

The *FLASH*

JUNE 2014 | ISSUE 438



GETTING READY FOR ENCOUNTER



May 2014

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THE FLASH

www.austin-healey-stc.org

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WHAT'S IN THE FLASH

By Steve Jekogian

Did you register for Encounter?????????????????

It is June and the cost will go up on June 15th . It goes up \$15.00 which is money you can use for gas, more auction tickets at Encounter or a lottery ticket.

The Encounter information is included in this issue and also the registration form. Please fill it in and mail back NOW! Come on you know you are going and I will buy the person with the earliest mail registration a Beer at Encounter!

Check out the Encounter information in this issue and the Music fest-- I even know some of these bands.

Schedule for Musikfest 2104 same time as Encounter.

Features: Sherryl Crow, Moody Blues, Alan Jackson, Keith Urban among others. Check out tickets [here](#).

In this Flash there are some great summer reading for those long car show days.

Baird foster reviews Reid Trummel's book, Essential Buyer's Guide Austin-Healey BIG HEALEYS.

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Enjoy

Steve



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RPM

By Ray Donovan

Well, here I am late (again) in writing and submitting my monthly article. I really owe Jen and Steve an apology. For some reason, as the monthly deadline approaches I have no idea what I should write about. Heck, sometimes I even convince myself that no one reads my articles anyway, so why should I write one. Eventually, something inevitable occurs and I discover I do have something to say whether anyone reads it or not.

We have an upcoming Board Meeting this weekend at the Encounter site in Bethlehem. A few of our more important topics to be covered will be how can we provide more value to our members and how do we grow participation and membership? As Club President, I have struggled with these questions and have become increasingly frustrated with my own lack of creative ideas. I'd like to solicit all of our club members' help to make AHSTC the best that it can be. 200 to 300 minds have to be better than 1(or 7 or 8)!

Two questions that I'd like you to ask yourself are:

"What can AHSTC do to involve me more and attract other fans of the Marque?" and

"Why am I attending (or not attending) Encounter THIS year?"

Help me answer these two critical questions. I will be attending Encounter this year and I will be soliciting ideas from all attending registrants about the future of your Club. If you are not attending Encounter, please drop me a note. Your candid feedback would be greatly appreciated. Thank you.

Fine Print:

This article expresses the limitation of ideas of its author and only of its author. Only the location and dates have not been altered in order to protect the innocent. All ideas about the Club will be listened to, considered and discussed in earnest. Brilliant ideas may be 'acquired' by me as being 'my idea' but if you remind me, I'll give you due credit. No opinion will be considered incorrect or stupid. Only ideas and opinions shared with me prior and during Encounter will be considered; no mind reading or personal assumptions on others' opinions will be considered at this time. Club members, family members and employees are eligible to participate. This offer may be extended in the future.



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MEMBERSHIP

CLUB | President

We have several new members this month

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JOSEPH SCHIESZLER
BURR RIDGE, IL

RODERICK THOMAS
BOASLBURG, PA

JOHN MICHEL
MECHANICSBURG, PA
'58 BN4

DARALD & PATRICIA
SPRINGER
FAYETTEVILLE, PA
'56 BN2

LEWIS & SUSAN GAINFORT
JEANNETTE, PA
'66 BJ8

LEHIGH VALLEY

JOHN & JOYCE JACOBS
'60 AN5
'67 BJ8

If you haven't renewed your membership when you read this, it's overdue. You can renew as always by returning your form with your dues or you can go to our website and renew using Paypal even if you don't have a Paypal account. We ask that you return the forms as in the past, regardless of the type of payment you choose.

If you haven't signed up to the website you should so you can get access to member-only content. 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 which includes past Flash newsletters. When you log in to the site you will be at your 'Profile' page. Here you can add information about yourself, change password, etc.

From there you go to the website by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.

Right now the member-only content gives you access to past Flash issues and a soon to be growing list of tech articles. The region and club editors are working on uploading region information.

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed, and I can send out a copy to any member who requests one. 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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BRANDYWINE

OUR SCHEDULED MAY 10TH EVENT , A DRIVE AND LUNCH AT THE WELLWOOD INN IN CHARLESTOWN, MD., WAS CANCELED BECAUSE OF RAIN. HENCE, THIS REPORT WILL DEAL WITH OTHER HAPPENINGS THAT TOOK PLACE IN MAY.

Jim Martin went to the British Car Show held in Lewes , DE on May 3. The show broke attendance records with over 100 cars. Del Border was there with his fantastically modified Tri-Carb that has been featured in every Austin Healey magazine known to man. The car evidently is not for road use, but is trailered to specific events. The Healeys were well represented with beautiful weather to boot. Nigel Smart and family were also in attendance from our region.

As I mentioned above, the weekend of May 9-10th turned out to be rainy, so I decided to do the yearly maintenance on my BJ8. All went well until it came to getting the oil drain plug loosened. Normally I had used a 10 inch crescent wrench to do this task. This did not work this time. The plug was stuck tight. I soon found out why I had been using the adjustable wrench in the past. Neither a 1 1/8 inch socket (sl. Too big) or a 1 1/16 inch (sl. Too small) fit perfectly. Off to Sears and Pep Boys to track down the closest metric equivalents, namely 28 mm and 27 mm respectively. Unfortunately, the same results ensued, sl. too big and sl. Too small. Perhaps the oil drain plug in my car is a British Standard Whitworth size (?). At any rate, I was finally able to remove the plug with the 28 mm socket. Jim Martin reported that a 1 1/8 inch wrench works well on his drain plug.

Further on in the maintenance procedure, my trusty old grease gun gave out. No, plenty of grease left in the tube. Apparently a seal in the plunger was shot after many years of use. Off to Pep Boys again to purchase a "super duper" grease gun. All else went well and we're on the road again.

Saturday, May 17th found Chuck Ott out at Carlisle. His report follows. The weather was perfect for the Carlisle Import/ Kit show, and was attended by Brandywine region members Steve Garrett, Mike Jennings, and myself. All 3 of us signed up as AHSTC members to contribute to the club getting a free tent next year, but only Mike actually drove a Healey. Mike's award-winning BRG BJ8 made it to the show in style, but a bit late to get a prime parking spot due to a large number of cars parked in the British car row. While my Sprite is actually running fine, having sorted out the problems with the clutch hydraulics' trapped air bubble, I drove my daughter Gina's recently acquired 2002 Saab 9-3. I parked with the Saab club people, who had the largest group at the show with over 200 registrations, and got some valuable information about some potential upgrades to the car. Steve drove his Lotus Europa, recently sorted to the point that it was ready to make such a shakedown trip. Steve and Kris' faithful white bug-eye is also still on the road but starting to see some rust bubbles popping through. Kris is doing fine but elected to stay home to allow the people who attended the event to enjoy the fine weather. She has run the correlation and found that every time she has attended Carlisle it pours down rain, and has concluded that her attendance was the cause.

The show was well attended by cars due to the excellent weather, but the vendor area is getting smaller every year, probably due to ebay sales. The Saab and Volvo clubs dominated the attendance, but the Healey attendance was kind of light compared to past years. The Fiero club, which was a large group in the past, was virtually nonexistent. I guess they figured out that Pontiac was an American brand, or that it didn't qualify as a kit car unless they actually installed one of the many kits available for the Fieros. A splendid outing in the sunshine was had by all, and as usual the Harrisburg club put on a great spread for lunch and manned the tent as a gathering place for us to connect with our friends from the other regions. Thanks folks!

Joan and I took advantage of the great weather on Memorial Day to explore some of the back roads in Chester and Cecil counties which are close to us. Cool, dry, sunny, and in the Healey – perfect! Our next event is a tech session at John Montague's house in Blue Bell, PA on Saturday, June 7th at 11 am. Check the E-Flash for details prior to the event. Till next month, enjoy the good weather with your Healey!

BRANDYWINE REGION 2014 EVENTS

- June 13th-15th. Hershey Hill Climb, Hershey, PA.
- June 15th-20th. Conclave 2014. The Homestead, Hot Springs, Virginia.
- July, Sat. 12th. Road trip to the Boondocks restaurant, Smyrna, Delaware.
- August 6th – 9th, Encounter 2014, Lehigh Valley Region, Bethlehem, PA.
- September, Sat. 13th. Crab Crawl and Feast. The Philip's place, St. Michaels, MD.
- September, Sat. 27th. "MG On The Rocks", Rock State Park, MD.
- October, Sat. 4th, 1 pm. Brandywine Region Picnic. The Leser residence, Elkton, MD. RSVP to Joan by Sept. 27th (410-398-7308).
- November, Thursday 20th, 7 pm. Annual Elections. Stoney's British Pub, Concord Pike (rt. 202), Wilmington, Delaware.
- December, Sat. 6th, 6pm. Christmas Party and Ugly Gift Exchange. The Zalewski's residence, Elkton, MD. RSVP to Diane by Nov. 29th (410-287-5885).
- January 2015, Thursday 22nd, 7 pm. Events Planning. Matilda's restaurant, rt. 896, Newark, Delaware.



BRITFEST STARTED THE BRITISH CAR SHOW SEASON ON MAY 3 WITH FANTASTIC WEATHER AND ABOUT 170 LBCS. AHSTC MEMBERS NICK AND ALICE FERRANT AND LARRY GERSTEN DROVE THEIR SPRITES AND TOOK 1ST AND 2ND PLACE, RESPECTIVELY, AMONG THE FUN BUT DIMINUTIVE HEALEYS. THOSE SHOWING THEIR BIG HEALEYS WERE STEVE JEKOGIAN, IAN AND SUE KESSEN, BOB PENSE, BILL KALTNECKER, JIM VOLLMUTH, FRANK DAPIRAN AND JOHN MOORE. ALSO ATTENDING WERE ALLEN ROSENBERG AND RALPH SCARFOGLIERO WHO BROUGHT HIS MGA POWERED BY A JAGUAR V-12.

North Jersey AHSTC members did well in the big Healey awards as well with Steve taking 1st and Ian taking 3rd among the 3000s. Member Tom Mulligan showed his newly acquired 1963 Jaguar XKE OTS and was rewarded with 1st place for XKEs and also the Peoples' Choice Award! Last but far from least, Ralph took home the 1st place award in the "Other" category. Larry "Accepting on Behalf of..." Gersten had his hands full, literally and figuratively, gathering the awards of the early departed Messrs. Jekogian, Kessen and Mulligan in addition to his own award. Good music all day and excellent door prizes completed the inaugural show



NORTH JERSEY

By Steve Feld

of 2014. I was unable to make BritFest due to the priority of helping our daughter arrive home from the birth of our new granddaughter, Emerson. Thanks to Larry, Bill and Tom for BritFest info and photos (two Jags and only one Healey!??) in my absence.

Our May meeting was held on May 13 at LaCucina restaurant in Denville. Attending were Art Kerkomer, Tom Mulligan, Steve Jekogian, Rich Ippoliti, Ralph Scarfogliero, Larry Gersten, George Crombie, Jim Vollmuth, Jim Krous, and Ian Kessen. The coolness

of the evening kept all but Jim Krous from driving their Healeys. And I thought Healeys are known for cockpit heat! A lively discussion developed on the subject of North Jersey AHSTC running the Red Mill British Car Show beginning in 2016. This show traditionally is held in early June in Clinton, NJ, by the MG Drivers Club. Opinions varied considerably, but most of those present agreed that we should run the show next year with all of its benefits (\$\$) and detriments (labor). Further discussion will no doubt occur at our next meeting. (George continues his detailed support of your humble editor when I can't make a meeting.)

Jim Vollmuth volunteered to host June's meeting which will take place on June 24th at his home in Mendham, NJ. Jim's garage lift will be available for anyone who wishes, needs or can bear to inspect their Healeys from the pavement's perspective.

Lastly, next month's North Jersey article will include 1) a full and possibly accurate account of our late Spring Tour held on May 31; 2) descriptions of the British shows at Red Mill, The Hermitage, Bonnie Brae and Hellertown; 3) a summary of AHCA Conclave at The Homestead and 4) a blow by blow account of our June 24 meeting. If you attend any of these upcoming shows I welcome any photos and names of members attending/winning awards for inclusion in The Flash. Also, please be alert for E-Flash updates and go to our website for calendar updates! (Austin-healey-stc.org > Regions > North Jersey > Events)



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By JMike Bradley

LEHIGH VALLEY

May's over and Spring has arrived (I think), although it was 42 degrees yesterday morning.

We had another monthly Region/Encounter meeting last Monday. We are pretty much ready for Encounter, thanks to the hard work of the Kunkles, Becks, Naces, Bob Pritchett, Rick Brodeur and Bob Snyder.

Pritch and I will be finalizing the Rallye in the next few weeks. Thanks to Fred Shirk and Joe Spears, I have the Valve Cover Race Ramp in my possession. Leo Kolb (and maybe Fred) will be running that event for us, since they do such a good job. We have some articles for the Charity Auction, but we still need items. Paul Woglom has graciously offered to be the Auctioneer again this year. We also are lacking in Chinese Auction items. I have sent out letters requesting materials and will go to the area Auto Stores to see if I can get contributions.

We discussed having our annual Ice Cream Run in June and I have e-mailed Bob Weaver to see if he is interested in leading it again this year. I will send out an E-Flash with specifics.

June has two great shows: Red Mill (www.theredmill.org) and Hellertown (www.keystonemg.com). These are two of the best and should not be missed. Of course, as usual, I will be away for the Hellertown show up in Montreal for the F1 race. Not that I am complaining. I appreciate the good fortune to have a wife who is interested (rabid maybe) in F1 and in attending the races.



There are two other events worth mentioning in June:

6/13- Hershey Hill Climb (www.vsrca.org)

6/28- British Cars @ the Water Gap (www.dwgccc.org)

Check them out.

We only have three sign-ups for Encounter from the Lehigh Valley Region, so far. I know the thirteen folks who are working on it will attend, but we have twenty or so other members. Come on out and enjoy it. There are many of you we haven't even met and Encounter is the perfect time to get to know everyone. If you have never attended an Encounter, this is the perfect opportunity to see what you've been missing...and it's close.

Our next meeting will be on Monday June 16th @ the Top Diner on Bethlem. 6:30/7:00 PM, as always. Hope to see you there or at the Ice Cream Run or somewhere out on the road. Drive safely.

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PHILADELPHIA

by John Heffron

Just got back from the beach after a marvelous Memorial Day weekend. The weather was great; the traffic to and fro not too bad; and most importantly the crowds were a little less obnoxious than in years past. Speaking of obnoxious, is it just me or do you find yourself getting aggravated by tailgaters when you are driving your Healey? I was out on a nice drive last week when some idiot almost rear ended me trying to figure out what kind of car I was driving Heck my antique vanity plate is "Heale" To add insult to injury, he then scared the beJesus out of me when he passed me over a double yellow line, blasted his horn and gave me a thumb's up! I in turn thought of giving a reciprocal digital wave but not with my thumb....

The driving season is here. I hope you are getting the beast out and letting it clear the pipes. I have been too busy to get to any car shows, of which there were many, in May but intend to get to a few in June. Retirement sure gets in the way of getting things done. I'll be picking up my Tiger in a few days and that will take some time getting used to it. Hopefully it won't need too much sorting.

One big event that I did not miss this year was the annual trek to the Carlisle Import Show in mid May. On a very overcast, rainy Friday morning, I met Club Prez and we proceeded west on the turnpike towards car part/junk part Nirvana. It rained so hard I was looking for Noah's ark by the side of the road but miraculously it started to clear by the time we hit the ole Susquehanna. Arriving around 11 am we entered the visitors' lot that contained less than 100 cars! I guess the TV weatherman really sold their hype job on the rain as it looked like only a few brave souls ventured out. The weather, slightly overcast was fine all day at the Fairgrounds. I was a little disappointed with the variety of treasures available this year. Seems like eBay has really dented the supply side of the touch, feel and rummage through flea market parts exchange world. A contingent of our Enclave partners, the AHCA New England Region, were there as usual selling all sorts of assorted Big Healey and Sprite bits and pieces. We also enjoyed perusing through the Winner's Circle tent as well as the British Miles set up. The car corral had a few interesting LBC's but nothing that really caught my eye. We ventured over the show field where we ran into Del Border as well as the Preston's who generously supplied us with donuts and coffee.

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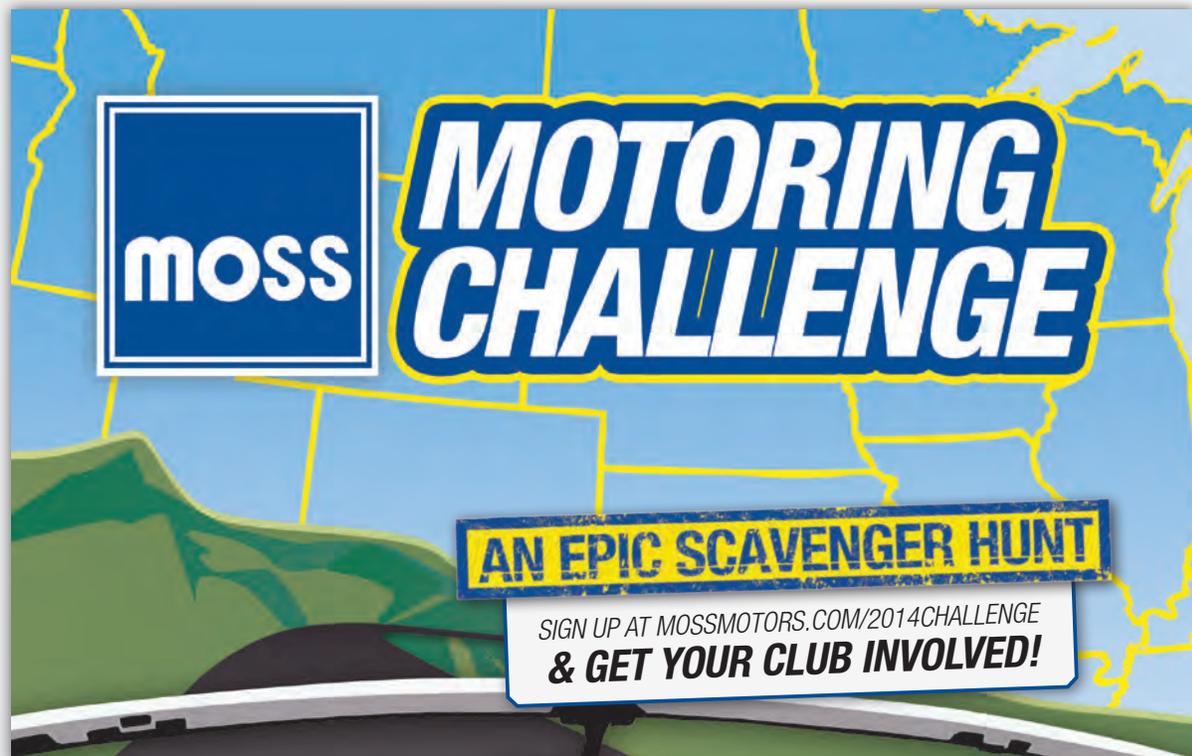
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We did not run into other club members but saw signs that Don Schneider had been there as some very nice bits were marked "sold to Don S" when we were rummaging through. Not really needing any more Healey bits and having already subscribed somehow to Hemmings and Classic Motorsports through 2020, I did manage to part with some cash on a Miata dash console for the 1st year Miata that I tucked away a dozen years ago in the corner of a garage. Hoping it will get me motivated to get her running again in the not too distant future. I understand that Saturday was a beautiful day and there was a big turnout at the club tent. In any event, I will be back again next year searching for something else that I really don't need.

Sitting here, I realize that it is only 2 and ½ weeks until Conclave in Hot Springs, VA. I need to get moving on prep plans for attending that event where we will first announce details of the planned Enclave 2015 event to the attendees. Our Enclave planning is progressing well and we will have lots of info for those of you who attend Encounter 2014 in Bethlehem in August. The Lehigh Valley region have done a great job and have lots of fun planned for us in August. I registered last month but just got around to making the hotel reservation this past week. If you have not signed up yet, what are you waiting for?

Our May monthly meeting was attended by only a handful as some of the regulars were out of town or otherwise pre-occupied, myself included. The regional picnic will be in late June at the Kob's in Valley Forge. Look for an e-flash for details.

That's all for now. I hope to see you at our monthly meeting, the picnic, at Conclave or driving down the road sometime in June. If you see a guy with a crazy smile on his face driving a pale yellow Sunbeam Tiger, please don't tail gate or pass on a double line. And whatever you do, don't honk the horn and scare the beJesus out of me.....



By Paul Parfrey

LONG ISLAND



Nick and son



Queens Farm



Bob Maichin and Union Jack

THE 36TH ANNUAL QUEENS COUNTY FARM MEET, SPONSORED BY THE NEW YORK REGION OF THE ANTIQUE AUTOMOBILE CLUB OF AMERICA, WAS HELD AT THE QUEENS FARM ON SUNDAY, APRIL 27TH. THIS IS A SMALL SHOW IN A LOVELY SETTING WITH THE OLD FARMHOUSE AND WORKING FARM NEARBY.

There is a petting zoo, and hayrides and farmhouse tours are available: a great place to bring the kids and grandkids! Many from our group took advantage of these extras. The problem is that this is likely to be the last year for this show. The rationale given is that events held there should be farm related. This popular show seems to me to be a great way to introduce the public to the farm. And it is certainly exciting to see all these antique cars parading down Little Neck Parkway on their way into the grounds! The news about the end of car shows at the farm was a big disappointment to all who attend. The Healey group consisted of new member Nick Nabavian and his son, Bob



My granddaughter Emily with her parents

Maichin, Bob and Diane Squillari, Tony and Kathy DiFrancesca, Mary Ann Sekelsky and Tedd Krummeck, Susan and myself, and Squillari and Parfrey grandchildren. A special thanks to Diane Squillari for all she does at the farm (beautiful drapes included), and for helping to make this show part of the Healey club agenda.

A little wrinkle developed when we gathered on Little Neck Parkway to enter as a group. Tedd Krummeck wanted to wipe off the Healey's windshield. When a paper towel was put to the task, the liquid it mopped up was unusually smeary, obviously not raindrops! Further examination revealed a leaky radiator hose. Of course, Mary Ann had brand new spares at home, but not in the car! Tony D. was the man of the hour, pulling a used upper hose out of his trunk, which we installed at the DiFrancesca house after the show. Check out the photo. As Sean Miller of Harrisburg says, every trip in an old car is an adventure.

I am signing off now because I am having difficulty writing due to trouble with my hands. It is painful to hold a pen and if I try to do the article on the computer (instead of having Susan type it out from my nearly illegible scrap copy),

it will take me all night!



Exhibit A



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Racing a Pre-War MG at Savannah

by Jason Urban



SAVANNAH, GEORGIA, 1908: EARLY MOTOR CAR RACING WAS AS BIG A SPECTACLE FOR FANS AS IT IS TODAY. THE CITY OF SAVANNAH WAS THE HOST OF THE FIRST AMERICAN GRAND PRIX AND FEATURED BIG-NAME CARS SUCH AS FIAT, BENZ, AND RENAULT. HELD ON THE STREETS OF THE CITY AS WELL AS THE OUTSKIRTS, THE GRAND PRIX CONTINUED HERE UNTIL 1911. A PURPOSE-BUILD RACE COURSE WAS THEN CONSTRUCTED IN THE LATE 20TH CENTURY ON HUTCHINSON ISLAND, JUST ACROSS THE SAVANNAH RIVER. NAMED IN HONOR OF THE FIRST GRAND PRIX, GRAND PRIZE BOULEVARD SAW INDY LIGHTS RACING AND NOW FEATURES HISTORIC SPORTS CAR RACING.



David George leads through Turn 3 as the Urban MG and VanHuystee Maserati give chase. (Photo by Monty Hopey)



Quiet morning in the paddock. MG, Maserati, Dreyer, Ford, and Healey. (Photo by J.Urban)



Getting ready for a race session in the Pre-War Paddock. (Photo by Monty Hopey)



(L-R) Bill Stelcher, Steve Konsin, Scott Ebert, Jason Urban, Ray Morgan, and David George. Each has pasted on a mustache to match the good Admiral Ebert in the center. (Photo by Alan McCreery)



David and Tanya on the pit lane in the '34 Alfa. (Photo by Alan McCreery)

As part of the Hilton Head Concours Speed Week, the pre-war race drivers of the VSCCA were invited for HSR's inaugural Pre-War Race. A few of us from Pennsylvania turned southward for a bit of a different experience from the tracks of the northeast. David George brought a 6-cylinder supercharged 1934 Alfa-Romeo Monza, Willem VanHuystee brought an 8-cylinder supercharged 1932 Maserati 8C3000, and we brought our 1935 MG P-Lester Special. VSCCA members Scott and Charles Ebert, a father/son team, brought the 1938 Dreyer Ford Sprint Special and 1928 Ford Special. Rounding out the group from Pennsylvania was Mike Bartell with a 1956 Austin-Healey 100. Our group was a bit of an anomaly with the HSR folks, who include a lot of much more modern (and quite a bit louder!) cars than we are used to in the VSCCA.

Our car is a 1935 MG P-type, UK registration GUR963, built in the mid-1940's on a "used" MG PA by Harry Lester. He wanted to construct a lightweight race car for local events. Lester, who went on to form Lester Motorcars building race cars, raced GUR963 for about a year before turning the car over to Donald Pitt. Raced successfully by Pitt for several years, he won many UK hillclimbs and speed trials, including the 1947 Ulster Speed Trial. GUR963 still retains its 939cc overhead camshaft four cylinder PB engine and features increased compression, an Ulster-spec cam, and custom intake and exhaust manifolds. A streamlined aluminum boat-tail body helps keep the weight to only around 1000 pounds.

Thursday afternoon featured a test-and-tune session as we setup our paddock. The sounds of big-bore sports cars tearing around a track we had not yet seen was enough to get the blood flowing. Late afternoon a select group of cars lined up in the paddock area for a police escort into downtown Savannah. The race cars had free reign of the main I-17 bridge leading into the City; the police blocked all traffic! As we worked our way towards Ellis Square, motorcycle escorts would shoot past and block off the intersections. We had a non-stop 15 minute drive through downtown Savannah at rush hour! As part of the opening ceremonies, approximately 20 race cars of all eras parked in Ellis Square for a display. Once the City Police rounded up the drivers finishing dinner, we set off again, trying not to use valuable battery resources for our headlights as we made a run back to the paddock area.



The VanHuystee Maserati leads the Urban MG through Turn 3. (Photo by Monty Hopey)

Before the event I had looked at the track layout and figured that the long straights would not suit my tiny four cylinder engine. The Friday morning practice session proved that theory wrong! Our session started with two-laps behind the pace car to familiarize the group with the track. Once the green flag dropped, we were on our own. Being only a practice session, this meant we could space out and learn the track on our own.

The Track: Ten official turns make up the Grand Prize of America track. The front straight passes the pit-in and pit-out, and then leads into a long sweeping left turn. Just after the straight, using a slight on and off of the throttle and a flick of the wheel left sets the rear of the car slightly loose orienting it for the turn. Back on the throttle again to power through the rest of this sweeper which has a bit of a bowl effect. Approaching the grand-stand area is a very short straight good for hard braking before a chicane-like banked left turn 3, then banked right for turn 4. Setting this series of turns up is critical for the straight at the exit. The next series turns at 5 and 6 takes a bit of practice to find a good line into the left of turn 7 as this is the start of speed for the long straight. There is a nice “reference” patch of grass to use at the end of the curbing getting on to the straight. Half-way through the straight is bump that can cause the wheels to lose contact. Most of us in the pre-war class only run with lap-belts, so there is a feeling of weightlessness at this point. The braking section at the end of the straight is off camber to the outside, so caution is needed into the setup for the next left.

This left is actually best taken on the inside of the curbing; basically cutting across the concrete inches away from the metal wall to the left. Get this wrong, as I found out a few times, and the car pitches quickly off the track while the driver looks for an exit in the grass on the right! The final left at turn 9 is a bit tricky but sets up the speed needed for a short right-hand sweep to get on the front straight.

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Track time was plentiful! We had two sessions Friday, two sessions Saturday, and three sessions on Sunday, with one of the Sunday sessions being cut short due to “quiet time”. The City of Savannah, who owns the track, has designated quiet time on Sunday. During all of the sessions, the wonderful race car sounds can be heard throughout the entire City. On Friday afternoon, HSR setup a film crew and directed the pre-war group around the track for two laps. Ebert’s Sprint car, George’s Alfa, and my MG were the lead cars and would occasionally be directed to zip up past the truck and back off. At the end, we roared past the truck into a green flag. By Sunday afternoon I was getting the hang of the track. During the race on Sunday, the four lead cars of the MG TD, Alfa, Dreyer, and my MG kept things interesting for the crowds as we kept our pack together. This meant some changing positions, including at one point the other guys letting me lead one of the laps! At the checkered flag, however, I was in 2nd place in the pre-war group!



The Urban's '35 MG takes in the sights in Beaufort, SC. (Photo by J.Urban)

After winding down a very busy, fun, and exciting weekend, Holly and I headed off to visit her parents just north of Savannah in Beaufort, SC. During the visit, we had a chance to turn the race car into a road car and spend a few hours geocaching around the Beaufort area. This capped off a successful race weekend in which driver and car came home still running and in one piece!

For on-board video of GUR963 from the Savannah event, the Hershey Hillclimb, Lime Rock, and even an autocross, visit: <http://www.youtube.com/user/Geflackt>

Or simply do a search on YouTube for “gefleck”.

For details about the track, visit: <http://www.hhimotoringfestival.com/events/speed-classic.html>

Who says race cars can't be used for touring the countryside? Parked by the marshland, Holly Urban is looking for wildlife - Beaufort, SC. (Photo by J.Urban)



FLASH AUTOMOTIVE QUIZ

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1. True or False: The 1953 Corvette came in white, red and black.
2. What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?



The Essential Buyer's Guide: Austin-Healey, Big Healeys, All Models 1953-1967

By Reid Trummel
Reviewed by Baird Foster

This is the little book you'll wish you'd had when you purchased your first "Big Healey."

Author and marque expert Reid Trummel guides the potential Big Healey buyer around the various pitfalls in choosing one of these sports cars. He provides a constant reminder that the buyer should use his/her head in deciding which car to buy rather than being blinded by the excitement of searching for the "dream car."

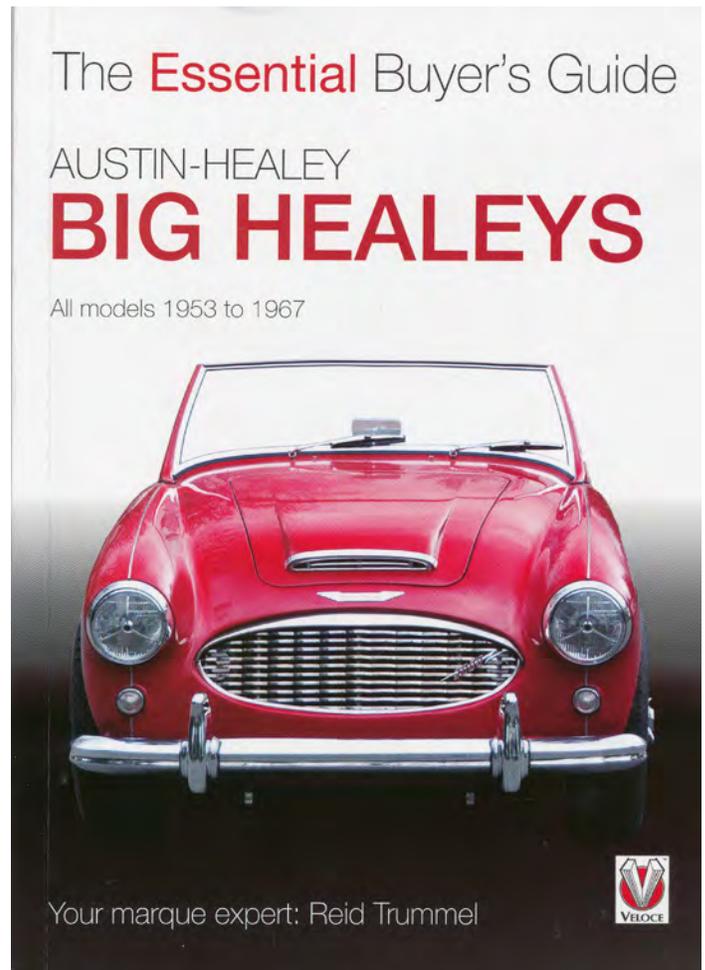
Veloce Publishing Limited provides an extensive series of *The Essential Buyer's Guide* books which follow a somewhat uniform and logical approach to the evaluation of many marques. This book provides a helpful Table of Contents and a small Index.

A very clever estimate of repair/restoration costs is included, in which the base unit of currency equals a colorful symbol. This symbol equals approximately £1.00 (British pounds sterling), \$1.62 (U.S. dollars at the published date exchange rate), and €1.20 (Euro at exchange rate). The reader adjusts appropriate exchange rates using sterling (£) as the base currency.

Trummel stresses a level of "imperfection tolerance" for the reader when examining a potential purchase. Simply put, which imperfections catch your eye? These are the items which you will want to address when considering purchase. Other imperfections may be overlooked and tolerated or remedied later.

Club membership is important—good cars often stay within the club, and club members are aware of cars for sale. They can help a buyer decide just how he/she will use the car.

The *EBG Big Healeys* is full of color images and



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descriptive captions, providing an excellent reference for the potential buyer who may or may not be familiar with the various aspects and different series of a Big Healey.

Aiding in the process is an objective chapter called "Serious Evaluation," guiding the reader through 47 categories when examining a car. A sliding score is used (4 to 1, with 4 rating as excellent, and 1 being poor) for each category. The total score provides an indication as to the overall condition of the car being evaluated. (This "Serious Evaluation" would be an excellent tool for Big Healey owners to review their own car(s) prior to sale.)

Other chapters provide valuable information on subjects such as "Living with a Big Healey," "Paperwork," and "Problems due to lack of use" among them. Trummel presents the information in a very logical and articulate manner and is very practical in his approach.

Three vital considerations are noted: Condition, condition, and condition! A fourth is originality.

The Essential Buyer's Guide: Big Healeys asks and answers most all the questions you didn't know or were afraid to ask when examining a car for purchase. Having this compact (5 ½" x 7 ¾", 64 pages) paper-back book will help the reader in many ways---it's like having an expert at your side. It is an absolute must for potential buyers and for big Healey owners who want to know more about their car(s).

When asked by a non-owner, "What should I look for when buying a big Healey?" a current owner should reply, "You gotta get this book!"

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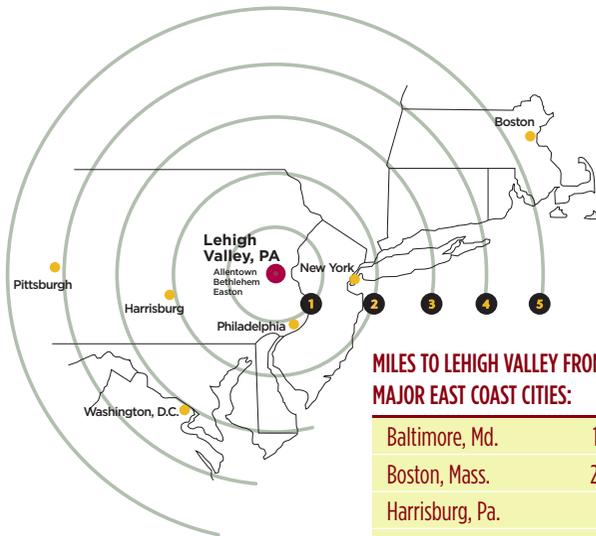
LEHIGH VALLEY ENCOUNTER 2014

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COVERED BRIDGES ~ of ~ LEHIGH VALLEY



« Covered Bridge Tour »

**A SELF-GUIDED TOUR OF SEVEN
LEHIGH VALLEY COVERED BRIDGES**

THE ROMANCE OF COVERED BRIDGES

The history of covered bridges in Pennsylvania can be traced back to European roots. The first covered bridge is thought to have been built in the mid-1300s between Germany and Switzerland. German immigrants brought the idea and design to this country. Covered bridges usually were named after the builders, local residents or nearby businesses, which often were working gristmills along the waterways in the vicinity of the bridges.



Why were the bridges covered?

To quote an old Pennsylvania carpenter, “To keep them dry – not the travelers, not the horses or the wagonloads of hay, nor the sweethearts halted in the shadows, but the plank roadways.”

Builders in Maryland and Virginia expressed their reasoning differently, “Our bridges are covered for the same reason that our belles wear hoop skirts and crinolines – to protect the structural beauty that is seldom seen, but nevertheless appreciated.” Some say bridges were covered to resemble barns, making horses less hesitant to enter.

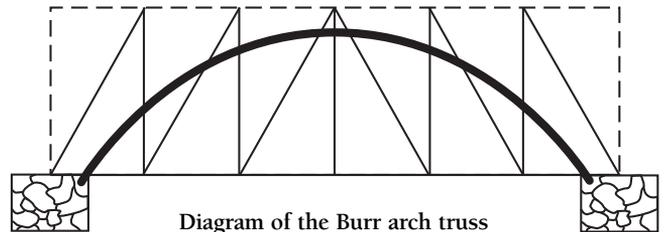
Covered bridges have a romantic quality that we associate with times when life moved more slowly. The shade they provided made them a natural place to pause from the summer’s heat. Pausing was for some a chance to steal a kiss, hence, their nickname “kissing bridges”!

By day, the sides of covered bridges served as the first billboards for dispensers of quack medicines, for political hopefuls, religious zealots, undertakers or anyone with an urgent message. The appeal of covered bridges for early advertisers was very different from their appeal to us today. Admirers love the beauty and tranquility of the bridges and want them to endure for years to come. The covered bridge represents a part of our past that can never be replaced.

THE BUILDING OF PENNSYLVANIA’S COVERED BRIDGES

The bridges found in this rich, rolling farm country were often built in the tradition of barn-raising, where neighbors joined together to build a barn for a new family or to build a bridge that would serve the common good. Some bridges were constructed by mill owners and others were built by bridge companies that raised money by selling shares and later by charging tolls.

Nineteenth-century architectural ingenuity came to the fore in the design of covered bridges. Many forms of support systems were devised, but the most popular were the large arches known as the Burr truss. In 1804, Theodore Burr patented a wooden-span trussing system. The Burr arch truss combined great reinforced arches with multiple kingpost trusses. These trusses tie directly into the bridge abutments. The abutments are the stone walls at either end of the floor planking, which tie the bridge into the banks of the stream. The stone walls that are anchored in the water and support the bridge between the abutments are the piers.



The wing walls are the low walls extending at an angle for a distance of 20 to 40 feet, depending on the surrounding topography and the roadway leading into the bridge. Most of the stone wing walls of remaining bridges have been capped with cement and painted white, creating a sweeping entrance inviting travelers to come in.

Please note: The length of each bridge included with its description represents the span of the floor planking between the supporting stone abutments at each end. The roof and outer wooden covering can add another 12 to 20 feet to the overall length. Some covered bridge enthusiasts also include the wing walls in their measurements. It is not unusual to see several different lengths of a bridge in print, depending on the method used in measuring it.

ABOUT THE LEHIGH VALLEY COVERED BRIDGE TOUR

Of the slightly more than 200 covered bridges still standing in Pennsylvania, seven excellent examples are community treasures in Lehigh Valley. Five of these, which are open for traffic, often are taken for granted when crossed by busy travelers every day. The Lehigh Valley Covered Bridge Tour will offer you an opportunity to journey back in time to a quieter, more idyllic way of life.

The Lehigh Valley Covered Bridge Tour is approximately 50 miles long. Please plan to spend several hours for a leisurely drive, which will allow time for taking photos and enjoying the scenic beauty surrounding the bridges. A number of inviting spots are accessible along the way for picnicking and for painting or sketching the bridges.



The Covered Bridge Tour signs and the written directions will guide you along the route. The weight limit and height restrictions are marked on the entrance of each bridge and also are listed in this brochure. Passenger cars, vans, SUVs, small pick-up trucks, motorcycles and bicycles are suitable vehicles to cross the bridges. Please take this information into consideration when planning your tour.

It is important to be aware that the covered bridges cannot accommodate the height and weight of full-size motor coaches.

Did you know...?

America's first covered bridge was the Schuylkill Permanent Bridge built to connect Philadelphia with the West. Originally envisioned to be a great stone arch bridge in 1800, the bridge company decided to build a wooden structure when work progressed too slowly. The best long-span wooden bridge builder, Timothy Palmer, was called in to finish the project. Upon completion of the 550-foot arch truss bridge, the company president declared it so impressive that it should be covered to protect the timbers – thence it became the country's first covered bridge.

WHERE TO START

The tour starts at 7th and Hamilton Streets, Center Square, in Allentown. From Rt. 22: take the MacArthur Rd./7th St. South exit. Continue for two miles staying to the right when approaching Center Square.

From I-78: take Exit 54 Eastbound and 54 B Westbound for Rt. 222 North/Hamilton Blvd. Continue on Hamilton Blvd. toward Allentown for four miles staying to the right when approaching Center Square.







START TOUR HERE



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« Covered Bridge Tour »

BOGERT'S BRIDGE

Directions: From Center Square drive south on 7th St. to the second traffic light and turn left on Union St. After 1/2 block turn right on Lehigh St. and proceed to the first traffic light. Turn right on Martin Luther King, Jr. Blvd. and continue for 2.2 miles to the second traffic light. Turn left on 24th St. (Oxford Dr.) and proceed 1.2 miles to Bogert's Bridge. Turn left at the traffic light to enter Lehigh Parkway and view the bridge more closely.

Length: 145 ft.
Built: 1841
Pedestrian traffic only
Owned by:
City of Allentown

The history of Bogert's bridge dates back to the mid-1700s when the Bogert family moved into a log cabin next to the future site of the bridge. It is one of the oldest in the region and in the nation. The original structure, which spans the Little Lehigh Creek, was made entirely of wood and did not contain one nail or iron bond to hold the massive structure together. The bridge was built with cross planks in the Burr arch truss design, which was a factor in helping it withstand flooding and general disrepair resulting from traffic and age. In 1956, a truck structurally damaged the bridge. Local citizens subsequently saved the bridge from destruction, and the City closed it to vehicular traffic. Bogert's Covered Bridge is used for quiet recreation and is a historic attraction in Allentown's Lehigh Parkway. Many visitors return to try their luck at fishing in the Little Lehigh, one of the region's most recognized trout streams.



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« Covered Bridge Tour »

GEIGER'S COVERED BRIDGE

Directions: After passing through Rex's bridge, continue for 1 mile to the first intersection where Jordan Rd. bears right. Stay on Jordan Rd. for .3 miles to the next intersection. Turn right on Packhouse Rd. and proceed to the entrance of Geiger's Covered Bridge. Cross through the bridge and make a U-turn to stop at the clearing along the road for a better view of the bridge.

Length: 112 ft.
Built: 1860
Height and weight limits:
9 ft. 6 in. - 4 tons
Owned by: Lehigh County

Geiger's Bridge is located on the eastern side of the Trexler-Lehigh County Game Preserve, and its high fencing is visible along the road. The bridge's name may have been taken from the family of Jacob Geiger, who settled in the area after immigrating from Wurtenburg, Germany in the 1700s. Upon approaching the entrance of the bridge, its unusual stepped portal design that distinguishes it from other bridges is immediately noticeable. At one time a pipe, through which water was pumped from the Jordan Creek to nearby orchards and farms, ran from end to end across the bridge. Remnants of the cement foundation and pumping apparatus still remain on the side of the bridge. Built with Burr arches, the bridge has a floor of lengthwise and crosswise planking. The stone wing walls have been painted white, and one on the south side of the bridge has been shortened due to the topography.

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« Covered Bridge Tour »

MANASSES GUTH BRIDGE

Directions: Leave Lehigh Parkway and cross over Oxford Dr. at the traffic light onto Fish Hatchery Rd. Proceed for 1.2 miles to the intersection of Rt. 29 (Cedar Crest Blvd.). Turn right and follow Cedar Crest for 3.8 miles past I-78, Hamilton Blvd., Tilghman St., Rt. 22 and Crest Plaza Shopping Center to the traffic light on Walbert Ave. After the traffic light, continue on Cedar Crest for 1.1 miles past Huckleberry Rd. and down the hill. At the bottom of the hill turn left on Iron Bridge Rd. and proceed for .8 miles to the Manasses Guth Bridge. Turn right to cross over the bridge onto Lapp Rd. (There is a parking lot immediately past the bridge.)

Length: 108 ft.
Built: 1858
Height and weight limits:
9 ft. 6 in. - 4 tons
Owned by: Lehigh County



This covered bridge is the first of five on your tour to cross over the meandering Jordan Creek. The original bridge that was built in 1858 was partially destroyed by fire and rebuilt in 1882. Local farmers and travelers forded the Jordan at this site prior to 1858. The builder of the original structure is unknown. The bridge was named after Manasses Guth, who lived in the adjacent stone farmhouse and was a descendant of Lorentz Guth, the first settler in the area in 1745. The Manasses Guth Bridge, which is at the eastern edge of Covered Bridge Park, is built with the Burr arch truss design, has lengthwise planking and rests on stone and mortar abutments with long wing walls capped with concrete.

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« Covered Bridge Tour »

SCHLICHER'S COVERED BRIDGE

Directions: Return through Geiger's Bridge and retrace the route to the intersection of Jordan Rd. and Rhueton Hill Rd. Turn right on Rhueton Hill and continue for .8 miles to Game Preserve Rd. Turn right and enjoy a scenic drive for 1.4 miles past the entrance of the Game Preserve to reach Schlicher's Covered Bridge.

Length: 108 ft.
Built: 1882
Height and weight limits:
8 ft. 2 in. - 3 tons
Owned by: State



Schlicher's Covered Bridge is sometimes called the "deer pen bridge" since it is surrounded by Trexler-Lehigh County Game Preserve. The Game Preserve was established in 1906 as a reservation to raise and protect bison, elk and deer. Deer often can be seen grazing along the road near the bridge. The builder of the structure is unknown, and its name possibly came from local landowners. Schlicher's is the newest and shortest bridge in Lehigh County and is the fifth and last covered span crossing the Jordan Creek. Built in the Burr Truss design, the structure has red vertical siding with a white interior and white horizontal siding around the low entrances. Like Lehigh Valley's other covered bridges, Schlicher's Bridge has a slate roof. Rebuilt in 1995, the bridge has stone abutments reinforced with concrete and wing walls capped with cement.





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« Covered Bridge Tour »

REX'S COVERED BRIDGE

Directions: Turn right on Wehr Mill Rd. and drive a short distance to the first stop sign. Turn left on Limekiln Rd. and continue for .8 miles to the traffic light at Rt. 309. Turn right and stay on Rt. 309 for .5 miles to the first traffic light. Turn left onto Kernsville Rd. and proceed 1 mile before turning right on Jordan Rd. that leads to the entrance of Rex's Bridge.

Length: 116 ft.
Built: 1858
Height and weight limits: 9 ft. 6 in. – 4 tons
Owned by: Lehigh County



Records indicate that at one time seven gristmills were established along the Jordan Creek, which rises near the base of the Blue Mountain and runs into Lehigh Valley where it empties into the Lehigh River. While Rex's Bridge is located close to Kern's Dam and the former Kern's Mill, there is no evidence there was a mill next to this bridge. It is believed that the bridge was named after the Rex family, who were local landowners in the vicinity. The structure is built in the Burr arch truss design, and the high arches can be seen through the side openings. Rex's Bridge has a floor of lengthwise planking over crosswise planking, and the original stone wing walls have been covered with cement and painted white.

3

« Covered Bridge Tour »

WEHR'S COVERED BRIDGE

Directions: Continue on Lapp Rd. for a short distance to the intersection of River Rd. Turn left on River Rd. and proceed for .8 miles to Wehr's Covered Bridge.

Length: 128 ft.
Built: 1841
Height and weight limits: 9 ft. – 10 tons
Owned by: Lehigh County

Wehr's Bridge is located at the western end of Covered Bridge Park, where it crosses over the Jordan Creek. In 1862, Ephraim Sieger built a stone gristmill on the north bank of the Jordan, and the bridge became known as Sieger's Covered Bridge. After several owners, the mill was sold to William Wehr, and the bridge eventually was named Wehr's Covered Bridge. The present concrete dam near the bridge that supplied power for the gristmill was built in 1904 and replaced the original wooden dam located a short distance upstream. The mill was torn down in 1951, and today locals refer to the general area surrounding the bridge as "Wehr's Dam". Wehr's Bridge, which was built in the Burr arch truss design, shares its claim to antiquity with



Wehr's Dam

Bogert's Bridge. Families enjoy picnicking and quiet recreation in the nearby park, and the Jordan is a popular trout stream at this point. With its scenic setting, Wehr's Bridge is a favorite with photographers and artists, often used as the background for wedding photos.



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« Covered Bridge Tour »

KREIDERSVILLE COVERED BRIDGE

Directions: After crossing Schlicher's Bridge, continue on Game Preserve Rd. for 1.4 miles to Rt. 309. Turn right, proceed to the first traffic light and turn left on Sand Springs Rd. Continue on Sand Springs Rd. for 2.2 miles to the village of Ironton. Turn left on Mauch Chunk Rd. (Main Street) and drive .6 miles to Rt. 329. Turn right and proceed for 2.2 miles to the traffic light in the village of Egypt. Follow the road up the hill for .6 miles and cross over Rt. 145 at the traffic light. Continue on Rt. 329 for 1.2 miles through the village of Cementon to Northampton and turn left at the traffic

light on Main St. Proceed for 2 miles on Main St. going straight at the next traffic light and bearing right at the curve after the light. At the intersection in the village of Kreidersville, continue straight for .3 miles and turn right on Covered Bridge Rd.

Length: 100 ft.
Built: 1839
 Pedestrian traffic only
Owned by: Allen Township

Kreidersville Bridge, which crosses over the Hokendauqua Creek, is the oldest covered bridge in Lehigh Valley and one of the oldest in Pennsylvania. It is the only remaining covered bridge in Northampton County and has been known as Hummel's, Koch's and Solt's Mill Bridge. Built in the Burr arch truss design with stone and mortar abutments and wing walls capped with concrete, the bridge is distinctive with no openings along the sides to light the interior. In 1959, local citizens rallied to save it from demolition to make way for a new concrete bridge, and it was taken over by the county after being restored by the PA Highway Department. Today it is owned by Allen Township and is maintained for quiet recreation. Every two years, the Kreidersville Covered Bridge Association holds a Covered Bridge Festival in early June in the park surrounding the entrance to the bridge.

To return: Reverse the route through Kreidersville and Northampton to the traffic light at Rt. 145. Turn left onto Rt. 145 South (MacArthur Rd.) and proceed approximately 7 miles, passing over Rt. 22, before reaching Center Square in Allentown.

FORMER LEHIGH VALLEY COVERED BRIDGES

There were numerous covered bridges scattered across Lehigh Valley that were either destroyed by nature or replaced with new construction. Of the three most prominent former bridges, two crossed the Delaware River and one spanned the Lehigh River.

EASTON – PHILLIPSBURG COVERED BRIDGE

In 1805, a covered bridge constructed by the foremost builder, Timothy Palmer, was opened to cross the Delaware River connecting Easton, Pa. with Phillipsburg, N.J. Over 500 feet in length, this three-span bridge withstood many floods and storms but could not stand up to the heavy demands of traffic in years to come. In the 1890s, with the inception of horseless trolleys, a decision was made to demolish the old bridge and replace it with a sturdier one made of steel. The new bridge opened in 1896, and after major repairs and renovations, the bridge is still used today and is known as the Northampton St. Free Bridge.

PORTLAND COVERED BRIDGE

Another notable covered bridge linking Pennsylvania and New Jersey was completed in 1860. One of the primary uses of the bridge in the early days was the movement of livestock from New Jersey to the Portland rail yards. The 775-foot Burr arch truss type bridge withstood a number of storms and floods for almost 100 years but was washed away in the flood of 1955. That was the end of the longest covered bridge in the United States and the last one spanning the Delaware River. Today, a pedestrian bridge is built on the original piers, making it possible to walk from Portland, Pa. to Columbia, N.J. across the Delaware River.

BETHLEHEM COVERED BRIDGE

In 1794, the first uncovered wooden bridge crossing over the Lehigh River was opened, replacing the ferry service and improving the route for the stage line between Philadelphia and Bethlehem. This bridge remained in use until 1816 when it was replaced by a larger wooden bridge, which also was uncovered. The second bridge served the community until it was destroyed by a flood in 1841 and was replaced by the covered bridge. Built by the Bethlehem Bridge Company, the Old Bethlehem Covered Bridge was destroyed by flooding in 1862, rebuilt and used until the current Hill-to-Hill Bridge was built at a nearby site in 1922.



The Lehigh Valley Region of the
 Austin Healey Sports & Touring Club
ENCOUNTER 2014
 Best Western Inn & Conference Center
 300 Gateway Dr.
 Bethlehem, Pennsylvania 18017
 August 6-10, 2014

Last Name _____ First Name _____ Spouse/Guest _____

Address _____ City _____ State _____ Zip _____

Evening Phone/Email _____

Guests' Name/Children's Names & Ages _____

Region/Club Affiliation _____

Car Information

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

Check events you will participate in:

- Popular Show _____ Rallye _____ Valve Cover Races _____
 Gymkhana _____ Funkhana _____ Kiddiekhana _____
 Photo/Model/Crafts _____ Musikfest _____ America on Wheels _____

1. Complete registration form
2. Make check payable to AHSTC ENCOUNTER
3. Mail to: Gerry Kunkle
 1284 Evergreen Dr
 Bethlehem, PA 18015

REGISTRATION FEE

\$65 if postmarked by June 15, 2014 _____

\$75 if postmarked after June 15, 2014 _____

Extra Cars _____ @\$10 each _____

Extra adults _____ @\$20 each _____

WED.8/6 Musikfest Adults _____ Children _____ Free

THURS.8/7 America On Wheels dinner @ \$12 _____
 _____ Adults _____ Children

FRI.8/8 BBQ @ \$25 _____
 _____ Adults & Children 10 & Older
 _____ Children 9 & under @ \$12

SAT.8/9 AWARDS BANQUET & ENTERTAINMENT
 ALL _____ @ \$35 _____

CHILDREN'S PIZZA PARTY
 Children 4-10 yrs. old _____ @\$7 _____

Concours Judging Fee @ \$70 per car _____

Chinese Auction Tickets 7 @ \$5 _____

Registration Fee includes

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

Hotel Registration:

Call Best Western Inn & Conference Center 610-866-5800 for reservations. Mention "Austin Healey Encounter" to get the special rate of \$92 plus taxes. Rate includes free breakfast. Deadline for this rate is July 8, 2014.

Concours requires additional registration through the National Concours Registry. To purchase the required concours packet contact Mike Osipik, 39 E. 55th Terrace, Kansas City, MO 64113 816-333-2506
 E-mail: mikeosipik@earthlink.net

- Is this your first Encounter? Y N
 Will you need Flea Market Space? Y N
 Will you need Regalia Store Space? Y N
 Will you need space to park a trailer? Y N
 Are you staying at Best Western? Y N

When will you arrive? Wed.8/6, Thurs.8/7, Fri.8/8, Sat.8/10

*All Flea Market Vendors must register for Encounter.

Encounter Golf Shirts @ \$28 each
 Mens: _____ S _____ M _____ L _____ XL _____ 2X(\$1.50 more) _____ 3X(\$3 more) _____
 Ladies: _____ S _____ M _____ L _____ XL _____ 2X(\$1.50 more) _____ 3X(\$3 more) _____

TOTAL _____

The Lehigh Valley Region
Austin Healey Sports & Touring Club



*Encounter 2014
Bethlehem*



Mens Silk Touch™ Polo

Our comfortable classic polo is anything but ordinary. With superior wrinkle and shrink resistance, a silky soft hand and beautifully embroidered Austin Healey logo, this will quickly become your favorite polo. Available in Mens, Ladies and Youth cuts.

- 5-ounce, 65/35 pdy/cotton pique
- Flat knit collar and cuffs
- Metal buttons with dyed-to-match plastic rims
- Double-needle armhole seams and hem
- Side vents



Ladies Silk Touch™ Polo

Same great features as above only with a feminine cut.



Youth Silk Touch™ Polo

Encounter Shirts: \$28. / \$29.5 / \$31

Mens: ___ S ___ M ___ L ___ XL ___ 2XL (\$29.50) ___ 3XL (\$31.)

Ladies: ___ S ___ M ___ L ___ XL ___ 2XL (29.50) ___ 3XL (\$31.)

Youth: ___ XS (4) ___ S (6-8) ___ M (10-12) ___ L (14-16) ___ XL (18-20)

Total: _____

Name: _____

Please make check payable to: AHSTC ENCOUNTER

Return order form by JUNE 30, 2014

Mail to: Gerry Kunkle 1284 Evergreen Drive Bethlehem, PA 18015

FOR SALE/WANTED

Brand new Bugeye top black for early snap top windshield
Never on car, I purchased wrong top. Hey, I am a Big Healey
guy, to me all the Bugeyes were the same. My mistake is you
gain First \$150.00 takes it (Over \$300.00 at Moss)
Steve Jekogian 201-213-8217 steve.jekogian@merck.com



1967 Austin Healey 3000 MKIII Phase 2
Owner since 1972. A solid driver, partially restored in 1983.
Car is mostly original, except for sheet metal. The Maroon
paint is a 70's era Ford truck color. Approximately 68,000
miles on the odometer. Have original painted wheels,
spare tire, tool bag, boot cover and tonneau cover. Asking
\$41,000. Call Tom at 610-657-0738 or email tmantz2310@gmail.com.

1964 Austin Healey Mk 3 (BJ8) Phase 2 for sale
Excellent driver- winner of many popular and judged show
awards-most recent first place award in August. The car
is finished in British Racing Green over Old English White
with the total restoration completed in 2001. The package
includes Five 72 spoke chrome wires, a new interior at
restoration, along with top. Chrome luggage rack and seat
belts. Boot cover and tonneau cover both in good condition.
Original tools along with level knock off lever, spare doors
and many rebuild parts. Asking \$49,000. Contact 215
361.7555 or email jjpayne3@verizon.net. Car located in
southeastern Pennsylvania.



WANTED

I am casually on the look out for a nice Mk2 Sprite. It was
my Uncles 1962 Sprite that got me hooked on British cars
and it's time to put one on my list of cars.

Wanted to buy; Mk 2 Austin Healey Sprite in very good
condition. Let me know what you have.

Pete C.856-667-6657 Motorcar Garage, LLC <http://www.motorcar-garage.com>

I am interested in acquiring a MK II or III. Are any owners
interested in selling?

Bill Goldfarb Bll.goldfarb@ahn.org

A circular advertisement for Victoria British Ltd. The central image is a blue Austin Healey Sprite. The text around the circle reads "VICTORIA BRITISH LTD". Below the car, it says "IT'S NO FUN IF IT DOESN'T RUN" and "FREE Parts & Accessories Catalogs for: 100-4, 100-6, 3000, Sprite". At the bottom, it provides the website "VictoriaBritish.com", the slogan "KEEP 'EM ON THE ROAD", and the phone number "1-800-255-0088". Logos for British Motor Heritage Approved, MG, Sunbeam, and other brands are visible at the bottom.

REGALIA

Solid wood cutting board with the AHSTC Club Logo. Approx measurements are 7 x 10. Only \$10.00 each.



Did you miss Encounter this year? You can still get a piece of the action. We have a limited number of T-Shirts available. Only \$10.00 each.



ORDERING

EMAIL PWOGLOM@COMCAST.NET WITH ITEMS YOU WOULD LIKE ALONG WITH THE SHIPPING ADDRESS, SO WE CAN RESPOND WITH A TOTAL INCLUDING SHIPPING. THANK YOU FOR SUPPORTING THE CLUB WITH YOUR PURCHASES.



Healey Surgeons

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Takoma Park, Maryland 20912
(301) 270 8811

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download price list, check on current prices
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British Car Specialist

Peter Cosmides
42 North Pine Ave.
Maple Shade, NJ 08052



Phone: 856-667-6657

www.Motorcar-Garage.com

 BRITISH MOTOR TRADE ASSOCIATION

2014 EVENTS CALENDAR

JUNE 2014

- 6/14-6/20 AHCA Conclave - The Homestead, Hot Springs, VA www.healeyclub.org
6/22 Brits on the Bay, Westminster, MD www.tracltd.org
6/28 8th Annual Cars in the Water Gap, Delaware Water Gap, PA www.dwgccc.org

JULY 2014

- 7/13 British Invade Gettysburg, Gettysburg, PA www.britishinvadegettysburg.com
7/19 BMC of SNJ Ice Cream Social East Vineland NJ www.bmcsnj.org
7/19 -7/21 Pittsburgh Vintage Grand Prix festival www.pvgp.org
7/20 All European Car Show of NE PA, Clarks Summit, PA www.bccnepa.com

AUGUST 2014

- 8/1-8/3 Das Awkscht Fescht, Macungie, PA www.awkscht.com
8/2 Hemmings 10th Annual Sports & Exotic Car show, Saratoga, NY www.hemmings.com
8/2 Pennypacker Mills British Car Day, Schwenksville, PA www.dvcmg.com
8/6 - 8/10 AHSTC ENCOUNTER 2014, Bethlehem, PA www.austin-healey-stc.org
8/9-8/10 New Hope Auto Show, New Hope, PA www.newhopeautoshow.com
8/16 Perkasio Under the Stars, Perkasio, PA www.perkasiooldetowne.org
8/16 Tour of South Jersey, Pete's Diner Williamstown, NJ www.bmcsnj.org
8/23 Long Island Scottish Games Car Show, Old Westbury Gardens, NY www.liscots.org
8/24 "A Taste of Britain" Polo Match, Rothsville, PA www.lancomgclub.com
8/28-9/1 VSCCA Vintage Festival, Lime Rock Park, Lakeville, CT www.limerock.com

SEPTEMBER 2014

- 9/5-9/7 Watkins Glen Gran Prix Festival, Watkins Glen, NY www.granprixfestival.com
9/12-9/14 Radnor Hunt Concours, Edgemont, PA www.radnorconcours.org
9/14? Buckingham Concours, Buckingham, PA www.buckinghamautoshow.org
9/19-9/21 The British Invasion XXIII, Stowe, VT www.britishinvasion.com
9/20 "Brits on the Beach," Ocean Grove, NJ www.pedc.org
TBD British Car Show, Delaware City, DE. www.bccdelaware.com
9/20 Annual BMCSNJ British Car Show, NJMP - Millville, NJ www.bmcsnj.org
9/26-9/28 Heacock Classic SVRA Gold Cup Historic Races, VIR, Alton, VA www.virclub.com
9/20 -9/21 Meeting of the Marques Harrisburg PA <http://meetingofthemarques.com/>



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GENEVE

Live your passion

with Vintage Rally 5 Healey

As beautifully constructed and classic as the cars that inspired their creation, the Frederique Constant Vintage Rally Collection is designed for those whose passions rise every time they hear the roar of a finely-tuned engine. With functionality that is every classic car rally enthusiast's dream, this watch clearly encourages you to Live your Passion!

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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.

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

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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.

CONTRIBUTING EDITORS

Send contributions and ads to Steve Jekogian steve.jekogian@merck.com

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