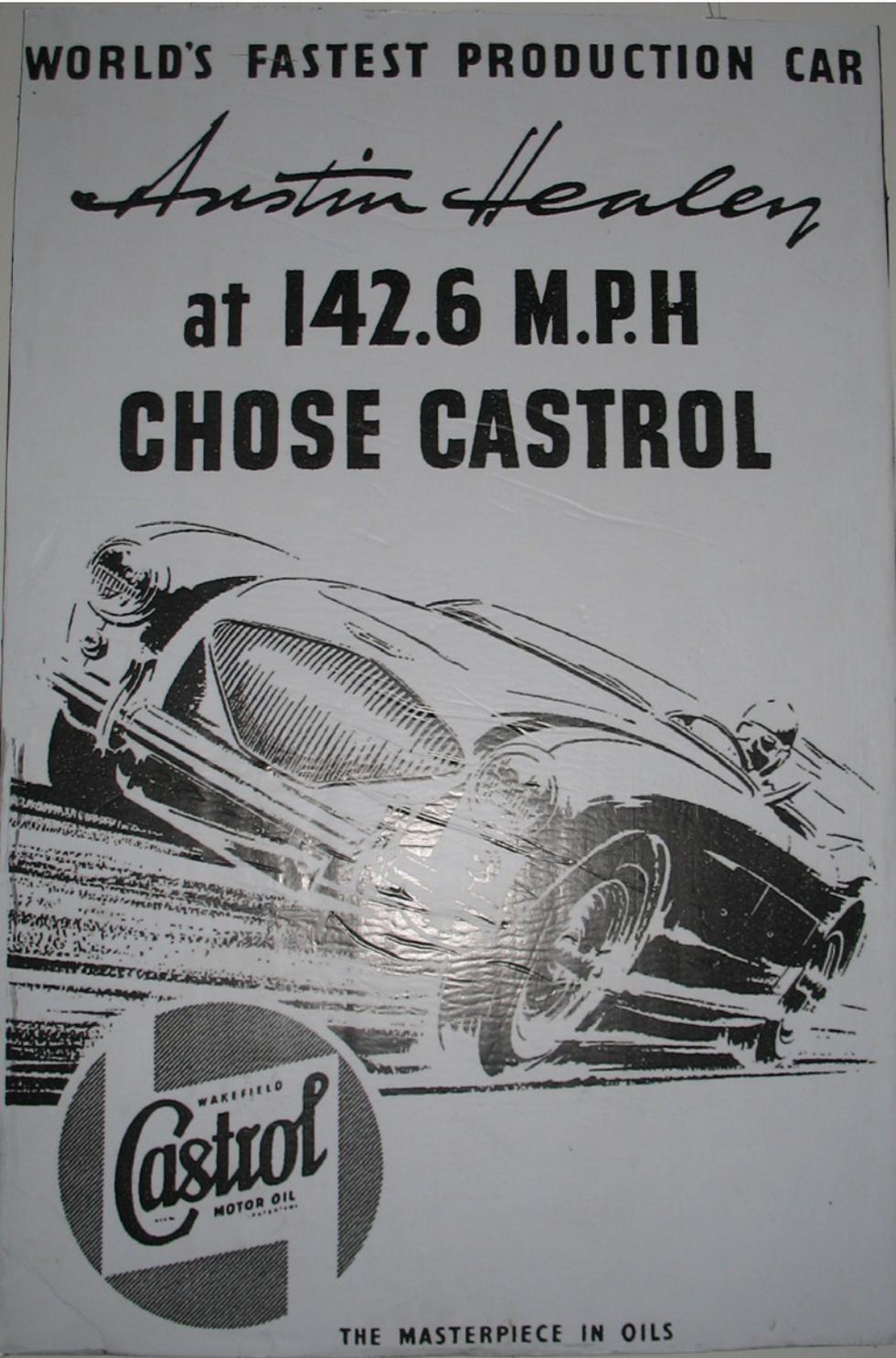


The FLASH

MARCH 2012 | ISSUE 413





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IN THIS ISSUE...

What's In The Flash	3
Membership	4
Lehigh Valley	6
Long Island	8
North Jersey	9
Philadelphia	10
Brandywine	12
Encounter 2012...the 35th	14
Body of a Legend: Gerry Coker	16
Events Calendar	17
CocoMats are back in style	18
News & Classifieds	20
Tech Tips	22
Directory	23

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Main Cover Photo: AH 100-4 in Castrol ad.

Smaller: Gerry Coker will be at Encounter 2012 (Gerry looks the same but Healey Miller Has grown up); Bugye and two blown 100s at the starting gate; Bryan Ehret and Dr. Fred Simeone

What's In The Flash

by Steve Jekogian

What is in the Flash this month, ENCOUNTER INFO. It has been a mild winter, no snow, no salt, and not all that cold. Great Healey driving time is NOW. Dust it off, charge the battery and get out there.

While you are thinking about the car, also think about car shows and Encounter.

Gerry Coker, will join us again to celebrate the 60th anniversary of the introduction of the 100, the car he designed. Gerry and his wife Marion were last at Encounter in 2007, and helped make the event very special. The North Jersey Encounter committee has informed the Flash editor that a full list of activities will be available shortly.

Other than Gerry attending, which is a great surprise, the Encounter committee has a few other "big surprises" in store that will be announced soon. Everything, will be on the web site as well as sent out in the E-Flash.

In addition, the old adage of "everything old is new again" is very apparent in Baird Foster's article. So check out the box of old Healey's interior things in the attic and see if you have the "originals".



Updates, videos, and tips to restore your British car!

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Membership

by Rick Brodeur

Our membership year ends on March 31. All membership renewal forms have been sent out. If your membership is due for renewal, you should have gotten a renewal form via regular mail. Renewals are due by March 31, but please renew now to help us keep costs down by not sending 2nd notices out. If you have questions about your renewal, please send me an email or call.

When you sign up on the website as a member I'll get an email. Within a day or two I'll verify you're a member and authorize access to the member only area.

By the end of February we should have the website updated so we can post current information for everyone to see. I'll keep you posted.

If you have a question about your membership or renewal date, please 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 of the Flash and also on our web site.



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Lehigh Valley

by Joel Keefer

Anyone who puts a lot of stock in Punxsutawney Phil's annual February prediction must be thinking the groundhog has really lost it this year. As this is being written, snow is flying by my window sideways, thanks to the 40+ mph winds that are blowing this morning. Hard to believe that temperatures were pushing 60 just a few days ago. Do I get any points for spelling Punxsutawney right? No, I did not use spell check on it!

February was another quiet month for the Lehigh Valley Region. Ken Beck had a very good turnout for the Insurance seminar "tech session" at his shop on February 11. About 60 people attended. Most were from the Corvette Club, but many were from the BCCLV. The speakers, from Heacock Insurance out of Florida and Chubb Insurance, were very informative. Their specialty is Classic and Performance cars. They recommend insuring for the correct amount so you can avoid problems should an incident occur. They also do not recommend insuring our vehicles for only six months lest something happen while it is garaged and not covered. Another recommendation was for trailer and content insurance in case you allow someone else to borrow the trailer. Overall, it was a very worthwhile presentation. Thanks to Ken for providing this service and to Cindy for the great food and refreshments.

While the tech session was going on, your editor was at the Antique Auto Club of America annual meeting in Philadelphia. Among the seminars I attended were presentations by Richard Lentinello, Editor-in-Chief of Hemmings Motor News, on the importance of preserving original cars, and by Tom Zitkus, owner of TZ Restorations in New Ringgold, PA, on factors to consider when deciding whether to buy an old car that needs to be restored, or one that's already been done. Tom also talked about some of the increasing challenges to running a restoration business. Both presentations were very interesting, but of more immediate practical value was one on convertible tops and interiors by Dave Brady, owner of Dave's Interior Restorations in Emmaus. I don't have any experience working with Dave, but his work looks pretty darn good so check him out if you're looking for any interior/top work.

Speaking of the restoration business, there's a not-for-profit organization called The Road Home, which provides returning veterans with training and employment opportunities in the auto restoration industry. As a retired military guy, I appreciate the difficulties vets sometime experienced transitioning to civilian life, and it's proving particularly hard in the current economy. Check out the organization's web site, and consider supporting them in any way you can.

This month, we'll begin our occasional "Tours to Wherever." These will take place on Saturday or Sunday mornings and will be an opportunity to gather with friends to have some fun driving our cars to someplace not too far away for lunch or to an interesting (we hope) destination. If you're interested in getting together for a golf outing, please let me know; if we get enough players, we'll set something up. Please let Ken Beck know if you're interested in going to a weekend-long car event in Kerhonkson, NY, June 14 – 17. Ken says this is a very nice event, with lots of good food and music along with many interesting cars.

Next region meeting is Monday, March 19, 6:30 pm, at the Top Diner in Allentown. As always watch for E-Flashes from Mike regarding other events or activities.

Lehigh Valley Cont...

March

- 19: Monthly Meeting, Top Diner
- 24: Saturday Morning Tour to Wherever
- TBD: Early spring golf outing

April

- 15: Sunday Morning Tour to Wherever
- *16: Monthly Meeting, Top Diner
- *22: Spring Rallye

May

- 5: Britfest '12, Succasunna, NJ
- 12: Saturday Morning Tour to Wherever
- *18-20: Tour to Carlisle Import & Kit Nationals
- *21: Monthly Meeting, Top Diner

June

- 3: Sunday Morning Tour to Wherever
- *9: British Motorcar Gathering, Hellertown
- *18: Monthly Meeting, Top Diner (or ice cream run)

July

- 14: Brits on t bhe Delaware, Kintnersville, PA
- *15: LV Region Picnic & Monthly Meeting
- *TBD: All British Car Show, South Abington Park, Clark's Summit, PA

August

- 3-5: Das Awkscht Fescht, Macungie, PA
- *8-11: AHSTC Encounter, Somerset, NJ
- *20: Monthly Meeting, Top Diner
- *TBD: Tour to Taste of Britain Polo Match and Car Show, Rothsville, PA

September

- 9: Sunday Morning Tour to Wherever
- *16: Tour to Buckingham Concours, Holicong, PA
- *17: Monthly Meeting, Top Diner
- *30: Fall Rallye

October

- *6: Autumn Leaf Auto Show, Moravian Academy
- *15: Monthly Meeting, Top Diner
- *TBD: LV Region Fall Wine Tour

November

- TBD: Tech Session
- *19: Monthly Meeting, Top Diner

December

- 8: LV Region Christmas Party
- *17: Monthly Meeting, Top Diner



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Long Island

by Paul Parfrey

It all began one winter night with an email from Chuck Ott, President of the Brandywine Region that was a promise to cure the winter blues. The message was a forward of an email from Jim Martin of Brandywine. It was an invitation to the Simeone Museum for one of their driving demonstrations. This one would involve four of their Stutz automobiles on Feb. 25. That was also the last day of their British Car Week, a display of British cars loaned by private owners: Morgans, a Healey 100, Triumphs, MGs, including a spectacular closed MG. As extraordinary as the British cars were, I found myself engrossed by the Stutz automobiles. A 1916 Stutz Bearcat, a 1927 Black Hawk, a 1928 BB Black Hawk Speedster, and a 1929 Supercharged Le Mans were on display when we arrived. Dr. Simeone gave a brief history of Stutz automobiles and a description of each of the four cars. Then 3 of them were rolled outside, started, and driven around. My favorite was the 1928 BB Black Hawk Speedster with a SOHC straight 8 of about 5 litres capacity that featured a cross flow cylinder head and dual ignition. The car was equipped with 4 wheel hydraulic drum brakes. A similar stock Black Hawk, unmodified, raced a modified Hispano Suiza at Indianapolis in 1928 in a famous 24 hour match race with a \$25,000 prize. The Stutz was ahead but dropped a valve so a second 24 hour race was held with another stock Stutz which lost by a ¼ lap. The Simeone car has 60,000 miles or so on the odometer and is unrestored: check out the wear on the top of the door! The Stutz was a sporty American car of its day with a racing pedigree. The Black Hawk sold for about \$3400 in the late twenties.

Thanks to Jim Martin of the Brandywine Region for organizing our participation. Ed and Etta Buchbinder, Bob Maichin, Mary Ann Sekelsky and Tedd Krummeck, Bob Shaffsick and myself attended from the Long Island Region and had a great time!



1928 Stutz Black Hawk radiator cap: Egyptian sun god



1916 Stutz Bearcat at Simeone Museum Feb. 25



1928 Stutz Black Hawk interior

North Jersey

by George Crombie

Not an awful lot has happened in the North Jersey Region during the past few weeks. We did manage to get together at the home of Steve and Lynn Jekogian in Morristown, New Jersey on Tuesday night, February 7th for an Encounter 2012 meeting. Attending, along with our hosts, were: Andy & Martha Smith, Ralph Scarfogliero, Mark Goodman, Allen & Ginny Rosenberg, Jim Vollmuth, Richard Ippoliti, John Moore, Larry Gersten, Bob Pense, Ian & Sue Kessen, Mike & Megan Perna, and George Crombie. This made for a rather full house at the Jekogians'. Fortunately, there was room enough for everyone inside at the table and nobody had to stand out on the stoop looking in. Quite a bit got ironed out in regards to all of the preliminary, behind-the-scenes stuff. In another month or two, we'll be on the final stretch. Shortly after that, we'll be able to put Encounter 2012 in the history books. Just think, in less than six short months, the 35th annual Encounter will be history. Does anybody else feel as old as I do?

I responded to an invitation from K & T Vintage Sports in Allentown, PA regarding a tech session, of sorts, that they were going to be hosting on Saturday, February 11th. The purpose of the tech session involved having a representative of one of the collector car insurance companies on hand to give advice and answer questions regarding collector car insurance coverage. This was a multi-marque gathering; there had to have been in excess of sixty enthusiasts from several clubs (Corvette, MG, Triumph, Jaguar...) present. Rumor had it that the free lunch had a lot to do with it, but I think that the topic was definitely the main draw. It was for me, anyway. I was also interested in meeting Ken Beck and his wife, and checking out the facilities at K & T Vintage, as I'm shopping around for someone to take on the task of restoring my BN2 sometime in the near future.

Heacock Classic Car Insurance Company's representative, Pete, did a great job in giving an overall view of the ins and outs of the unique niche of collector car insurance. He then hosted a question and answer session, which helped clear up many misconceptions that many of us have regarding what's covered, what's not, when to have coverage, how much, etc. As I scanned down my list of questions, I realized that people all around the room were asking many of the same questions that I was looking for answers to. I found it to be a very informative experience. And not just for lunch, either. Of course, that sure didn't hurt, mind you.

Until next time, keep tuned to your e-Flashes from Ian for the latest on what's happening.

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Philadelphia

by John & Jennifer Payne

Winter weather! Boy do I wish. If we had winters like this regularly we wouldn't be moving south. You really do understand that Mother Nature is having fun with us don't you? We still have March to anticipate. No article last month since there was nothing to report. I came out of a journalism background where the motto was, "all the news that fits we print – the rest is just advertising". Well, we were even light on the advertising I am told.

This month is much different. Since I belong to more than one auto related club, there is usually something happening somewhere. I finally got to see the World of Wheels in Allentown Pennsylvania. Very worthwhile. You got to do it with a guide though. Even with a guide we spent nearly 3 hours going through the place. Only one Brit car – a 12 cylinder XKE.

Hero Racer and the haus frau performed a lateral arabesque this weekend. What is a lateral arabesque you ask. For those of you unfamiliar with that move it involves a sort of a serious Chinese auto fire drill. You know. The driver stops the car and all 12 occupants get out, run around the car at least once and get back in having exchanged places. We did that with the shop. The Holiest of Holies (better known as The Shop) is 2 ½ cars wide. This is not because I can't measure (which has been questioned) but because of the property line. Can you imagine that there are neighbors that wouldn't treasure having a large garage on their property? Anyway, if everything is in its place 3 cars will fit in. First, the BJ8 is put on dollies and pushed



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Philadelphia Cont...

to the far corner. Ever push a big Healey sideways? The Datsun, which now has a very large hole where the gas tank once was, must be pushed out of the shop - up hill. It obviously doesn't start. The car hauler now must be positioned in the driveway so the Sprite, which has been living comfortably in it all winter can roll out of it into the now vacant bay. Of course, said Sprite won't start because it has a blown head gasket (again). Fortunately this is a down hill grade and said Sprite will roll into the shop. Yes, I did test the brake pedal before I rolled it out. Been there, done that! It, too, is placed on dollies and now pushed sideways into the center slot. Now the Datsun can be pushed into remaining storage space from where it started. That, my friends, is a lateral arabesque. The haus frau will also explain, that is an extreme marriage challenge – what ever that means.

Oh yes, this is about AHSTC Philadelphia Region isn't it. The meeting! A record setter! It was so great an event that Dear Leader had to lead from afar. Same nay sayers said he forgot the meeting but he is, after all, Dear Leader. The 4 figure bill for the holiday party (I am learning political correctness) was presented and approved by the masses. Since the weather is making us think summer the assemblage decided that the annual outside event would be held at the Payne's palatial estate again and it would be held in the month of June. As the Party Planner was not in attendance, the date is not known. This is noted as the last last ever picnic at this location. The naming of the event is due to the fact that last year's picnic was the last one there. I know another in-joke. Oh yes, the attendees voted to have the club pick up all the costs and would authorize the Payne's to spend what was needed to properly close out this venue.

Paul Woglom is recuperating from surgery and really enjoying his pain pills.

Remember, all the news that fits we print. Happy Healey-ing.

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Brandywine

by Ernie Leser

The “Winter Blues Tour” to the Simeone Automotive Museum took place Feb.25th. The venue was “The Best of Britain Show” along with a driving demonstration of three of their Stutz automobiles. The museum is dedicated to exhibiting significant examples of cars that took part in competitive racing events from the beginning of automobile manufacture to the present.

A very nice collection of British racing and driver cars was presented along with competition cars from other countries. Dr.Simeone gave a history of the Stutz automobiles followed by the driving exhibitions. These cars are almost 100 years old and most are in original, unrestored condition. Amazing!

Jim Martin organized the event and did a great job. In addition to AHSTC, members of Brandywine Motorsports Club, British Car Club of Delaware, and The Lancaster County MG Club attended. In all, Jim had about 40 people signed up for the event. Of the AHSTC attendees, a large group was from the Long Island Region - quite a trip for them. Paul Parfrey remarked that part of their journey was through a snow shower! Brandywine members included Jim Martin and his nephew Adam, Chuck Ott, David and Brian Ehret, Tom and Diane Zalewski, Joan and myself.

Our next event will be the annual “Pizza at Pete’s” held at Pete Robert’s house, 21 Waterview St., Downingtown, PA. Come and enjoy the good company, great pizza and brew, and Pete’s fabulous collection of restored Healeys. RSVP to Pete by March 3rd (610-458-5412). The party is Saturday, March 10th at 1 pm.



“Mille Miglia” Alfa Romeos



Jaguar “C” and “D” Types



Bryan Ehret and Dr. Fred Simeone

Brandywine Cont...

BRANDYWINE 2012 EVENTS

April, Sat. 21st, 1pm. "Taj Garage" tech session. The Ott's house, 109 Airmont Dr., Middletown, DE. For info call Chuck (302-378-7287).

May, Sat. 5th. Lewes British Car Show. Contact is Mike Tyler (302-645-7572).

May, Sat. 12th, 12 noon. Brandywine Social. The Whip Tavern, 1383 North Chatham road, West Marlborough, PA. RSVP to Kris (610-558-1334) by May 5th.

May, Sat. 19th. Carlisle Import Show. Remember to register with AHSTC if you plan to attend.

June, Sat. 2nd. "Cars of England" show. Westtown, PA.

June, Sat. 9th. Fun Rally. British Motor Car clubs of Delaware.

June, 15-17th. Conclave in Kentucky. Contact Kris Garrett if interested in attending.

July, Sat. 14th. Rally to brewery or winery. Details TBD.

August 9-11. Encounter 2012.

September, Sat. 8th. Crab Crawl and Feast. The Philip's place, St. Michaels, MD.

September, Sat. 15th. British Car Club of Delaware. Marshalton Steam Museum, Yorklyn, DE.

September, Sun. 16th. Hagley Car Show, Wilmington, DE.

September, Sat. 29th. Classic and Exotic Car Show, Greenville, DE.

October, Sunday 7th, 1 pm. Brandywine Region Picnic. The Leser residence, Elkton, MD. RSVP to Joan by the 4th (410-398-7308).

November, Thurs. 15th, 7 pm. Elections. Stoney's British Pub, Concord Pike, Wilmington, DE. RSVP to Kris by the 8th (610-558-1334).

December, Sat. 15th, 6 pm. Christmas Party and Ugly Gift Exchange. The Zalewski residence, North East, MD. RSVP to Diane by the 8th (410-287-5885).

January 2013, Thurs. 17th, 7 pm. Events Planning. Matilda's, Newark, DE.

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Encounter 2012...the 35th

By Allen Rosenberg and Steve Jekogian



This year's Encounter weekend is the 35th such AHSTC Healey event, and the 60th ...that's amazing! New Jersey is the responsible group this year with the assistance of Long Island, so we are here to grovel and so passionate is our plea, that we anticipate you all sending in your registration forms by the time you read this. You know you are going...you always do, so why wait.

The location for ENCOUNTER 35, is the magnificent The Plaza at Somerset nestled in the scenic hills of Bridgewater, New Jersey. It is situated in close proximity to some beautiful areas and roads. The Crown Plaza is conveniently located off route I-287 and about 15 minutes south of I-78.

Check out the hotel below and then remember the room rate is \$92.00 per night.

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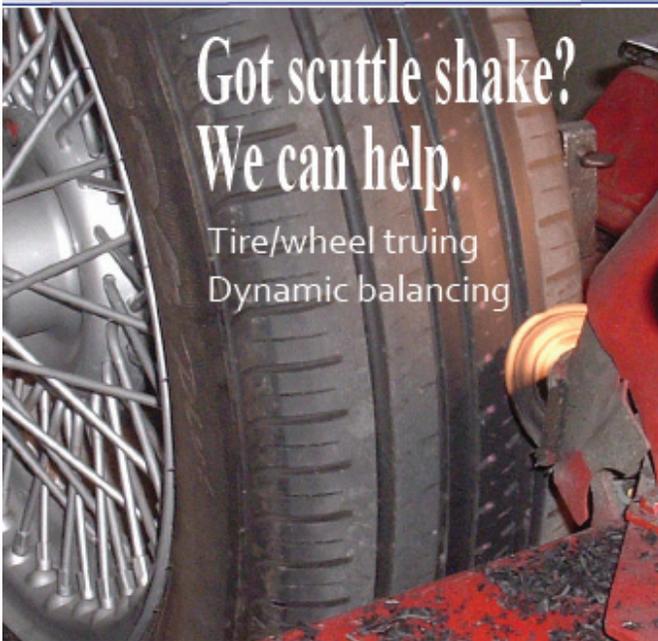
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To help us celebrate the 35th anniversary of this great "family reunion", we are planning a Three day event starting Thursday, August 9th with a departure date of Sunday, August 12th and feature an array of the usual events, plus some surprises. Whether you enjoy rallying, autocrossing, racing your valve cover, showing your car, or just plain socializing, this is the event for you. We will also have the traditional events such as a funkhana, kiddiekhana, arts, crafts and photo competition, assorted tech sessions, Chinese auction/tricky tray, regalia sales, flea market and probably the finest thing we do annually, our charity auction.

If you need to contact me you can always e-mail me at bigalnj@aol.com, or call me at my office at 908-754-7511. You can also contact my illustrious co-chair Steve Jekogian, at his office at 201-213-8217 steve.jekogian@merck.com. Hope to see all of your registrations very soon. BE THERE OR BE SQUARE!!!!



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August 9, 10 and 11, 2012 - Somerset, NJ

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Last Name _____ First Name _____ Spouse/Guest _____
 Street _____ Apt.# _____
 City _____ State _____ Zip _____
 Phone – Home(____)(____) Work(____)(____) Is this your 1st Encounter? (Y/N) _____
 Attending Children's Names & Ages _____
 Region/Club Affiliation _____ E-Mail Address _____

Car(s) You Are Bringing to the Event:

1. Model _____ Year _____ 2. Model _____ Year _____ 3. Model _____ Year _____

Registration Instructions

- Complete registration form
- Make check payable to:
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Encounter Registration
C/O Andy Smith
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Registration Fee Includes:

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Arrival Date: 8/9 8/10 8/11

Will you need flea market space? Yes / No

Will you need regalia space? Yes / No

Registration Fees

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 Saturday Pizza Party
 Children 12 & under @ \$10.00 _____
 "Chinese Auction" Tickets – 7 for \$5.00 _____
 Concour Judging/Awards fee @ \$70.00 _____
 Event T-shirts
 ___ S ___ M ___ L ___ XL @ 13.00 ea. _____
Total Remittance (US) _____

Body of a Legend: Gerry Coker

The Chief Body Designer of the Austin-Healey Hundred at Encounter 2012

We are very pleased to have Gerry Coker and his wife Marion, join us for Encounter 35.

It is fitting that Gerry will be here to celebrate the 60th anniversary of the 100.

Gerry has had a brilliant career as a designer on both sides of the Atlantic for over 50 years.

Gerry started his career as an Automotive Engineering apprentice with the Humber Company in Coventry England, which later become the Rootes Group and then Chrysler. After his graduation he worked on experimental automobile projects, including armored car and army vehicle component designs. He then become chief design engineer with a London consultant company and developed electro magnetic couplings for marine engine.

His Healey designing came about in the early 1950's when he designed the Healey 100 body. It was Gerry who styled a new two-seater sports car, as envisioned by Donald Healey, for the Americas, and thank you Gerry for leaving off the "fins". He was responsible for all the Healey design work on the cars and interiors from 1950 to 1957. The 100's absolutely beautify fold down windscreen, was another of Gerry's ideas and designs.

In addition to the production Healeys, Gerry also designed the Bonneville Salt Flats long-nose and streamline cars that achieved land speed records in 1956. He was of course involved with the Bugeye prototype design, which originally was planned with "retractable" headlights.

He and his wife Marion moved to Detroit Michigan in the late 50's where he became Senior Product design engineer at the Ford Motor Company. What a change that must have been, moving from a small "start up" company where everyone did everything" to one of the largest motor companies in the world with 1000's of employees! At Ford he worked on advanced body design and components. His most notable project was the design and development of the station wagon two-way tailgate, which was a technically wonder to any kid trying to get in the back of Mom's wagon.

Gerry retired from Ford in 1987, and lives in Sarasota, Florida in the winter and Cashiers, North Carolina in the summer.

Gerry is an honorary member of the Austin-Healey Sports and Touring Club and is always willing to tell a story about how Healeys got to be Austin-Healeys.

Gerry and Marion thank you for being the guests and keynote speaker at Encounter 35.



Events Calendar

MARCH

- March 9-11 – Amelia Island Concours D’Elegance, Amelia Island, FL, <http://www.ameliaconcours.org/eventinformation/>
- March 10 – Central PA Triumph Tech Session at Steele Motors, 10AM to 2PM. Come early for discussions. Lunch for small donation.
- March 11 – Lanco MG Club meeting, 3 pm,Coakleys Irish Pub, 305 Bridge St. New Cumberland, PA <http://www.coakleys.com>
- March 14-17 – 60th Anniversary of the 12 Hour Sebring Race & Sebring MGA Reunion, Sebring, FL, http://www.namgar.com/events/calendar_details/60th_anniversary_of_the_12_hour_sebring_race_sebring_mga_reunion/
- March 20 – AHSTC Harrisburg Region Monthly Meeting, Hat night \$1.00 fine for not wearing a comical hat. Just any old hat won’t do. \$5.00 prize to the person wearing the most original/funny/clever hat.
- March 24 - Tribute to Sebring Demo Day at the Simeone Museum, Where international racing began in the US after the war.1953 Cunningham C4R, 1953 Jaguar C-Type, 1963 Corvette Grand Sport
- March 31 – Central PA Triumph Tech session at Triumph Rescue, Bally, PA with Matt Bakes 10AM to 2PM. triumphrescue.com They also own British Wiring.
- March 31 - Carolina British Classics, Columbia Speedway, Exit 116 on I-26, Cayce, SC www.BCCMC.com

APRIL

- April 14 - Central PA Triumph, Stamper Tech Session, 45 High St., Stewartstown PA (map). Tech session focuses on the key steps of doing an auto restoration.
- April 15 – Lanco MG Club Drive & Meeting,ending at 3 PM at the Cross Keys Diner, New Oxford (map)
- April 15 - The Williamsburg British Car Club presents the 13th Annual British and European Car Show, 9AM at Chickahominy Riverfront Park, 1350 John Tyler Highway(Rt5), Williamsburg, VA 23185. web site - <http://www.wmbgbrit.com/>, contact – Roy Gavilan at rgavilan@verizon.net or call 757-220-4774.
- April 17 – AHSTC Harrisburg Region monthly meeting, 6:30 PM - Ladies night – men buy their lady’s dinner, \$5.00 worth of 50/50 tickets
- April 21 – British Invasion at Elk Landing, MD, British Car Club of Delaware
- <http://bccdelaware.com/events.htm>
- April 22 – SVVSCC Roadside America Run , a drive to this famous model railroad treat plus the promises of some good eating after the run, Contact: Charlie Demmy
- April 28 – Auburn, Cord, Duesenburg Demo Day at the Simeone Museum– 1921 Duesenberg GP (display only), 1933 Auburn 12-165, 1935 Auburn 851, 1937 Supercharged Cord

CocoMats are back in style

Period-correct floor mats for your vintage Healey (or any other motorcar)

by Baird Foster

Floored.

That was my reaction to seeing an ad in a car magazine for the woven floor mats that were used in European sports cars and sedans of the 1950s and 1960s. Colorful, useful, and effective, these coconut-fiber mats were a popular option in many early Mercedes, Saabs, Volvos, Porsches, Volkswagens, MGs, and other British cars.

Following WWII, most automobiles had rubber floor coverings, especially those from Europe. Coco-fiber mats were an option offered by European auto manufacturers, while the Americans seemed to prefer the old black rubber floor mats.



The colorful and durable coco-fiber mats were woven from coconut husks then, as they are today, but had no backing. Dirt, snow, mud and other debris came off peoples' shoes and filtered through to the rubber floor covering, which could be swept up easily after lifting the mats. By the 1970s, most auto manufacturers began providing carpet as a floor covering, and the old coco-fiber floor mats went out of style.

Today, everything old is new again—and this time, better. Today, CocoMats are back, promising a useful and attractive addition to any vehicle, such as vintage British sports cars. Unlike the previous mats, today's CocoMats are backed with a heavy-duty, nibbed, natural rubber bottom fixed to the mats, preventing spills or leaks from getting through to your carpet. The nibbing is designed to hold the mats in place and to provide an air space between the carpet and the mat, aiding in drying and insulation. The sturdy CocoMats, about ½" thick, will not bunch up under the accelerator pedal.

CocoMats are constructed of the highest quality of coconut husks, sisal, seagrass, or premium wool. The coconut husk mats give the CocoMat its classic period look with the more open weave. Sisal, sea grass, and wool mats are woven more tightly. CocoMats come in more than 30 color combinations, with a heavy-duty, leather-like vinyl forming the edge of the mat, giving a crisp and tidy appearance. Several matching or coordinating colors are available for this edging, which is carefully sewn to the mat.

On the driver's side mat, a very tough heel pad is positioned to prevent the driver's heel from wearing through the mat. This heel pad is copied from a 1956 Ferrari 275 GTS and looks as if will last as long as the driver. The heel pad area of the mat is pressed down under tons of pressure; the pad is then glued and double-stitched to the mat. The process fixes the heel pad at the same level as the mat, providing a smooth surface for the feet.

CocoMats are all custom-made to your car's specifications. The ordering process couldn't be easier, as



Detail of mat and heel pad, which is glued and sewn to the mat.



Top of photo shows rubber nubs on reverse side of mat. Note neatly stitched edging. Bottom of photo shows mat surface.



Driver's side mat, installed.

the website www.cocomats.com provides all the information you'd require. Or, you can order by phone (USA 1.800.461.3533; International +1.803.548.4809). Drew Phythian (say "fithian") will explain the ordering procedure, color options, and the cost and delivery information. Direct your email inquiries to sales@naturalauto.com.

While CocoMats have thousands of floor mat patterns from which to choose, the company wants to be certain that their mats will fit your model. Their procedure includes sending you a piece of heavy Kraft paper with an outline of the pattern they have for your car, on which you can mark any adjustments to be made. They also send several swatches of different colors for matching your interior and exterior colors.

When you've sent your patterns and color choices back, the company will review your order with you by phone, and the manufacturing process starts. The mats are hand-crafted at this family business in Fort Mill, South Carolina. This hand crafting is done with an emphasis on quality to the highest standard, and the materials are earth-friendly. The mats I ordered for my Healey fit perfectly, took about four weeks from initial contact, and cost \$139.95 plus shipping (in US) of \$16.50—a reasonable investment considering the quality, durability, protection, and handsome and period-correct appearance of CocoMats.

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News & Classifieds

Of Interest/For Sale

HEALEY MAGAZINES Dan Lehr who lives in East York wants to sell his collection of Healey magazines. It includes about 10 years of Healey magazines from a San Jose, CA club, a dozen Healey Highlites (from the Pacific Center AH Club in the 1970's), and a couple issues of the Flash. If anyone is interested, they can contact him at 717-880-8753.

1962 TRI CARB I met a guy who wants to sell his Healey. It's a 1962 BT7 with triple carbs and it has rear seats. The attached photo isn't very good. I couldn't get him to say what he wants for it. He said just a fair price. What would this be worth? I guess it's been sitting a while and his wife wants him to get rid of it. If anyone is interested contact me directly and I'll send you his email. Max U max.utterback@gmail.com

1965 BJ8 I have decided to sell my beautiful 1965 BJ8 (3000 MK 3) Healey. Red with black coves. Black interior. Runs great. Very good condition. Only true issue is that the door latches need adjustment. Email me for photos, talk price and just chat if interested. She's a real head turner! Contact Matt at drclott@yahoo.com

FOR SALE: FOUR (4) NEW PIRELLI P ZERO SUMMER PERFORMANCE TIRES. Size 255/40/R19. These tires were taken off of my 2012 Audi A6 prior to delivery and replaced with all-season tires. Tire Rack offers these for \$415 each (\$1660 for a set of four). Sell for \$900. Tom at 973 962 0576 or tpmul@att.net

1967 AUSTIN HEALEY 3000 MK3. VIN # HBJ8L39890. Great driver car, engine rebuilt in 06. Asking \$31,000. Call David Shiloh @ (718) 655-4810 or E-Mail davidshiloh@gmail.com

68 TRIUMPH GT6 PLUS ENGINE. Was running perfectly when removed from the car well over 20 years ago. It is a complete engine. Interested in offers. Jay Baumann. jay@baumannndesign.com.

1963 BJ 7 MKII. HAS BEEN STORED SINCE 1973 Has new paint, wheels, tires and no rust ,car is located in New Braunfels TX and the engine was replaced in 1972. Please contact for more info ,thanks Richard Saffell. Richsaff45@yahoo.com

1960 LEAF GREEN BUGEYE. beautiful leaf green Bugeye for sale. There are photos and information on web site: www.octoberhillfarm.net. Chuck Davis, 717-624-8233 or octoberhillfarm@me.com

1978 450SL .original California car, second owner,original bill of sale.108,000 miles, garage kept. Hardtop included, 4WDB, IRS, upgraded chrome MB 16" wheels, 225x16 front, 245x16 rear tires providing excellant road handling. **Reduced to \$7000.00** Contact Ralph 201-206-1389



Wanted

AUSTIN HEALEY 100 - BN1 OR BN2. I'm looking to purchase a 100-4 to complete my collection. A "20 footer" or better - No restoration projects please. Please contact John Heffron @ john.heffron@hotmail.com

BLUE BJ8 INTERIOR

Wanted - good useable original blue interior upholstery for my BJ8. Need seats - front and rear - kick panels etc. Reply to Dave Ehret @ DWEhret@yahoo.com

Regalia

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OCT09



Tech Tips

by Dave Stuursma

For many of you this is an eagerly anticipated follow-up article to the message last fall on storing your vehicle. It's that time of year where the stores in the snow belt are beginning to display swimsuits, and the cars that have been put away for months are itching to be exercised (and hopefully not exorcized).

For others, new and unfamiliar with emails from me, I will be working at compiling and sharing info that you and your club will hopefully find useful. There is so much wonderful information "out there," and I get to see a lot of it from where I work.

Here is some helpful advice on taking your car out of storage:

www.mossmotors.com/storage

If you or members of your club have suggestions of additions to this info (or entertaining stories of storage lessons you learned the hard way), please do let me know!

Dave Stuursma

Moss Club and Event Support

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

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

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

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