's Fall Tour*



# Long Island

by Paul Parfrey

Fall is the season of too many events and so little time. Here is a brief rundown. On September 26th, Tony and Kathy DiFrancesca, Bob Shaffsick, Ira Udasin, Mary Ann Sekelsky and Tedd Krummeck, Steve Tjepkema, Stu Smith and myself attended the Fire Island Cruise to the Light. Mary Ann and Stu were without their cars. Stu was on his way in the Healey when disaster struck (see photo). Beware old chromed wire wheels with chromed spokes! The Great Neck show was the same day so the laws of physics prevented me from attending. Ed Buchbinder represented us there.

October 2nd was the Town of Hempstead show at Lido Beach and also

the Bridgehampton Rally. I was in Pennsylvania chasing steam trains so I missed both of those events.

I did attend the ENYGMA Club Gymkhana at Floyd Bennett Field the following weekend. It was Bob Maichin's turn to have a near disaster on his way to the gymkhana. His left front tire disintegrated at speed. Undaunted, he did compete without a spare to go home with. In addition to Bob Maichin, Jim Elliott, Bob Shaffsick and myself were in attendance and a great time was had by all. Photo is thanks to Ian Kesson of the North Jersey Region.

Sunday, October 24th was a car show and demonstration events at the Cradle of Aviation Museum. Jim Elliott, Ed Buchbinder and Steve Tjepkema were showing their cars, and Bob Shaffsick was demonstrating his driving skills in the autocross.

Anything occurring after the 24th of October will appear in January's issue as there is no December issue of The Flash.



*Cradle of Aviation Atrium, Oct 24-Photo thanks to Jim Elliott*



*LI Region relaxing at Fire Island*



*LI Group at Floyd Bennett Field*



# Announcements

## Dino's Stolen Bugeye

Dear fellow english car owners. How would you feel if your car was stolen? Well a fellow owner had his bugeye race car stolen Oct.3rd, 2010, from Woodstock Ontario.

His name is Dino, phone number 519-788-2227. [dino@vmswca.com](mailto:dino@vmswca.com). Anyone who can help recover his car, please contact him. Here are 2 photos of his car.

They also stole his trailer, a 20' grey hallmark, plate 3 D2644W. Please pass this to everyone you think can help spread the word around and hopefully recover the car.

Thanks Ralph



*Keep an eye out for this Bugeye - it was stolen in early October.*

## Didn't get enough cold driving on the last tour??

A last minute decision was made to try for cold again!

That's right, another HAT AND MITTENS TOUR in the Philadelphia Region!

- Sunday, Nov 14th.
- Meet at 9:30am at the Wawa in Souderton; 3520 Bethlehem Pike Souderton, PA 18964
- Drive approx 1.5-2 hours at a fairly brisk pace! This will be a fun one for you lead-footers.
- End at Vera's near Nockamixon for a late breakfast/lunch.
- Raindate - who knows?

This is a low-key tour. Just show up at 9:30 and we'll hit the road.

Email me at [jurban@ukhistoric.com](mailto:jurban@ukhistoric.com) if you have any questions.

See you at the Tour!

# Recollections on Bonneville

*by Gordon Whitby Presented at Encounter on Thursday, August 12, 2010*

First I want to thank all those who made it possible for my wife and me to attend your Encounter 2010, especially Margo and Baird Foster, Marty and Leo Kob, Trish and Paul Woglom, Jennifer and John Payne, Don Schneider, Jim Cox, and your president, Ray Donovan and his wife, Charlene.

At the end of World War II, jobs were hard to find in Britain; fortunately a local garage owner took me under his wing. I then moved to Northern Ireland for two years to work for Short Brothers, builders of the four-engined Sunderland flying boats.

Then duty called, and I went back to England to join the Royal Air Force. Unfortunately, eight months in hospital, with a severe case of unresolved pneumonia, cut short my Air Force career. Because of my mechanical and aircraft knowledge, I was hired to work for the U.S. Air Force maintenance base at Burtonwood, in the north of England, where I was eventually supervising British and U.S. mechanics, repairing and maintaining military vehicles, ranging from Jeeps to huge Caterpillar tractors. I thoroughly enjoyed working with Americans, especially for their friendship and their optimistic outlook.

During the Berlin Airlift, I discovered a way to replace the American-built Clark forklift clutches in three hours, instead of the thirteen hours as listed in the workshop manual. For this, my union representative tried to have me fired for working too hard.

I decided then that my future lay in going to America.

In those days, only the very rich could afford to fly, so in March of 1952 I sailed for New York, which took ten days. Then it was four days by train. I arrived in Los Angeles with my U.S. permanent visa and a letter stating that I could work for the Lockheed Aircraft Company, only to be rejected at their Burbank office because I was not a U.S. citizen. I was shocked; the fact that I had security clearance from the U.S. Air Force did not seem to matter. Now, I was really out of a job with only \$135 dollars to my name. After a short period welding garbage trucks for a small company, I found out from a friend that Ken Miles, service manager for Gough industry, the Nuffield distributor of the Morris and MG cars for the southwestern states, needed a skilled British mechanic.

Had Lockheed hired me, I would not be here today talking to you about British cars in America!

Ken Miles immediately put me to work supervising the movement of the Morris Oxford, Morris Minor sedans, and the MG TDs from the port to the dealers. John Beazley was general manager and like Ken Miles had worked for Nuffield in England.

In order to increase the sale of MGs, John and Ken decided the need to show the flag by racing our own MG TD. At the Golden Gate road race in San Francisco, the TD was just not fast enough for Ken. This led to building our own race car, the MG R1 special, which won 23 of 24 races entered. The details are covered in my book *Earning the American Dream*.

Because of the success we enjoyed racing the MGs and the Austin-Healeys, Ken Miles and Roy Jackson-



## *Recollections Cont...*

Moore recommended that I should be one of the race mechanics to attend the BMC 1956 record attempts at Bonneville.

It had never occurred to me that one day I would meet my childhood hero, Captain George Eyston, holder of the land speed records in 1938 of 357.5 MPH at Bonneville in his Thunderbolt.

After introductions to the Healey and MG crews, I was put to work unloading the streamliners from their wooden crates. After we checked out the two Austin-Healeys, Donald Healey decided on August 16th to run the long nose Austin-Healey 100-6 to go after the 12-hour record with drivers Carroll Shelby and Roy Jackson Moore. Unfortunately, after 100 miles at 140 mph, the engine started misfiring; Roy was signaled by blackboard to bring the car into the pit. To save time, we replaced the coil, distributor, and spark plugs. We refueled and Roy was off again, only to encounter the same problem at 100 miles.

In Wendover we made a number of changes to the engine, then ran the car the following day, only to experience the same problem. The fuel system on the 100-6 was said to be more than adequate, as it had three large Jaguar type SU fuel pumps. I personally had my doubts because of my experience with the very high rate of SU pump failures in California. Eventually, with Donald Healey's approval, I dismantled the pumps to find them blocked with wood shavings. To me it was obvious sabotage, yet no one wanted to admit that the shavings were deliberately dropped into the gas tank prior to shipping to America; the news would possibly cause work stoppage or labour strikes in England. It was a time when Britain was plagued by labour strikes.

We returned to Wendover to clean out the gas tank and fuel lines, after which Donald Healey decided that the endurance attempts would continue with Carroll and Roy sharing the wheel. After 3 ½ hours, Carroll turned the car over to Roy, who then drove at 145.96 mph to finish 20 minutes beyond the 6-hour record, but 80 miles short of the 1,000 mile record, all because of a head gasket failure.

Donald's run on the long straightaway in the supercharged Austin-Healey 100-6 achieved slightly over 200 mph, when there was a loud bang; lots of black smoke poured from the vertical exhaust stacks, caused by the shearing of the supercharger's sprocket.

After major repairs in Wendover, another attempt was made, with the first run going over 200 mph, at which time the tyres and oil were quickly checked, in order to make the return run within the required one hour. Once again, whilst approaching the measured mile at over 200 mph, there was another loud bang with smoke, causing Donald to quickly disengage the transmission and to coast through the measured mile.

Fortunately, the result from the timing officials indicated an average two-way run of 203.6 mph, which was well received by the entire team, especially Donald and his son Geoffrey. (Recently, Baird Foster made me aware that Donald Healey became the 24th person to join the exclusive Bonneville 200 MPH Club.) After helping to wash down both Healeys for their return to England, I continued my stay in Bonneville, working with the MG Team.

## Recollections Cont...

Heading the team was Syd Enever, Chief Engineer and designer of the MG EX-179 Streamliner, which was powered by his designed, 4-cylinder 1500cc overhead camshaft engine utilizing the “B” type engine block. Because we had the entire Salt Flats to ourselves, we could wait for ideal conditions to make all of the necessary runs.

The right-hand drive EX-179 was driven on the 10-mile circular course for 12 trouble free hours with drivers Ken Miles and Johnny Locket setting a new 12-hour speed and endurance record of 141.7 mph. Later Ken Miles drove the car on the long straightaway, setting a new 10-mile speed record of 170.15 mph and establishing 16 new international speed and endurance records.

During our off days, Syd Enever took the opportunity to ask me what problems we were having in California with BMC cars. We were both surprised when he said that he never received any of our technical reports from Longbridge. He asked if it was possible for me to notify him directly of any mechanical problems, especially on the MGs and the Healeys. Naturally I was delighted that he had faith in me. Our friendship of over ten years enabled many improvements to be made to the MG and Austin-Healeys, as outlined in my book, *Earning the American Dream*.

Being on the Bonneville Salt Flats in the wee hours of the morning is possibly the closest experience that one could have to being on the moon. The weather can be very unpredictable, which was why we took several weeks to complete all of the record attempts.

After the 1956 Bonneville record-setting runs and to boost sales, we entered around twenty races in California with our Austin-Healey 100S and MGA, with such drivers as E. Forbes Robinson, Jim Parkinson, and Roy Jackson-Moore.

I was invited back to Bonneville with BMC in August 1957 to work with British drivers Captain George Eyston, Syd Enever, Alec Hounslow, and Stirling Moss, and Americans Phil Hill and David Ash.

The Austin-Healey Sprite Streamliner was the same car as the 1956 MG EX-179, but with a new two-tone paint job and powered by a 4-cylinder 950cc Morris 1000/ Sprite engine. David Ash and Phil Hill took turns for the 12-hour run, at times exceeding 130 mph, setting a new endurance and trouble-free speed record of 118.128 mph with an unbelievable 39 miles per gallon. We had to remove the entire body in order to install a supercharged 950 cc engine



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## *Recollections Cont...*

and went out again the next day to establish a new 6-hour endurance speed record of 132.47 mph. Later in the day, Phil Hill drove the Sprite Streamliner through the flying mile at a new speed record of 143.47 mph. The Syd Enever-designed MG EX-181 “Teardrop” looked like a flying saucer, powered by a supercharged twin cam 4-cylinder 1498 cc engine that developed 290 bhp. Phil Hill tested the EX-181 Teardrop for its first successful 200 mph run. Syd Enever then asked us to remove the stabilizing fin. Later, Phil drove the Teardrop over 230 mph to test the stability, which was excellent. Much later Stirling Moss took the EX-181 Teardrop out before sundown and set a new flying mile speed record of 245.64 mph.

Without the stabilizing fin, the car reached 200 mph with 200 fewer RPMs.

After washing both Streamliners and returning them to their respective crates, we celebrated, as we were proud of what we had accomplished in establishing 55 new international and American records.

As most of you know, race cars of today are required to have a steel cage that protects the driver. None of our Bonneville cars had them, even the MG Teardrop. The EX-181 Teardrop was designed around Stirling Moss’s measurements.

Upon my return to Los Angeles, it was necessary to continue racing our Austin-Healey Sprite and MG Twin Cam. Unfortunately, too many owners of the MG twin cams encountered too many engine failures. Our own twin cam also had cam follower failures after 3 ½ hours in a 6-hour race at Pomona.

Unfortunately the overhead camshaft “B” type engine was not reliable enough for America to warrant its continued production. Nevertheless we continued to increase sales and win, racing the Austin-Healey 100S, the 100-6, and the Austin-Healey Sprite in California. I continued to keep Syd Enever advised on all the problems found with BMC cars in America, many of which are explained in my book.

In 1959 Syd Enever wrote, stating that he requested that I be allowed to go back to Bonneville in August, as he wanted to establish more speed and endurance records. It was great meeting Abingdon General Manager, John Thornley, for the first time and all of the MG Bonneville team again, with Tommy Wisdom and two new drivers, Ed Levins and Gus Ehrman, to drive the metallic Bronze EX-219 Sprite, and Phil Hill to drive the MG EX-181 Teardrop.

The Austin-Healey Sprite Streamliner, fitted with a supercharged 950cc engine, ran trouble free for 12 hours, with speeds up to 150 mph finishing at an average speed of 138.75 mph. Several one-hour runs were also made with Gus Ehrman at the wheel. All in all, the EX-219 established 67 new world and international speed and endurance records. Fantastic driving job from such small engines!

The MG EX-181 Teardrop was the same one as in 1957 with the same metallic light green colour. The supercharged four-cylinder twin cam MG engine was bored out to 1588cc, which developed 295 bhp, with Phil Hill at the wheel. He established 6 new class “E” international speed records with a one mile top speed of 254.53 mph.

## Recollections Cont...

For your information, with John Thornley's approval, Syd ordered an additional run at the mile, with Phil at the wheel easily breaking his new 254.53 mph record. Syd withheld releasing the information to the media. For as he mentioned to me, "We know what the EX-181 can really do, in the event that some foreign car goes after our record and breaks it." No one ever knew at that time what that top speed was, not even Phil Hill.

It never entered my mind that I had participated in the last BMC record attempt at Bonneville. Although Syd had said on several occasions in early 1960s that they might return to Bonneville, it never came to pass. However, I am pleased to report that in September of 2009 Roy Jackson-Moore and I celebrated our 53rd reunion on the Salt Flats when we were invited by an enthusiastic Australian Austin-Healey racing team to be with them at Bonneville.

The 16 years I spent working for BMC was taken up being involved in over 110 road races with the overall quest of improving the quality of our cars and to enhance communication with our BMC dealers, and especially with Syd Enever.

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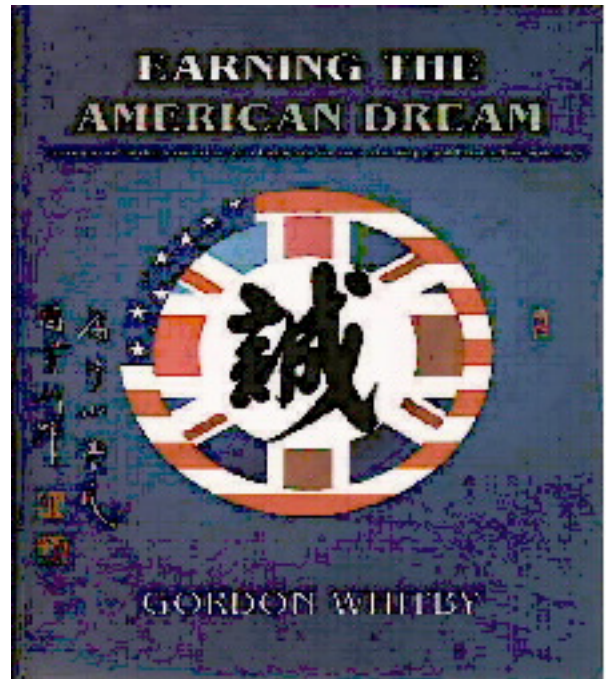
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Gordon & Seta Whiteby were kind and generous with regard to our Make-A-Wish Foundation Charity Auction. They have donated copies CD's showing Gordon's photos and images of the historic Bonneville Salt Flats trials, with the proceeds of \$35.00 each going to Make-A-Wish Foundation Philadelphia and Susquehanna Valley. This is the final call for anyone interested in obtaining a copy of this CD and helping a worthwhile Charity at the same time. If you are interested, e-mail Trish Woglom - pwoglom@comcast.net and give her your name and address – then send a check made payable to Make-A-Wish Foundation, Philadelphia and Susquehanna Valley in the amount of \$35.00 to her at 212 Lower Valley Road, North Wales, PA 19454.

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### AUSTIN HEALEY BT7 1962 MKII

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[castineme@gmail.com](mailto: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](mailto:actucker@copper.net)

## 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](mailto:dejames57@gmail.com)



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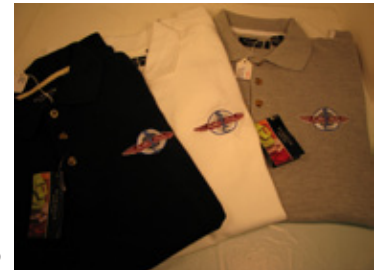
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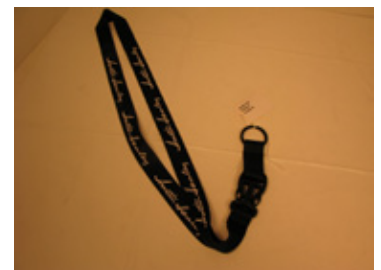
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## CONTRIBUTIONS

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

## 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.

## CONTRIBUTING EDITORS

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