

# The FLASH

JUNE 2012 | ISSUE 416



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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*Main Cover Photo: On Friday morning, only three Austin-Healeys were parked by the AHSTC tent at the Import and Kit Nationals (Lehigh Valley)*

*Lower Photos: Miss UK with Chuck's Sprite at Carlisle (Brandywine); Submission by North Jersey; Submission by Long Island*

# What's In The Flash

by Steve Jekogian



**E**ncounter, Encounter, Encounter is what the June Flash is all about.

Read up and send in your registration, call the hotel (732) 560-0500, ask for “in-house reservations”, then mention “Austin-Healey” to receive our special rate of \$92 per room per night.

Bring your sneakers for morning walks, yoga wear, and check out the rules for the gymkhana and Valve cover race.

## Advertiser Spotlight: British Parts Northwest

**W**e have had the pleasure of meeting the needs of Austin Healey and other collector car owners for 29 years. Our goal in 1982 still remains the same today; strive to provide new parts for British cars, Triumph, MG, Jaguar, and Austin Healey, at reasonable prices with fast, courteous, prompt service to the customer. We draw on our experience to provide insight to help customers restore and maintain their British Car.

British Parts NW attempts to preserve and improve the quality of the products we carry. We have proven this when Lucas informed us that they would be dropping the "bail style" voltage regulator for the Austin Healey BN1-BJ7. We were able to work with them closely to gain the knowledge of where they had the product manufactured. Thus were able to continue purchasing the product from the manufacturer directly, preserving a product that was to be discontinued. An example of our improvements on a product resulted from Meritor being the sole producer of a Brake Master Cylinder for the Austin Healey BN1-BN2. The product Meritor produced was of continual poor quality and effectiveness. In order to better serve our customers we worked with TRW to develop a Brake Master Cylinder of high quality at an affordable price. British Parts NW has a history of using innovation to solve productivity issues associated with products. When we learned that there was a continual problem with the 6 cylinder Lucas rotors, we were able to identify the problem and make the changes to develop a better 4 and 6 cylinder heavy duty ignition rotor that can serve



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

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## *British Parts Northwest Cont...*

our customers more effectively.

Here at British Parts NW we find that the key to providing new products at reasonable prices is research. British Parts NW, Inc takes our continual research and product development seriously by attending Auto-mechanika in Germany every two years and Sema / AApeX every year. Our CEO, Greg Sherick, was asked to speak last fall at the Willamette Innovators Conference where he answered questions and interjected his personal experience with innovation in the British Automotive Industry. He was able to explain how British Parts NW is able to stay competitive with the current changes in the market by supporting the marketing and manufacturing objectives of our business.

British Parts Northwest is a small family owned business that consists of ten dedicated employees. We have had continual growth over the last 29 years by listening to our customers and understanding their needs. It is always a struggle to balance the demands of a growing business with out sacrificing the quality of service to our patrons. Keeping that in mind three out of the five salesmen we have answering the phones, have been involved in the British Car industry since the 1970s. Their ability to troubleshoot and advise customers in their rebuild and maintenance projects has given us an edge and kept us on the leading end of the British Car Industry. We take pride in the fact that all of our products are stocked in our on site warehouse and shipped directly from us to our customers.

We are very aware of our environment and community and actively support and participate in the national campaign to recycle-reduce-reuse. We have implemented this philosophy throughout our office, warehouse and packaging departments. British Pars NW is committed to giving back to the community by supporting and donating items to local libraries and schools in order to promote literacy and aid education in our area. All of our polyurethane products are assembled by a local private, not for profit organization, which provides employment, community, inclusion, residential support and transportation to adults with developmental and other disabilities. We are determined as a company to maintain a successful growing business without compromising our stewardship to our community and earth.

British Parts NW has accomplished great things since 1982 and our success is due to our loyal customers. Their continued interest and enthusiasm for the British Car has encouraged us to find new ways to keep that passion alive for future enthusiasts.



# The Austin-Healey Sports & Touring Club

## MEMBERSHIP APPLICATION

<http://www.austin-healey-stc.org>

YOUR NAME: \_\_\_\_\_  
(first) (mi) (last)

SPOUSE NAME: \_\_\_\_\_  
(or other members at this address)

STREET/PO BOX: \_\_\_\_\_ APT \_\_\_\_\_

CITY/COUNTRY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP+4: \_\_\_\_\_

**HEALEY(s) OWNED**

Year Serial Number

_ _	_ _ _ _	_ _ _ _	_ _ _ _	_ _ _ _
_ _	_ _ _ _	_ _ _ _	_ _ _ _	_ _ _ _
6 7	H B J	8 L	3 4 5	6 7

(Example for a 1967 3000 MK3)

**Member Information**

Home Phone - -  
Work Phone - -  
Email \_\_\_\_\_  
Other Healey Club(s):  
 AHC USA  
 AHC of America  
 Other \_\_\_\_\_

Region you'd like to join? Harrisburg Lehigh Valley Philadelphia North Jersey Brandywine Long Island

How did you hear about AHSTC? \_\_\_\_\_

When Healey-Related organizations request our mailing list, can we include your name? YES NO

Can we include your address and phone in membership lists distributed to our general membership? YES NO

Membership includes a subscription to the FLASH, our monthly newsletter. We send out our newsletter via email Monthly except for December. Members with email addresses will receive a link to download the Flash each month. If you don't have email, let your Region President know so arrangements can be made for you to obtain the Flash.

Members may place non-commercial classified ads, free of charge. Our membership year runs from April 1 through March 31. Dues are \$30.00 per year, \$15 if joining after September 30. For your convenience you can join for multiple years, just add \$30.00 for each additional year.

If there is a particular need that you think the club can help you with, make some notes below (or include a note) and we'll try to get you in contact with someone who may be able to assist.

If you have questions about AHSTC, contact the Membership Coordinator, Rick Brodeur at 215-536-6912 or [info@austin-healey-stc.org](mailto:info@austin-healey-stc.org)

**ENCLOSE YOUR CHECK - MAIL TO: AHSTC. 309 EAST BROAD ST. QUAKERTOWN PA 18951-1703**

# North Jersey

*by George Crombie*

Several members arrived at The Bamboo Grill in Morristown, NJ for the Encounter meeting on Tuesday, May 1st. Attending members included Richard Ippoliti, Bob Pense, Mark Goodman, Andy Smith, Steve & Lynn Jekogian, Allen Rosenberg, Larry Gersten, Ian & Sue Kessen, Steve Feld, George Crombie, and Paul Parfry from the LI Chapter.

If your count concurs with mine, it adds up to a cool baker's dozen. I think it took us longer to order than it did to conduct the meeting, we were that well organized! It seems that all the tees are dotted and our eyes are crossed as we make the final preparations for the big event that starts on Thursday, August 9th. As of the start of the meeting, there were 24 early registrations, with many more expected to inundate poor Andy & Martha Smith with the end of pre-registration due at the beginning of June. If you are going, be sure to get your registration in to the bean-counters as soon as possible, they will certainly appreciate it.

Fellow North Jersey member, and all around great reporter, Larry Gersten sent me a note letting me know who had attended the annual Britfest Car Show in early May. Those members he spotted who drove their British cars included Art Herkomer, Bob Pense, Ian Kessen, Richard Ippoliti, Andy Smith, Steve Feld, Rob Markovich, Bob Shaffsick (LI), and Steve Kahn (Philly) all arriving in their Healeys, while John Moore (MGC), and Ralph Scarfogliero (Jag V-12 powered MGA) muscled their way onto the show field. Larry Gersten and Frank Depalma made it out in their BJ9s.

Winners in the Big Healey Class were: 3rd place, Bob Pense; 2nd place, Steve Kahn; and 1st place went to Andy Smith. Apparently, nary a Sprite was to be seen. Talk about an open class to slide into next year! Keep it in mind, folks.

Ralph Scarfogliero snagged the award for "Modified" with his MGA/Jag Hybrid. Stay tuned to these pages for a couple of pictures of this Nasty-Boy some time in the near future. Ralph tells me that he has a fuel tanker on standby whenever he gets ready to take this monster out for a spin; something about "10 gallons per mile..." or so.

North Jersey had a handful of members attend Carlisle Imports weekend over May 18th through the 20th. Larry Gersten mentioned that he was going out with Steve Feld, Steve Jekogian, Ian Kessen, and Allen Rosenberg. No word has been received from those attending on whether any of that crowd stumbled upon any major deals that were just too good to pass up. I'm not too sure if they went out on Friday or Saturday. I would have loved to have made it out for that event this year, too, but my weekend had been booked earlier for a friendly little game of poker up in western Massachustees; Dealer's Choice style. By the end of the night, I was down ten big ones. Yup; I wound up losing one thin dime after playing for six hours and seven minutes. Good thing I never count the cost of gas or tolls, or it would be a hard pill to swallow.

North Jersey has another Encounter meeting scheduled for Wednesday, May 30th at the host hotel for Encounter, Hotel Somerset, at 7:00 PM. All plans should be finalized by that point; in fact, that meeting will be history by the time you get to read this.

## North Jersey Cont...



I guess I might as well give y'all an update on The Saga of Little Red. A couple of days after Sarah brought home two and a half gallons of fuel I poured it into Red's new tank. Turning on the ignition switch, I heard the fuel pump kick in (almost always a good sign) and checked the fuel gauge. Nada. It did not even budge. I wiggled the wires a bit and then tapped the face of the gauge (with my finger, guys, not the hammer that I would have liked to have used). Still nothing. After another run to the local service station, I returned to pour in another two and a half gallons. Nothing. Can you spell "depressed"? It seems to me that the best remedy for a situation like this is to take a drive, topless of course. The car, guys, not me; I shudder at the vision of that... Sarah and I took a good run. We went through Raritan and into Somerville. Following this, we headed south on Route 202 and went out to Flemington, before coming home. I know what you're thinking: 1) Maybe the fuel gauge will miraculously wake itself up and start working by the time we got home (nope); and 2) we'll run out of gas before we

get home (nope), but two good guesses. I figured I've put up with a non-working fuel gauge for years, why worry about it now?

Project number two: Replacing the trunk T-handle, latch, and strike set-up. I assigned Sarah the task of removing the old latch and T-handle assembly (small hands made her the ideal mechanic); the strike had vibrated off some time last year or the year before. This is another one of those nagging little annoyances that I've been putting off for a while. The key (I only got one key for the whole car when I bought it) seemed to work occasionally, so I figured I had a wafer hanging up in the cylinder. Now would be a good time to rectify that situation. I took the handle assembly in to work one day and proceeded to take it apart. The first thing I did was to compare the code number that was stamped on the shaft to the code number that was stamped on the key. They were different. That's not necessarily good; nor is it an indication that there's something wrong. Someone could have had the lock recombined at some time in the past, and had not

## *North Jersey Cont...*

crossed it out on the shaft. When I had the lock apart, I put the key into the cylinder, and checked the wafers. It was definitely not the correct key for this lock. I was surprised that the key had actually ever worked this lock.

The next thing I did was to cut a key to the code number that was stamped on the shaft. It worked perfectly. Incidentally, I checked that number with the one that was listed as “factory” from the Heritage Certificate; it was a match. Because I like the idea of having a “one key fits all” car, and since I had a new T-handle just sitting in the package, I recombined the new handle. It was shinier, and it didn’t have a code number stamped on it. Back at the house, I had Sarah install the assembly onto the trunk lid. Testing it out and making a minor adjustment, the job was done successfully. Now we’re working on trying to get under the dash to disconnect the wires going to the gauges and switches in the hopes of finally getting the wiring harness replaced. We’ve managed to pull the speedometer unit and the fuel gauge from the dash. I’m not counting on having it done by the time we have to leave for Conclave in Louisville, KY. Red may end up being sidelined for the rest of the season. I’ll have to let you know how we make out...

As always, stay tuned to your e-Flashes from Ian for the latest. I hope to see you out at one or more of the local events; most certainly at Encounter in Somerset!



# Lehigh Valley

by Joel Keefer

8:00 on a Wednesday morning, and already I've washed the truck, and now I'm completing this month's column, two whole days ahead of deadline. What's going on? How about getting ready for the annual trek to the Indianapolis 500? This will be year six in a row for us, after attending the race sporadically over the previous 20-30 years. There's nothing like the sound and feel you experience when the field of 33 comes through turns one and two and down the back stretch at the start of the race. If you watched the race, maybe you saw us, up by Turn 3 – we waved!

Earlier in the month, on Saturday, May 12, we joined the British Car Club of the Lehigh Valley's "Garage Tour," visiting three BCCLV members' garages and car collections, for our "Saturday Morning Tour To Wherever." Starting with our own Gerry Kunkle's garage, we then toured through parts of Lehigh, Bucks, and Montgomery Counties, en route to Tom Himmelsbach's and Maury DeAngelis's. Lehigh Valley participants in addition to Gerry were Mike Bradley, Phil Nase, Bob Weaver, Bob Snyder, Bob Pritchett, Ken Beck and Joel Keefer.

Gerry offered everyone coffee and donuts along with fresh fruit to enjoy while they browsed his wood-paneled garage full of automobilia as well as Gerry's cars, including a big Healey, Bugeye, two E-Types, a Jaguar sedan, an XK-8. Next stop was Tom Himmelsbach's, where we drooled over Tom's '66 Corvette coupe, E-Type and a mid-70s Corvette. Tom's garage is a working garage, well organized and well stocked with tools and specialty machinery not often found in the average hobbyist's garage. The final stop of the tour was at Maury DeAngelis's garage out in the country, which housed his beautiful XK-120 FHC and a Rolls-Royce undergoing one of Maury's restorations. Sitting outside the garage is a nice mid-60s Porsche. Maury's is another working garage, full of tools, parts and other memorabilia reflecting Maury's long career as a restorer. Maury had some great stories about the Rolls Royce, and it was neat to look through his albums of past projects, including a magnificent Isotta-Fraschini. Too soon the morning was over and while some headed for lunch and others went to Ragtops and Roadsters' open house, some of us headed home to do weekend chores.

The following weekend, several Lehigh Valley members headed to Carlisle for the Import and Kit Nationals –



*Hard to decide whether Tom Himmelsbach's E-Type or Corvette is more impressive -- both are outstanding cars!*



*Cars in Gerry Kunkle's garage include 2 E-Types, a Bugeye, a Big Healey, and a Porsche, with a Jaguar sedan and an XK-8 in an attached garage.*

## Lehigh Valley Cont...

but not exactly together. Gerry Kunkle and Bob Weaver went Friday, where they ran into Phil Nase, Joel Keefer and Ken Weidner, and Ken Beck went on Saturday. It was good to see many more vendors this year than were there last year; unfortunately, none of them had anything I was looking for!

If you ask Ken Weidner, he'll tell you the Import and Kit Nationals is a great event! Ken was there for the weekend, participating with one of his several Hondas, a 4,000 original mile 1981 Accord. Congratulations to Ken on winning another Elite Award, and for winning the event's giveaway car, a Fiat X 1/9, which should fit nicely into Ken's collection!

Sarah Carr, one of our "northern tier" members, sent a flyer for the British Car Club of Northeastern Pennsylvania's annual show, set for July 22. This year, they are expanding the show to an all-European show, with MGA as the featured marque. Mike and I went to this show last year and had a good time. Sarah hopes to see more Healeys this year, and it's on our calendar as a participation points event. Stay tuned for more details.

Upcoming June activities include a Sunday Morning Tour To Wherever, the Wherever being the Red Mill British Car Day at Red Mill in Clinton, NJ. Meeting place and time are Copperhead Grille on Route 378 in Center Valley at 9:30 Sunday morning for a tour to the show. The following weekend is the Keystone Region MG Club's British Car Gathering in Hellertown, Sunday June 10. It would be good to have a group of cars there and to do some recruiting. Unfortunately, your trusty events coordinator won't be on hand for either of the June events; we'll be in Nebraska attending a family wedding.

But we'll be back in time for our June meeting, which may involve an ice cream run, which Jolene wouldn't consider missing! Watch for an E-Flash from Mike with details.



*On Friday morning, only three Austin-Healeys were parked by the AHSTC tent at the Import and Kit Nationals.*



*Ken Weidner's 4,000 mile Honda Accord won another Elite Award at the Import and Kit Nationals.*



*With Maury DeAngelis's XK-120 FHC in the foreground, Gerry Kunkle and other Garage Tour participants focus their attention as Maury discusses his Rolls-Royce restoration project.*

# Long Island

by Paul Parfrey

## Why You Need A Car Club And This One In Particular

Car clubs provide their members with fun things to do, car shows, scenic drives, rallies, and annual events like Encounter. Beyond that are the friendships that develop, the opportunities to talk about cars at length with someone (something you can't do with just anybody), and shoulders to cry on when things go badly. Advice, information, sympathy; I know so many people who don't seem to get that. The last thing they want to do is join a group of like-minded individuals.

A few examples of the worth of AHSTC come to mind. Recently, a prospective member contacted me concerning a used top and a top frame for his '66 Sprite. A quick email to my members and the presidents of the other regions brought responses from Massachusetts, Harrisburg PA, upstate NY, and the east end of LI. The quest was ultimately unsuccessful. Still, most respondents suggested buying new from Moss and that's what this person did. He hasn't joined us yet: doesn't get it.



*We do fun things!*

More recently, a LI member found the ignition light stayed on with the engine running. Testing the generator, we found no charge and a peek through the holes at the back revealed a very rough commutator. The generator, out of the car and on a bench and disassembled, revealed the extent of the destruction inside. The rear bushing failed; the commutator, a brush holder, and the armature and field windings were bad. Solution: another generator, or convert to an alternator. What to do? Lucas 22530 generators don't grow on trees. Call-



*We're nice people!*

## Long Island Cont...

ing around led to our man in NC, Sam Allen, providing a lead to someone who might have a rebuildable core.

OK, I know I'm preaching to the choir: if you are reading this, you are a member. But you have to renew every year. This year a large percentage of members did not renew on time, some still haven't. Now it is true that the Board did vote to eliminate a 2nd notice in the mail. I think it was to save money. That aside, you get a lot of value for your \$30. I should send this to my members that have yet to renew. In short, we're nice people, we do fun things, we know a lot, and we'll listen to you (within reason). Wait, what's this? My North America MGB Register 2nd notice... as they say in young speak, my bad.



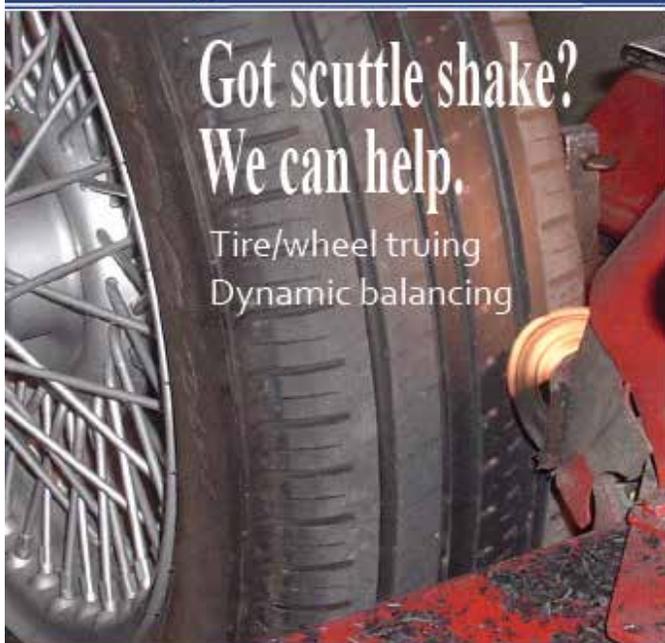
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*Enough said!*



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# Philadelphia

by John & Jennifer Payne

The May monthly meeting was a “wet” affair as in it rained, hence no Healeys. Of course, no one offered to buy brewskies for anyone who did drive a Healey either. Thirteen people did attend. Most of the conversation was about upcoming events (some of which will have already taken place).

The popular Cars of England show was on June 2 and the Hersey Hill climb and show will take place June 8 through 10. I keep wanting to go back to that show as I ran the actual hill climb while a student at Elizabethtown College in the mid “60’s. I do remember having the slowest time for an E Production car one year in the snow! Honest! Philly Region members, Mike Bartell and Jason Urban, will be competing on the hill this year.

John Davies, Jason Urban and Mark Weinberg have been invited to show cars at the 200th anniversary of Doylestown being named the county seat for Bucks County, Pennsylvania. JD’s beautifully prepared Jag will be a popular show piece for those of you who have not seen his work. The invitation list is limited to 100 cars so AHSTC has gotten its share of recognition.

The Last Last Ever Picnic at the Paynes has been rescheduled to June 10 due to some scheduling conflicts by the hosts. Reality is this will be the last picnic there as the Paynes now own a home outside Knoxville, Tennessee and the Pennsylvania estate will be on the market and hopefully sold by this time next year. Seems a long way off doesn’t it!

Some conversation about Encounter. The ever popular rallye will be starting at lunch time instead of the usual morning time slot. Understand that Wednesday evening’s events will be centered in the bar with the usual amount of bench racing and touring conversation. Speaking of touring, several Philly region folks are on their way to Louisville and should have some good stories. Ray and Lois Dunkley, the ever intrepid tourists, are once again driving while the rest of the group is towing their rides behind more modern equipment.

My Datsun B210 (actually a Sebring Sprite built under license in Japan - I am told) is nearing completion – really! Always something to entertain though. It seems that after the fuel cell was installed with frame welding done by the professionals at Paul & Trish Woglam’s Cargo Trailer Sales a new challenge has presented itself (to go along with the rest of them). After everything was installed I hit the fuel pump switch which did not do a thing and it ain’t even Lucas! Next logical step is to check for power. It seems that



## Healey Surgeons

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download price list, check on current prices  
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Parts • Service  
Restoration for 100-4 to 3000 Mark III

Bruce and Inan Phillips

## Philadelphia Cont...

checking the circuit I found a pulsating current. About this time Friend Martin showed up and being sure I didn't know what I was doing he replicated what I was checking. Actually the switch had two positions he found. The meter on the first level pulsated slowly and on the second level pulsated faster. It seems that the cars constructor simply went to the parts bin and installed the first switch he came to. You mechanics in the audience have probably figured out what happened. He installed a windshield wiper switch to run the fuel pump! That switch now resides in the circular file. Racing is fun!

After 35 years of racing in Sports Car Club of America, I have decided to try vintage racing and joined Vintage Race Group. Since the car was not ready, we decided to drive to Summit Point for the Jefferson 500. The "race" event is 20 years old. There are no trophies, no championships and no points. After watching the demolition derby environment SCCA has become, it was nice to see people just going out for the fun of it and enjoying the cars and each other. No rice rockets (well only a few anyway) or Jaggerwagons - just a lot of old English iron. As the Datsun 510 was the featured marque (2 showed up) and Peter Brock of BRE racing fame was the Grand Marshall, theme was Trans Am under 2.5 liter cars. Oh yes, one GT 40 was running with the over 2.5 liter group. Impressive to say the least. Of course, these cars have paint jobs worthy of concours judging. And, of course, the price of the cars for sale mirrored the prep level. The most expensive was a Ginetta at \$195,000 and several other cars in the

\$60 - \$70,000 range. The most "affordable" was a very long in the tooth Datsun 510 for \$12,000! Obviously, the B210 will not be up to that level of prep considering it cost \$2500! Running will be the goal! My hope is to run the Pittsburgh Grand Prix weekend at Beaver Run. We'll see.

Yr. Obt Srvt. Hero Racer



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# Brandywine

by *Ernie Leser*

Our Brandywine Social was held at the Whip Tavern on Saturday May 12th. The weather was perfect for a drive in Chester county. The food and drink at the tavern were excellent as was the company of the members who attended. What was remarkable was that the number of Healeys just about matched the number of attendees! Long time member Mike Jennings arrived in his 1964 green BJ8, Jim Martin in his 1964 red BJ8, Chuck Ott in his blue Sprite, Dave Ehret drove his red 100-4, Brian Ehret and friend Heather drove Dave's dark blue BJ8, and yours truly in my 1967 silver blue BJ8. A discussion concerning the appropriate oils and lubricants for our cars ensued with Mike providing his expertise. After lunch, the cars were posed across from the tavern for photos.

The following account is from Chuck Ott concerning the Carlisle Import Auto Show held on Saturday, May 19th.

Three adventurers from the Brandywine region got up early to brave the chilly morning air, cruising al-fresco to the Carlisle Import Auto Show. Actually Steve Garrett had the top up but no side curtains on his white bugeye, but Jim Martin in his red BJ8 and Chuck Ott in his blue Sprite stored their tops and enjoyed the breeze. We got there before the Harrisburg region manned their stations, so we took a photo of the "red, white and blue" team parked at the empty AHSTC tent and went to tour the vendor spaces. We also looked at some cars, then did the passport activity. The show guide has a mock passport page, which you then take to various booths where pretty young girls in costumes of the countries represented at the meet were there to stamp your passport and pose for pictures. I am attaching a picture of "Miss UK" with my Sprite as an example. We saw Brandywine region member Ron Pompilli there, and also former Brandywine member Mike Passarelli from south Jersey, in addition to our friends from the Harrisburg region. We had lunch prepared by the Harrisburg region chefs, and enjoyed the wonderful spread put out by the club, then headed home. The weather was excellent the entire trip. A good time was had by all!

On Sunday, May 20th, Jim Martin and his nephew Adam, Joan and I, took part in the Brandywine Motorsport Club's (BMC) "On Course" rally. Jim and Adam took a family car as Jim was assigned navigator duties. Joan navigated while I drove our BJ8. The rally was from Hockessin, Delaware to Port Deposit,



*Healeys at the Whip Tavern*

## Brandywine Cont...



*Red, White and Blue Healeys at Carlisle*



*Miss UK with Chuck's Sprite at Carlisle*

Maryland. Tom Snyder and his son Tom noticed our car while shopping in the area and stopped to wish us well at the start of the rally. This was another gorgeous day. Most of the roads were in southern Chester and Lancaster counties. We traveled about 150 miles over about 4.5 hours. This included getting lost a few times of course. The refreshments and food at the Susky River Grille in Port Deposit at the end of the rally were most welcome!

June looks like a quiet month for Brandywine Region events. You are encouraged to take part in some of the events sponsored by various other car clubs in the area. Details on some of these events can be obtained by contacting Jim Martin (610-274-3193). Also, always look for updates in Chuck's E-Flash issues.

June, 2012

- 2nd – “Cars of England” – Westtown, Pa. Jaguar and Triumph Clubs.
- 9th – BMC 60th Anniversary Rally and Picnic at the Stone Barn.
- 15-17th – Conclave in Kentucky. Contact Kris Garrett if interested in attending (610-558-1334).
- 17th – Fun 2 Rally – BMC. Hockessin, Delaware.
- 23rd – Autocross -- Glasgow, Delaware.

July, 2012

- Saturday, 14th. Rally to brewery or winery. Details TBD.

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## Encounter 2012...the 35th

By Allen Rosenberg and Steve Jekogian



**P**lans for Encounter 2012 continue to progress and the 60th anniversary of the marque is looking good.

The schedule of events is included below and as always a lot will be packed into the AHSTC event of the year.

The hotel is now named the Hotel Somerset and located in the scenic hills of Somerset/Bridgewater, New Jersey. The Hotel at Somerset is conveniently located off route I-287 and about 15 minutes south of I-78. Please call and reserve your rooms now

and remember the room rate is \$92.00 per night. Also bring your bathing suit as the indoor pool connects to the outdoor pool, really cool!

Hotel Somerset

110 Davidson Avenue Somerset, NJ 08873

(732) 560-0500, ask for "inhouse reservations", then mention "Austin-Healey" to receive our special rate (if problems, call Allen Rosenberg @ 732-742-4642)

As mentioned in the March Flash, 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.

### THURSDAY AUGUST 9

Encounter officially starts off with the Rallye on Thursday at high noon (12:00) Rallye school at 11:00. The rallye is being started at that time to allow those coming in on Thursday morning to register, get settled and stretch. It will be a great route through the countryside and end at 2:30.

### THURSDAY NIGHT ACTIVITIES:

- A dinner tour is being planned, to nearby restaurants ( around 6:00)
- A social gathering in the Hospitality room (8:00PM ) welcoming Gerry and Marion Coker
- Then music and dancing by Moon Dance ( "Our kind of light classic, Pop, Jazz")
- Free beer and munchies,

### DON'T STAY UP TO LATE AS FRIDAY IS FILLED WITH ACTIVITIES

- Gymkhana starts at 9:00
- And last year it was won by North Jersey region! Care to try to take the trophy back to your region?
- Hot wheels race 2:00-3:00 Bring you hot wheels to race
- Funkhana starts at 3:00

## Encounter Cont...

- Free Encounter framed 5X7 picture of your car taken by Mark Goodman 4:00
- BBQ dinner starts at 5:30 -7:00
- The hotly contested Valve Cover race 6:00 -7:30 ( moved earlier at the request of many moms and Grand moms) I think Dad's and grand Dad's too, as they did not want to the kids to see them cry.
- Charity auction and trophies awards 8:00-10:00

### SATURDAY EVENTS

- Popular car show
- Kiddy Khana
- Panoramic photo ( you know the big long one with 100 cars in it )
- Awards dinner

We will also have the traditional events such as arts & crafts, photo competition, assorted tech sessions, Chinese auction/tricky tray, regalia sales, flea market and Hospitality room friendships.

Please remember that the Charity is a very big event for AHSTC and past Encounters have donated thousands of dollars to charities to help out folks less fortunate than us. Healey owners are very talented and have wide interests, and hobbies. So PLEASE consider donating something non-Healey that you make, build, paint, sculpt, sow, knit, etc. As always new parts you can not use are fine also.

If you need to contact me you can always e-mail me at [bigalnj@aol.com](mailto: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](mailto:steve.jekogian@merck.com). Hope to see all of your registrations very soon.



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# How Are You Getting to Encounter?

Encounter is at the Somerset hotel

110 Davidson Avenue

Somerset, NJ 08873

Call the hotel at (732) 560-0500

On route 287

- about 15 minutes south of route 78
- 30 minutes south of route 80
- 4 minutes south of route 87 New York throughway
- 20 minutes north of the New Jersey Turnpike
- 35 minutes from New Hope

I am sure Google map quest can plot you directions BUT HOW ARE YOU GOING TO GO?

What back roads, or non highways are you thinking about?

Send me you ideas and I'll publish in the Flash so others can think about a new way.

From the West

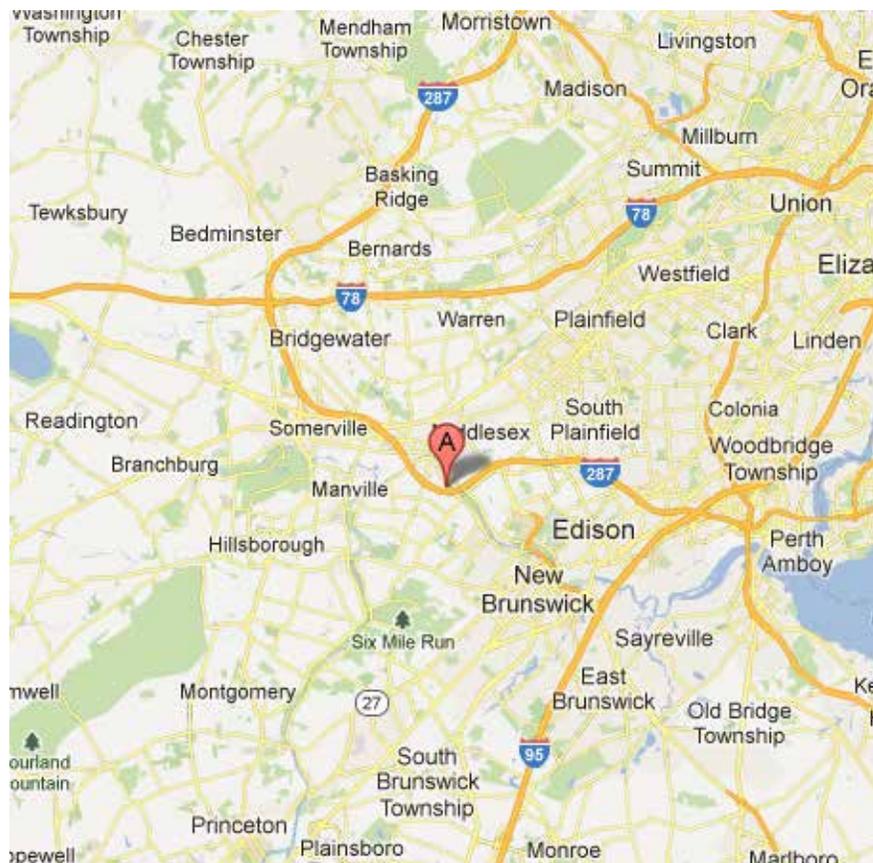
- Rt 30/322/202 Driving through New Hope area on 202 is nice.
- Rt 80 to 206 south

From the South

- RT 295
- Rt 95 in PA
- Route 1 to Rt 529

From North

- Rt 287 is good
- Or Garden State Parkway ( no trucks)



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## ENCOUNTER 2012

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

(<http://austin-healey-stc.org>)

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 Street \_\_\_\_\_ Apt.# \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone – Home(\_\_\_\_)(\_\_\_\_) Work(\_\_\_\_)(\_\_\_\_) Is this your 1<sup>st</sup> 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:  
"AHSTC Encounter"
- Enclose both in an envelope and mail to:  
Encounter Registration  
C/O Andy Smith  
1 Cherry Tree Lane  
Chester, NJ 07930  
(908) 879-1740  
E-mail: [encounter07@earthlink.net](mailto:encounter07@earthlink.net)

#### Registration Fee Includes:

- One show car, 2 adults, and children (under 21)  
(Additional cars/adults on a single registration are extra)
- Free access to our hospitality room for the weekend
- Free admission to the wine and cheese reception
- Free flea market space
- Free admission to all tech sessions and driving events

### Hotel Registration

The Plaza at Somerset  
110 Davidson Avenue  
Somerset, NJ 08873

Call the hotel at (732) 560-0500, ask for "in-house reservations", then mention "Austin-Healey" to receive our special rate of \$92 per room per night.  
(if problems, call Allen Rosenberg @ 732-742-4642)

### Concour Information

For information, please contact George Marinos  
201-445-3124 or [gmari2@verizon.net](mailto:gmari2@verizon.net)

**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

AHSTC Members  
 \$55.00 if postmarked by June 1, 2012 \_\_\_\_\_  
 \$75.00 postmarked after June 1, 2012 \_\_\_\_\_  
 Join AHSTC for 1 year @ \$30.00 \_\_\_\_\_  
 Non-Members  
 \$70.00 if postmarked by June 1, 2012 \_\_\_\_\_  
 \$90.00 postmarked after June 1, 2012 \_\_\_\_\_  
 Extra car(s) @ \$10.00 ea. \_\_\_\_\_  
 Extra adults (over 21) @ \$15.00 ea. \_\_\_\_\_  
 Friday Barbecue @ \$25.00 ea. \_\_\_\_\_  
 Saturday Banquet - adults @ \$30.00 ea. \_\_\_\_\_  
 Choose entrée(s):  
 Sliced beef sirloin \_\_\_\_\_  
 Grilled filet of sole \_\_\_\_\_  
 Stuffed portobello mushroom \_\_\_\_\_  
 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)** \_\_\_\_\_

## Encounter Gymkhana & Teamkhana Rules

NEW NEW NEW NEW NEW NEW NEW NEW

### GYMKHANA RULES

We will have the following car classifications:

- Stock Sprite
- Modified Sprite
- Stock Big Healey
- Modified Big Healey
- Other Healey – (Not eligible for FTD or Teamkhana awards)
  - Any model Healey that is not licensed and able to be legally driven on the street
  - Any model Healey with a non-Healey engine

The modifications that will bump a car from stock to modified are:

- Non-Healey transmissions
- Tuned exhaust headers
- 1275 engines in Mk I or Mk II Sprites
- Non-stock carburetion
- Oversize tires:
- Sprites – 165/70-13 maximum
- Big Healeys – 185/70-15 maximum

### TEAMKHANA RULES

The Teamkhana competition will consist of the total of the fastest times of one car in each of the following STOCK classifications from each Region (lowest total wins):

Stock Sprite

Stock Big Healey

NOTE: Only your first three runs will count toward a Gymkhana and Teamkhana trophy. For those who register two or more cars, you will be allowed three runs per car (time permitting), but only your first three runs will count toward a Gymkhana and Teamkhana trophy.

These rules changes were brought about by the newly-formed Driving Committee at our first meeting at the Import Car Show in Carlisle this past May and presented to the AHSTC Board at the June Board meeting. The purpose of the Driving Committee is to promote safety and fairness at AHSTC driving events. The AHSTC Board is looking for one member from each Region to be a member of the Driving Committee. If interested, please contact me (Del Border) at [delborder@comcast.net](mailto:delborder@comcast.net) or at 717-235-1086.

## Encounter 'Khana Rules Cont...

If you do not remember the old Gymkhana and Teamkhana rules, the changes are:

- Changing the “Other/hybrid” class to include all-out race cars. Since many of our cars are now modified to some degree, this change will no longer have them competing against all-out race cars.
- Adding non-Healey transmissions to modifications that will place a car into a modified class. The popular 5-speed conversions have an advantage over the original Healey transmissions with quicker, easier shifting and the ability to easily downshift from 2nd gear to 1st gear in a tight driving event.
- Removing modified cars from the Teamkhana. This places more emphasis on stock/original Healeys in this event. Also, by removing the modified cars, each Region should now have stock cars in the two classes and be eligible to win the Teamkhana trophy. Before this change, usually the Philadelphia and Harrisburg Regions were the only two Regions which had cars in all 4 classes. Other Regions consistently had no chance to win the Teamkhana due to not entering modified cars.
- Only a competitor’s first 3 runs will count toward a Gymkhana and Teamkhana trophy. For example – If you registered a Sprite, a big Healey and a race car, you would have to run your first run in the Sprite, your second run in the big Healey and your third run in the race car (but not necessarily in that order) to be eligible for a Gymkhana and Teamkhana trophy. You would then come back and run your final two runs with each car – 9 runs total. This removes “practice” runs which isn’t fair to those with one car who get only three runs total.



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# Valve Cover Race Rules

The attached rules will be used as the official sanctioned rules for the 2011 valve cover races. Participants are reminded that this is a fun event, not a serious competition, so please treat it as such. Also be aware that any and all decisions by chief judge Jim Cox are final and not subject to debate.

## HISTORY:

The AHSTC has been running valve cover races at Encounters since 2005. John Davies is the father of this heralded competition. The original rules were derived from those established in England by the Druids while taking breaks building their stone henges all over the hinterland. John constructed the regulation ramp with highly-automated starting gate.

Due to the popularity and creativity generated over the past few years (particularly by our younger participants), the 2011 competition will be expanded as was done in 2010. Our goal remains to involve the club's junior participants and encourage family projects in the construction of a valve cover racer (VCR). Therefore each racer class will have two divisions, Senior and Junior.

Competition under the original rules will be known as the Regulation Class. Here is a quick summary of those rules:

1. The VCR can be any length but the width must fit on the official AHSTC 14 inch wheel track;
2. The car must be constructed from a BMC valve cover and have 4 wheels;
3. Any style of wheel, bearing or lubrication is allowed. Wheel diameter is limited to 6 inches;
4. All motive force must be provided by gravity;
5. Wheel base is not to exceed 24 inches;
6. A part of the front wheels must cross the finish line ahead of the body;
7. No electrical or magnetic devices allowed on the VCR;
8. There is no construction material, weight or height limit on VCRs;

The Open Class offers more latitude in creativity and construction: Cars that do not qualify for Regulation Class will compete here. Modifications that would put your VC racer in this class include:

1. Any VCRs with other than 4 wheels;
2. Any VCRs with wheels larger than 6 inches;
3. Any VCR longer than 24 inches but still able to rest properly at the starting line;



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## Encounter Valve Cover Race Rules Cont...

4. Any VCR with a body extending beyond the front wheels;EVENTS 19
5. Any VCR deemed in the opinion of the Chief Judge to offer an unfair advantage against the participants in the Regulation Class;

### GENERAL COMPETITION RULES

1. In order to classify each VCR, a “Tech Inspection” will be held beginning 1 hour prior to the race. In true Gymkhana fashion, inspection stickers will be affixed prior to queuing up. Driver’s names will be collected and driver classification assigned at that time;
2. In order to assist the Chief Judge and other personnel, name tags will be provided to the drivers which must be worn during the competition;
3. VCRs can continue to be shared among drivers of both Divisions within the same Class with appropriate notice to the Chief Judge for ease record keeping;
4. The double-elimination system will continue to be used for each Class/Division
5. The results of the registration, classification and heat winners will be recorded on official forms to create a permanent record and reduce any clerical errors on the part of the organizers;
6. One award for each age division will be presented in both the Regulation and Open classes for a total of four awards.
7. Junior Division drivers will be under 12 years of age, Senior Division includes 12 years and older. Men and women are in the same class in both divisions for this competition;
8. The VCR must fit on the starting area of the AHSTC track (with the present hinged extension) in order to qualify to run;
9. VCRs must run through the finish line within the marked course for a valid run;
10. Creative design, decoration and personalization is encouraged!
11. The Chief Judge will review the conduct and results of the overall event annually and suggest any needed changes as appropriate for the next Encounter. Suggestions are always encouraged. The Chief Judge will be available to address any concerns. The decisions of the Chief Judge shall be considered final.

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# Summit 2012- Healey's On The Summit

## Jackson, NH July 11-15, 2012

Mark your calendar, save the dates, fill out and return the Registration Form and then book your room at the Eagle Mountain House Resort. The EMH is one of the five remaining "Grand Dame" historic hotels of the White Mountain Region, which was built in 1879 and is the perfect venue for the 15th anniversary of Summit where it all started in 1997.

The signature event of Summit 2012 will be the BBQ diner and drive up to the top of Mount Washington to view the sunset. The auto road to the top is 7.6 miles long and is paved for all but a short section of hard packed gravel.

Fill out the interactive registration form online at [www.ahca-newengland.com](http://www.ahca-newengland.com) and print or you can print it blank from the newsletter and fill in. After you have returned your Summit Registration form and fee you will receive your registration number and password via email to make your reservation at the Eagle Mountain House. Rates are \$99/night for Wed. and Thurs. and \$135/night for Fri. and Sat. Suite upgrades are available for \$30 per night. All rates are subject to a 9% Room tax. For more info contact Bob Britton, [healeybj7@hotmail.com](mailto:healeybj7@hotmail.com) or call 603-381-3158

A preview of the Highlights of Summit 2012's Schedule and Events

WEDNESDAY July 11

- Registration and Chinese Auction Begins in the afternoon.
- Welcome Party and Irish Night at the Shannon Door Pub
- Hospitality and Hot Wheel Races- Practice runs

THURSDAY July 12

- Tour to the John Moir Auto Collection – over 60 autos, many Pebble Beach quality, with one for every letter in the alphabet. One of those is a Nash Healey
- Picnic lunch after the Tour
- Golf & Tennis Tournaments and Pool Party to follow in the afternoon at the EMH
- Healeys' on the Summit - BBQ diner and drive to the top of Mt. Washington to watch the sunset. You won't want to miss this signature event (Rain date is Friday)
- Hospitality and Hot Wheel Racing

FRIDAY July 13

- Rally around the scenic roads of the White Mountains of NH.
- Ice Cream Social after the rally



## Summit 2012 Cont...

- Valve Cover Racing event at the hotel
- Tech Sessions
- Diner on your own in one of the many great restaurants in the N. Conway area
- Hospitality and Hot Wheel Racing

### SATURDAY July 14

- Driving Event where speed does not win, but rather the consistency between timed runs determines the winner. This event is for all members who enjoy driving their Healey's on an obstacle course but do not want to "race" their cars.
- Car Show in downtown North Conway with the public voting for their favorite Healey
- Cocktail Party, Banquet Diner and Awards Ceremony with special Guest Peter Healey
- Hot Wheel Finals

### SUNDAY July 15

- Pick up your Chinese Auction items and bid farewell to a great weekend.

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# Events Calendar

## JUNE

- June 1 - Cruise In at the AACA Museum, Join the Antique Automobile Club of America Hershey Region and the AACA Museum for a fun evening of cars as we host a “Cruise IN” All vehicles of any year are welcome to be on display - no registration fee will be charged. Food vendors will be on hand with lots of tailgating options and the Museum will be open from 5:00 – 9:00 PM with a special admission price of just \$5 per person from 5-9 PM
- June 2 – “Cars and Motorcycles of England”, Oakbourne Mansion, Westtown, PA. Sponsored by Delaware Valley Triumphs, Ltd and Delaware Valley Jaguar Club. <http://www.bccnepa.com/britcarcalendar.html#/?i=1>
- June 3 - The Original British Car Day, Lilypons Water Garden, Adamstown, MD. 35th Anniversary Meet sponsored by the Chesapeake Chapter of the New England MG T Register. For more information and registration [http://www.chesapeakechaptermgtclub.com/OBCD\\_main.htm](http://www.chesapeakechaptermgtclub.com/OBCD_main.htm)
- June 3 - “Seventeenth Red Mill British Car Day” Sponsored by the M.G. Drivers Club of North America to benefit the Red Mill Museum Village 56 Main Street Clinton, NJ. Limited to 100 pre-registered British vehicles due to the size of the show grounds. For more information and registration <http://www.mgdriversclub.com/upcoming/redmill12.html>
- June 6-10 – North American MGB Register National Meet, 50th anniversary of the MGB, Dillard, Georgia (click here)
- June 8-10 - The Elegance and Grand Ascent At Hershey, The Elegance At Hershey will bring the finest of race cars and show quality collector cars together for a weekend celebrating the automobile.
- June 9 – AHSTC Harrisburg Region Spring Tour – Miller’s Auto Storage
- June 9 – “A Touch of England” British Motorcar & Motorcycle Gathering and show will be held on the beautiful, tree-shaded lawns of The Hermitage in Ho-Ho-Kus, NJ. Please pre-register early, as there is a strict space limitation of 150 vehicles for this event (and you will save \$5.00 on your registration fee). New Jersey Triumph Association, [http://www.njtriumphs.org/uploads/TOE\\_Flyer\\_Final\\_Version\\_2\\_2\\_12.pdf](http://www.njtriumphs.org/uploads/TOE_Flyer_Final_Version_2_2_12.pdf)
- June 10 – Lanco MG Club Drive & Meeting, Mystery Tour. More Later!!
- June 10 – Annual British Motorcar Gathering – Hellertown, PA. Annual all-British car show held at a wooded park just south of Allentown. Sponsored by the Keystone Region MG Club. For more information Click here
- June 13 – SVVSCC Volvo (Mack Truck) Powertrain Tour Run, tour the engine/transmission assembly plant outside of Hagerstown, Maryland. Must know if you are going before May 30, Contact:Carol Heide or Van Webster
- June ?? - Brits By the Bay – Carroll County Farm Museum, MD, TRAC [http://www.tracltd.org/BBTB/BBTB11/BBTB\\_2011\\_Flyer\\_Ver2.pdf](http://www.tracltd.org/BBTB/BBTB11/BBTB_2011_Flyer_Ver2.pdf)

## Events Calendar Cont...

- June 17-22 – AHCA Conclave 2012 in Louisville KY, <http://www.2012conclave.com>
- June 19 – AHSTC Harrisburg Region Monthly Meeting, 6:30 PM at the Soda Jerk in Hummelstown
- June 23 - 17th Annual AACA Museum Car Show & Flea Market, Registration at 8:00 AM and runs until 3:00 PM. Open to all vehicles including antiques, classics, street rods, trucks, buses, motorcycles and sports cars.
- June 23 – Viva la France, French cars at LeMans Demo Day at the Simeone Museum, 1938 Peugeot Darl'mat, 1936 Delahaye 135S, 1937 Bugatti 57G "Tank"
- June 24 - Concours d'Elegance of the Eastern U.S. Skytop Lodge, Route 390, Skytop, Pa.
- June 30 - Cars in the Water Gap Oak Street and Waring Drive, Delaware Water Gap, Pa. Strasburg

## JULY

- July 8 – SVVSCC Meeting of the Marques, Vintage Sports Car Night at the York Revolution Baseball Game. Show your car, eat lots at the Pig Roast, and attend a ball game, Contact the SVVSCC Board
- July 9-13 North American MGA Register GT-37, Dayton Ohio
- July 14 - BRITS ON THE DELAWARE, Johnny Mac's American Grill, Route 32 and 611, Kintnersville, Pa.
- July 14,15 – Historic Races at Beaver Run, Beaver Falls, PA. A prelude to the Pittsburgh Vintage Grand Prix held on the following weekend. For more information Click here
- July 15 – British Invade Gettysburg, – Gettysburg Outlet Village, Rt. 15, Gettysburg, PA. (Chairman's note Registration form) (map)
- July 20 – 24 – AHCA New England Region Summit Sun & Sand 2011, Norwich. CT
- July 20-22 - Pittsburgh Vintage Grand Prix, Pittsburgh, PA This weekend event concludes with the Schenley Park Race Weekend & Car Show.
- July 22 - BRITISH CAR & MOTOR BIKE SHOW, South Abington Park, 640 Northern Blvd., Clarks Summit, Pa.
- July 28 – Ferrari Beaters Demo day at Simeone Museum, 1958 Aston Martin DBR1, 1967 Ford MkIV, 1970 Porsche 917
- July 24 - 9 th Annual All British Car Show, South Abington Park, Clarks Summit, PA. Sponsored by The British Car Club of Northeast PA.
- July 28 – AHSTC Harrisburg Region Picnic and Monthly Meeting, 6:30 PM.

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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 Bob Snyder at 610-216-7787 or rjs1@desales.edu

## NEWSLETTER DEADLINE

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

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