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Jerry Spurlock's BJ7

OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

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THE FLASH

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What's In The Flash

Steve Jekogian



What's with the Healey Shock absorbers? Should they be rebuilt?

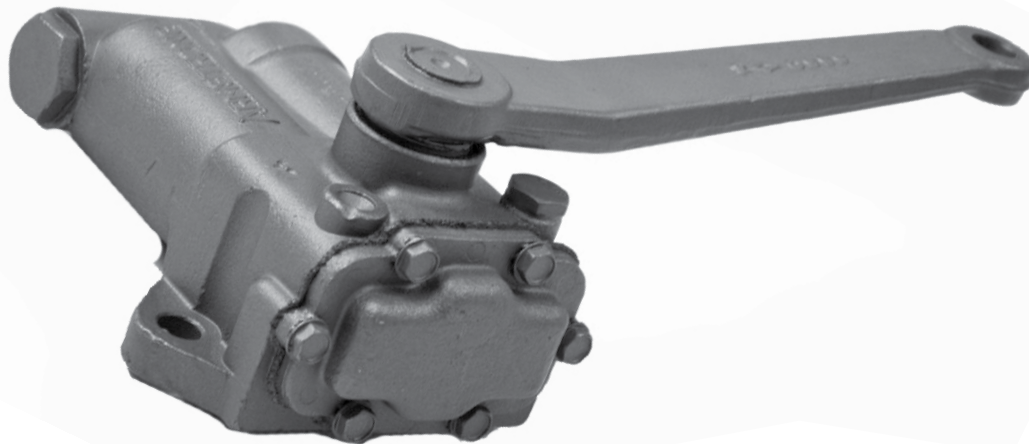
I have a question to the members about rebuilding the Armstrong shocks. My shocks are 30 years old maybe have 50,000 miles on them. When I move the arms up and there is resistance (but I do not know how much there should be). And they DO NOT leak.

So here is the questions and please send answers and comments to me and I will publish them for all the members.

- Should I have them rebuilt?
- Has anyone had the Armstrong's rebuilt—Ones that did not leak or were damaged
- What was the outcome—did you notice a better ride, handling?

As winter comes and the car is laid up it is a good time to consider a shock rebuild job.

Also, check out Don Schneider's great tech article on a 3rd brake light. Another great winter project



PHILADELPHIA

REGION

Our region's newsletter editor, Randy and his wife Marlyn, are gallivanting around the Netherlands and France right now so I am substituting. We hope to have a detailed report (and pictures) from their visit to the Healey Museum in November's FLASH.


Fall has arrived quickly and the cooler driving weather is upon us. There are a few shows left to attend and we have rescheduled (again) our Fall "Frozen Water" Tour until Saturday, 10/17 departing from Lansdale on a back road trek ending in West Chester, PA. Look for details in an upcoming e-flash. Brits at the Village is scheduled in Lahaska on October 10th which conflicts with the Hershey show. If you can't make one, get to the other! I got the hardtop back on the Tiger so cooler temps won't prevent an occasional spin.

Our monthly meeting was held on 9/21 at the Metropolitan in North Wales where 16 hearty souls came together for drinks, dinner, conversation and updates for events, past & present. Those attending were the Dunckley's, the Kob's, the Ferrant's the Woglom's, Ray Donovan, Ed Szmarchy, Huy Tran, Dave Siwa, Jim Leshner, Nick Ludovic, Rob Morrow & yours truly. We were happy to see Marty Kob, looking as good as new, after her adventures with the health care system.

Rob Morrow brought along a nifty tool he created from an antique hole punch that works great for punching holes for tenax fasteners on tonneaus and hood covers. Ed Szmarchy shared pictures of his new toy, a beautiful '62 red Corvette, that he purchased at a car show. Ed has an eclectic collection of interesting American and British iron including a Nasty Boy. Good luck with the Vette! I updated the crowd on my new beach toy – a '90 Miata with less than 12,000 miles on it that I bought from the little old lady original owner in Charleston, WV. I am planning to anglicize it with a Union Jack wrapped hardtop and other assorted goodies to make it feel a bit more British (but with outstanding reliability). Other revelations shared at the meeting included a summary of Enclave results. The event was an outstanding success and we made a few bucks more than planned. Now the divvying up of our half of the profits at the upcoming October 31 Board meeting may likely turn into a typical day in Congress, although I hope not.

The tentative date for the Holiday party was set for Saturday, December 12th at the Heffron/Nairn abode in Moorestown, NJ. Start saving your nickels and dimes Pennsylvanians to pay for the gas and bridge tolls after you get lost again in the wilds of South Jersey. It will be a special night where we will also celebrate Ray Dunckley's birthday. I'd say there are a lot of miles left in the 100-6 and in himself. It must be in the genes (but I think Lois has something to do with it)!

The second term of our auto body class begins this week. We are looking forward to working on Ray's Bugeye bonnet, Nick's BN6 fender and Randy's Mk 2 paint job.

Our next meeting will be on Monday October 19th where we can hold a debate amongst the potential new Philly region Presidential candidates. I expect a hard fought race.....but don't think there will be 20+ candidates. Unlike other Presidential race, the winner, regardless of affiliation, will inherit a growing surplus for future activities and programs. 



By Chuck Ott

Brandywine REGION



Once again, we find our regular Brandywine Flash editor Ernie Leser traveling Europe with his wife, Joan, leaving your substitute editor in charge of writing for the Flash this month. This month's event was supposed to be the crab crawl to the Phillips' bayfront vacation home in St. Michaels, MD, but Inan had a family crisis that pre-empted this, forcing us to seek another venue. Recalling that our tour to Boondocks crab restaurant in Smyrna, DE was postponed earlier this year, our Brandywine Activities chairperson Les Lewis put two and two together and substituted Boondocks for St. Michaels. The tour, led by lower

DE resident Chuck Ott, departed from the British Car Club of Delaware show in Delaware City, DE, which happened to fall on the same day. Les Lewis was on the west coast visiting his son, but Shawn was able to represent them at the BCCD show with their newly-restored BT7. She was unable to join us for the tour, as were Brandywine members Buzz and Paula Marshall and Kris Garrett, who were also at the BCCD show. Tom and Suzann Jaagus did the opposite, missed the show but joined the tour. Dave and Ann Ehret and Pete Roberts and Dee Caffrey had

originally planned to stay in St. Michaels, which they did, but then traveled north to join us at Boondocks. So off to St. Michaels in a 5-car caravan were Chuck Ott in his trusty Sprite, Steve Garrett in his Lotus Europa, Tom and Suzann Jaagus in their red BJ8, and Mike Tyler with friend Pat in Mike's blue over white BT7 tricarb. Also in the caravan was former AHSTC member Jim Martin in his red BJ8. The weather was beautiful, and other than getting some undercarriage cleaning from the tidal nature of Delaware route 9 on the way down, the drive was excellent. Then we had beer and crabs! All that was followed by a drive into the sunset on a sunny late-summer day, and by this time the tide had receded and the road was dry. Car show, back-road tour, beer, crabs, then more touring on a perfect day - does it get any better than that? Needless to say, a terrific time was had by all.

Our October event is usually the picnic at the Leser's house, but their European adventure precluded that. The October event has not yet been finalized. Watch the e-Flash for further details. November is elections. Want to run for an office?

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HARRISBURG REGION

Article provided By Fred Bennett

Images by Charlie Baldwin

Joe Spear reports:

Don and Flora Schneider gave a great slide presentation on racing in the early to late 1960s. Don would inject the slide into the projector, Flora would whisper the name of the driver to Don from the slide container, and Don would repeat it. We saw racetracks from Langhorne to Watkins Glen, with side trips to the Hershey Hillclimb, Hatfield, Duryea Hillclimb, Trenton, Nazareth, and Reading. Don showed us slides of racing greats such as Al and Bobby Unser, Phil Hill, Parnelli Jones, and many others.



A small but enthusiastic group met at the Hilltop Restaurant on Tuesday, September 15 to listen to Don and Flora Schneider's reminiscences of the many races they have attended.

Don also told us about his first date with Flora. He asked her if she'd like to go out with him, and she said "Sure." Then he asked her where she wanted to go and she said it was up to him. So off they went to Hatfield Speedway, where the races were on a dirt track. Flora's parents must have wondered where the "cretin" had taken their lovely daughter when she came home with wind-blown hair and covered with dust. Although Don admits it wasn't the nicest place to take Flora on a first date, it was the beginning of a long and beautiful relationship.

The Harrisburg Region's annual Fall Drive will be held on October 17, rain or shine. All AHSTC members, along with members from the MG and Triumph clubs, are invited to participate. We will be meeting at the Summit Diner just off Exit 35, Lewisberry, on I-83 between 10:00 and 10:30. Liz and Scott Brockman, Rally-Masters extraordinaire, will lead us on an hour and a half scenic drive through York County. We will arrive at Inn 94 for lunch around noon and then head over

to the nearby Eastern Museum of Motor Racing for a special guided tour led by our very own, Fred Sherk.

Some other important dates to mark on your calendars:

November 7 - Annual Awards Banquet at Harper's Inn (Lebanon County)

December 12- Progressive Dinner

Enjoy the fall driving season, everyone! All that extra heat radiating up through the floorboards will finally come in handy.



A circular advertisement for Victoria British Ltd. In the center is a classic silver convertible car. The text around the car reads "VICTORIA BRITISH LTD" at the top and "IT'S NO FUN IF IT DOESN'T RUN" in large letters below the car. Underneath that, it says "FREE Parts & Accessories Catalogs for: 100-4, 100-6, 3000, Sprite". At the bottom, it lists "VictoriaBritish.com", "KEEP 'EM ON THE ROAD", and "1-800-255-0088". There are also logos for "BRITISH MOTOR HERITAGE APPROVED", "MG", "SUNBEAM", and "Triumph" at the bottom.

By Paul Parfrey Long Island REGION



Ira and Scott at Vanderbilt Concours.



Paul, Stu and Joe at the beach.



Inspection bound.

With the advent of cooler weather, car events are back on the calendar. The Vanderbilt Concours was held at the Vanderbilt Museum on September 13th. Ira Udasin and Scott Greenfield attended. Thanks to Scott for sending in photos.

The Lido Beach Show was September 19th. Stu Smith, Joe Curto and I attended. The weather was great. We met a 1929 Pierce Arrow owner, who was not only a veteran of the Merchant Marine in World War II but four years older than his car. He was somewhat reluctant to talk about the car but once Joe Curto asked him about his Merchant Marine service, he was like a new man and regaled us with stories of his adventures during the war. One story that sticks in my mind is when he was aboard a 600 foot oil tanker, picking up oil for the Allies in Venezuela. They navigated up a winding river with a Venezuelan pilot who only spoke pidgin English, while the



The Squillaris provided me with photos of their granddaughter, Charlie, enjoying herself in their Healey for a special occasion.

crew only spoke pidgin Spanish! Rounding a curve in the river, a great length of the oil tanker wound up in the Venezuelan jungle. Needless to say, they missed their convoy bound for Europe but at least they were able to extricate themselves and their precious cargo from the jungle.

After a long period of inactivity, my Healey got out recently for a trip to be inspected. It also got some long overdue attention. After I worked on the interior of my car, I reattached the hardtop which is not a simple proposition. It would have been easier to use the clamps that the convertible top used, but no, the factory decided to use turn buckles instead so it involves a lot of fiddling. I believe that the roadster hardtops are easier to attach and they certainly made more of them than the later hardtops. The original BJ7 – BJ8 hardtops were made for the factory rally and race cars, and some small number to be sold to the general public. So, I guess, not a great deal of time was spent on designing something workable. The convertible top was so good no one really needed a hardtop.

Heads up – The Cradle of Aviation car show will be on October 25th. More details will follow in an E-Flash.



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North Jersey

September lived up to its usual hectic second season for Healey drivers in North Jersey. Our monthly meeting on the 9th saw the Crombie Clan (George, Denise and Sarah), Frank Dapiran, Larry and Diane Gersten, Rich Ippoliti, Ian and Sue Kessen, Louise Manning and yours truly attending. Louise introduced her daughter and son-in-law, Ernie and Marion Marateo as prospective members. Unfortunately, scattered thunderstorms kept all but one of our Healeys (mine) at home.



Fall Fest parking on downtown street.

We decided to hold our annual holiday party on January 9 so mark your 2016 calendars-it will be here before long! The Gerstens graciously offered to again host the party at their new residence in Morristown. In other business we discussed our need to start work on the Red Mill British car show that we will sponsor in early June 2016. Ian let us know that he is relinquishing his position of Regional President come January. Elections of new officers will occur at our next meeting on October 13 at LaCucina in Denville. We owe Ian (and Sue) much gratitude for leading our region over the last several years. Some of us retirees forget how difficult it is to manage the herd of cats that is a AHSTC region while simultaneously holding a full time job or running your own business. Thanks Ian and Sue!

A beautiful Saturday greeted those who attended Brits on the Beach in Ocean Grove on the 19th. Club participants included Joe Cornell (1st place 100s), Nick and Alice Ferrant (1st place Bug Eyes), Bill and Meg Kaltnecker, Ian and Sue Kessen, John Moore, Bob Pense, Ralph and Vera Scarfogliero (3rd place – 3000) and Jim and Corrine Vollmuth (1st place – E-types). The Kessens and Kaltneckers joined forces by tag teaming their way south on the always unpredictable Garden State Parkway.



Nash Healey unrestored but great looking.

The next day started cloudy and cool but the sun shone on Fall Fest in Summit by noon. North Jersey's AHSTC along with the Jersey Triumph and Eastern NY MG Clubs teamed up to show 50 Brits ranging from a 1950's Bentley, a 1960's Rolls, a couple of Lotus (Loti?), a Nash-Healey, and the usual assortment of MGs and



NJ members at fall fest.

Triumphs. Nine big Healeys made appearances, all but one owned by club members: Frank Dapiran (3000), Steve and Lyn Jekogian (2nd – Rollup window 3000), Bill and Meg Kaltnecker (3000), Ian and Sue Kessen (2nd – Side curtain 3000), John Moore (3rd – Rollup window 3000), Bob Pense (1st – Rollup window 3000), Ralph and Vera Scarfogliero (1st – Modified aka nasty boy), and Ann and I (1st – Side curtain 3000). Larry Gersten was forced to driving his BMW Mini when his Bug Eye’s fuel pump perished that morning with a heavy smell of petrol. LBC-less Allen Rosenberg and Dennis Meehan were also on hand.

Potential new member Eric Thompson showed his newly acquired side-curtain 3000 which placed 3rd in class.

This first year trial of Fall Fest in conjunction with but separate from Summit’s annual multi-marque car show seems to have succeeded. Many thanks go to Allen, Larry, Ian and Sue for all their work in putting this together. We now know that the venue works after holding Fall Fest in its 3rd location in four years. Next year promises to be even better in Summit!



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Bruce and Inan Phillips

Continuing our September event schedule, an even dozen cars ran our Fall Tour on the 27th. Originally rained out in April, this tour benefitted from a mostly sunny, comfortable day in the 70s.

Participating were many of the usual suspects: George and Denise Crombie, Frank Dapiran with his neighbor Charley as navigator, Larry and Diane Gersten, Rich and Barb Ippoliti, Steve and Lyn Jekogian, Ian and Sue Kessen, John and Helen Moore, Ralph



Resting beauties in the shade.

Scarfogliero, Andy and Martha Smith, Bill and Marge Smith, Jim and Corrine Vollmuth, and Ann and I. All drove their Big Healeys except the Crombies in Lil' Red and Bill and Marge in their TR-6. The Gerstens in their BugEye substitute, a modern Mini, were relegated to the tail of the queue as the potential rescue vehicle. Fortunately, we disproved the British car stereotypical reputation for breakdowns as all LBCs performed without problems. We made an age related potty break 45 minutes into the ride and then continue as a group over hill and dale through Morris, Warren and Sussex counties stopping at exactly noon as scheduled for lunch at The



Members on tour!



Members on tour!



Members on tour!

Boathouse on Swartzwood Lake. The upper patio exclusively belonged to our group which allowed unrestrained volume of conversation that the group took advantage of. The food served at our table was quite good and the company even better. After posing for a group photo in the parking lot taken by an agreeable biker (they were out in force as well), we resumed our tour through Newton and then to our various homes after running into I-80 (figuratively, of course). Three cars disappeared after lunch and the betting is that they are alive and well.

From the perspective of Ann and me and many others I heard from, a good time was had by all. My numbers show 135 miles and seven very pleasant hours from home and back for the day. This tour was good enough to make it an annual affair in my book. Many thanks to Rich for all his good work in creating the route and leading the group!

Hope to see a great turnout at our monthly meeting on October 13!!



Lehigh Valley



This month we will be having our fall winery tour. It will be 10/11 starting at 11 am starting from the Best Western parking lot at Rt 512 and Rt 22. That;s the same place we held Encounter 2014. We will take a back road tour ending at a winery that also has a Pizza/Italian restaurant next door. We ended a tour there last year and it was a big success. The tour will be laid out by Bob Pritchett. Try to bring your friends since the success of this event will determine our planning for the future.

We held our annual region picnic at Gerry and EJ Kunkles home 9/21 We had a few newer members and a nice time as well as being able to Mull around Gerrys collection of cars.



DRIVING LIGHTS

Article and images provided by Don Schneider

Mounting and Installation of 3rd Brake Light for Safety (Fig. 1)

My wife Flora has been concerned for some time about the visibility of the rear brake lights and turn signals on our Austin Healey's, especially the older roadsters with the smaller tail lights. This concern is heightened by the digital distractions available for today's drivers.

Jim Cox showed me the rear 3rd brake light that he installed on his Pacific Green/White 100-6. It was perfect for what I wanted and he described in detail what he did to install it.

For everyone's benefit, I will try to capture that information in this article which also includes photos to make it rather self-explanatory.

Here is what you will need and where to get it. (Fig. 2)

- ◇ 1. 3rd Brake Light, CHMSL, 3 wire Roof Mount Light, Sierra Design Manufacturing Inc., 1113 Greenville Rd, Livermore, CA 94550-9266 Phone 925-443-3140 (\$19.38 + shipping)
- ◇ 2. Magnets, Master Magnets Inc, #07044, 3/8"x 7/8"x 1 7/8" (Need 4 magnets, 2 pkgs.)
- ◇ 3. Two face tape, Scotch Extreme Mounting Tape (1" x 60" roll)
- ◇ 4. Epoxy Cement, Devcon 5 Min Epoxy Gel
- ◇ 5. Felt Pads, National Hardware, 3 1/2" x 4" need to cut to size of magnet
- ◇ 6. General purpose round auto edge beading (~\$2.00/ft, need 2 feet)
- ◇ 7. Wood dowel, 7/8" x 6"
- ◇ 8. One 3 wire trailer plug
- ◇ 9. Wire Connectors, Need 2 double wire connectors to replace the single connectors where the pig-tails joint the left rear taillight harness.
- ◇ Items 2 thru 8 can be found at any good hardware store.
- ◇ Item 9 can be obtained from any Healey parts supplier.

The first thing that needs to be done is to fill in the interior body of the light fixture (Fig 3) so that you can glue the magnets in place. The magnets position is important as this is what hold the light to the top of your trunk (boot) lid. To do this you need a 6" long piece of 7/8" diameter wood dowel which needs to have a flat edge sanded lengthwise. Saw, sand or plane off a max of 1/8" thickness to make a flat edge running the length of the dowel. You also need to create a wedge shaped piece of wood of the same 6" length cut to fill the interior body of the light as shown in Fig.4 , 5.

Once these wood pieces are cut to fit, glue in place using the convenient 2- part epoxy as shown in Fig.6.

Next apply the 2- faced Scotch tape to the back of each of the 4 magnets.

Now remove the tape backing and adhere the magnets to the wood pieces as shown in Fig. 7.

Next adhere the felt pads cut to the magnet size to the exposed

Fig.1



Fig.2



Fig.3



Fig.4



Fig.5



Fig. 6



Fig. 7

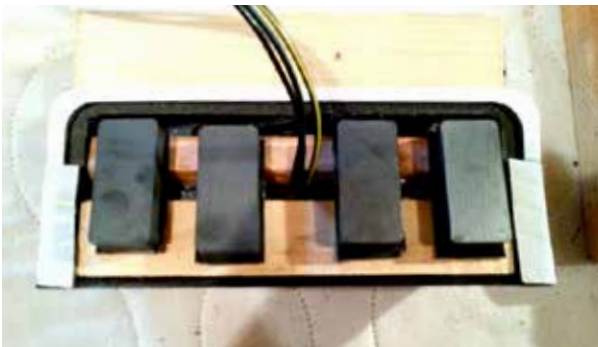
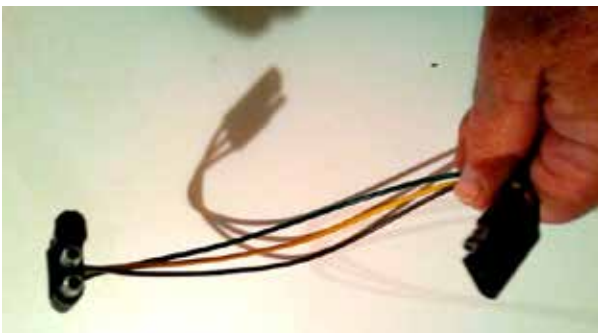


Fig. 8



Fig. 9



bottom of the magnets.

For added protection, I used some thin foam insulation material and glued it around the periphery. See Fig. 8.

I then used contact cement and glued a round bead of rubber molding around the periphery of the bottom of the light fixture. See Fig.8. I also cut a piece of black felting to the size of the base and positioned it loosely without gluing to minimize any scratching/rubbing between the light base and the trunk paint.

Next I cut the long leads from the light about in the middle and installed a 3 wire trailer plug (Fig.9.) to facilitate an easy disconnect of the light in case you want to remove it for a car show.

Lastly, I exposed the wiring harness connectors(under the Armacord by the left rear tail light) and replaced them with a double connector. I then soldered a terminal end to the black ground wire and a bullet end to the two other wires . Once the soldering is complete it is a simple matter of plugging the wires into to the double connector and attaching the ground wire. This is as follows:

CAR

- red (ignore)
- white w purple tracer
- white w brown tracer
- black (gd)

BRAKE LIGHT

- yellow tracer
- green tracer
- black (gd)

When complete, I had a 3rd brake light mounted at the top of the trunk lid now at eye level with a following car plus I had more visible turn signals. This is a great safety improvement that can be removed for car shows or whatever by simply unplugging the trailer plug and lifting the light off the trunk.

Total cost was about \$30 including the light but well worth the security of improved visibility.

This is a great winter project.





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MEMBERS CORNER

By Rick Brodeur

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 the web site.

WEBSITE INFORMATION

If you haven't renewed your membership, your access to the website has been stopped. Please renew your membership now.

As events are announced we are posting them to the website. Click on the 'events' tab to see the calendar.

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.

We have Some new and returning members this month.

Philadelphia

Pete & Cindy Sturtevant
Mansfield, MA 02048
'64 BJ8, '54 BN4 and 3 AN5's

North Jersey

North Jersey
Ernest & Marion Marateo
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'67 BJ8

Returning member

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'64 BJ8



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Letter to the Editor

Jack Sanders passed away peacefully on Monday, September 21. It was a long journey for him even though he recovered quite well from the March 2014 stroke. The stroke after Easter really was devastating. Although Jack and Renie are relatively new comers to AHSTC they attended many events and were know as the “King and Queen of Condiments” as they provided a large array of condiments for our lunches at the Carlisle Import and Kit Car Show every May. We’ll miss Jack’s good sense of humor and friendliness at our get togethers, especially the ceramic rooster at the ugly Christmas present exchange. We’ll miss Jack.

Renie said he’s playing golf with his buddies in heaven and probably have a cold one at the 19th.

Renie’s address is 427 Maple St. Manheim PA 17545. Phone (717) 272-3264.

In lieu of flowers, contributions may be made to Trinity Lutheran Church of Colebrook at the above address of the Wounded Warriors.

Joe Spears

ENCLAVE 2015

Article and images provided by

Well that was fun! My from the first-ever “Enclave” America’s annual “Conclave” Healey Sports And Touring thus giving birth to the 2015 “Enclave.” This year it was held the week of July 19. The date Conclave’s usual end of June As it turned out, it was held time at which, 152 years ago infamously by the major battle of

I’ve always looked forward moved to New Jersey and my look forward to their annual always make it to either. This and probably my dad as well. In

owned a Healey and been members of the Austin Healey Club of America, and the probably 15–20 Conclaves my Dad’s been to – (he’s been to more than I have) – this year marks the first Conclave we’ve ever brought our Healey to! Even though I was really good about doing a write-up for last year’s Conclave, I wasn’t so great about follow through and forgot to email it to the “Powers That Be.” Regardless, I’m sure my dad mentioned something in one of his write-ups about last year’s mis-hap the night before we were due to leave for Conclave, thus preventing us from bringing “Little Red” as we’d planned. Well this year, my dad was much more careful: only making his up- and down-stairs trips with hands on railings and well-lit stairs. The major cards had fallen into place: there were no new injuries and we had a running Little Red Sprite – not to mention a fuel gauge that READ!! 🚗 🚗 (Notice I didn’t say “accurately,” but we’ll start with one thing at a time!) That being said, Sunday morning dawned and we were off: my dad leading the way in Red and my mom and me taking up the rear in the Highlander, “just in case.”

Our timing was nearly perfect, arriving just as the heat of the day started to really kick into high gear. We checked in at Registration and had the rest of the afternoon to amuse ourselves before heading over to the Gettysburg National Military Park Museum and Visitors Center for the Welcome Reception at 6. There was finger-food provided, and it was a good opportunity to walk around and visit with a lot of the familiar faces that I don’t get to see enough of! They seemed to be letting groups to watch a short battle at Gettysburg, went up the stairs to was a quite impressive 42 feet high by 377 feet of the room. Probably was how life-like it was, painted in just over completed in 1883. in the cyclorama room, to check out the rest of “closing” time.

It’s been a LONG early for school – (well



parents and I just returned – the Austin Healey Club Of combined with the Austin-Club’s annual “Encounter,” Nation-wide Healey event, in Gettysburg, Pennsylvania was a compromise between and Encounter’s August dates. only 2 or 3 weeks after the this month, the town became the Civil War.

to Conclave, and since we parents joined the AHS&TC I Encounter, although I can’t year was extra special for me, the 34 years my parents have

people in to the theater in video on the history of the after which we exited and their “cyclorama,” which 360° oil painting measuring around, covering the walls most impressive about it and the fact that it was a year and a half, being After the short presentation everyone filtered out, free the museum until our 10:00

time since I’ve had to get up ok, maybe not THAT long!



– but Monday morning started with the Rally School. (Yes, I’m aware that 9am is a perfectly reasonable hour for most people. I, however, was not aware that 9 o’clock happened in the am as well!) I made it – on time, too, I might add! – along with my parents, who’d been up for probably an hour or more at that point! It seemed to me that the weather seemed to cooperate nearly perfectly with the week’s schedule. Monday was a bit on the steamy side to be driving the Rally, but driving led to breezes which made it a bit better, personally speaking. For my mom, though, the heat and humidity were all the more reason for her to pass on running the Rally in Red. Plus, knowing how much I enjoy riding in



the Healey – and knowing how much she enjoys riding in air conditioning – it ended up being my dad and me as Driver and Navigator. There were a few instances where we had to double back once or twice to notice where we missed a turn or an answer, but were encouraged when we arrived to the lunch stop and learned that most of the others already there had opened their “Rescue” envelope. After a short stop we continued on to the finish at the winery. Well, by the end of the Rally I think we missed another turn, but since we’d started to see signs for the Winery and knew that my mom was already there waiting we decided to just finish it up. My mom was to meet us at the Adams County Winery in the Highlander, where my parents would do the Tasting and Tour while I took the BJ9 back to check out downtown Gettysburg. By the time we each finished up our afternoon’s activities and met back at the hotel, we

headed out to check out a local diner and end our day with some nice big sundaes!

The main event for Tuesday (day) was a film and Battlefield Bus Tour. There was a morning or afternoon option to choose from. Knowing how much I dislike mornings, my ever-considerate parents signed up for the afternoon tour when they signed in at Registration on Sunday, “just in case (I) decided to do it too.” Luckily, I was able to snag an extra ticket and the three of us traipsed over to the Theater across the lot from the hotels for the noon-time showing of the “Fields of Freedom” film. At some point while we were in the theater, it had apparently started raining, continuing as we loaded onto

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the 4 buses waiting out front. Not long after my mom made the comment, “what a good way to spend a rainy day” it stopped raining in time for us to stop at our first monument. Most of the bus off-loaded and joined our tour guide up at the monument. I have to admit: I can’t really say I learned much from his narration, but boy was it comical! He was quite... Animated, we’ll say, and I heard at least 2 or 3 people wonder aloud if he was going to give himself a heart attack. A few folks started motioning us from the bus to head back, but our guide had his eyes closed as he recounted the blow-by-blow of the 3 days of battle in Gettysburg. The organizer finally walked over and shouted up from the bottom of the stairs something along the lines of “Stop recounting this in real-time! We need to get going!” Our guide pinched his lip with his fingers, thinking how he could “cliff notes” version it for us, and promised “five more minutes!” And he was off again, doubling over to put his hands on his knees every other sentence or so – (at least the interruption gave him a chance to catch his breath!) Although I knew the bus wouldn’t leave without us, as I started noticing the other buses leave one by one I was getting a little antsy to move on! Finally he was done – at least till we got back on the bus. Amazingly, we did get back more or less on time, and he was nothing if not enthusiastic about the subject! When we got back to the hotel, there was less than an hour to go before the Valve Cover Races were due to start. My dad went out to the Highlander to grab the 2 racers he’d brought – I was to race the “Modified” 30-pounder, and my dad would race the “Senior Stock.” (Not wanting us to race against each other, he painstakingly took out 20 pounds worth of key blanks from his racer with a pair of tweezers the week before Enclave! They nearly covered the kitchen island!) When we got up to the table and I informed the registrar that I’d be racing “Senior Modified,” he got a confused look on his face and said, “Senior? Or Junior? How old are you?” When I told him, the look of shock was such that I thought it was probably good he was already seated! (That was the second time that day! Did I mention I always look forward to going to these things!?) Made my day, though, and my dad got a good chuckle out of it. Unfortunately, neither of our racers did very well, being eliminated on their first runs.



After the races were finished, we had a little bit of time before the BBQ that evening, and spent it visiting with some friends from the AHS&TC. Come time, they all – including my parents – went off to the dinner, while I (the Vegetarian) went off to fend for myself.

It seems to me that the rain of Tuesday lent itself to a bit of a break in the heat and humidity in time for the Popular Car Show Wednesday. It was very convenient to have the car show right there in the parking lot, and I feel it saved a bit on the traffic with everyone trying to leave at once. When I came to the row of Sprites, I did get a little chuckle out of all these good-looking, “pristine” (by comparison) Sprites, with nice shiny grilles... And then I get to Red – the “Ugly Duckling” of the bunch, with her lack of a grille giving her a big ol’ gap toothed grin, bonnet propped up with a wooden pole acting as a make-shift prop-rod while all the other Sprites sported their original prop rod intact. I know I’m a bit biased, but she WAS cute – standing her ground proudly among all the “Belles of the Ball”! After the car show wrapped up, my parents had signed up for the ice cream social and so went off to do that for a couple of hours. When they got back we headed to town to check out another local diner before spending the evening doing a ghost tour around town. We were a little surprised that they didn’t talk at all about places like the Farnsworth House and the Jennie Wade house, but then at the end learned that it was because different operators more-or-less had “dibs” on certain stories, so they couldn’t step on each other’s toes. Makes sense, and it was still a good tour.

Now for the real excitement: Having brought our Healey this year, that meant that we had a LBC to run in the Funkhana

the 4 buses waiting out front. Not long after my mom made the comment, “what a good way to spend a rainy day” it stopped raining in time for us to stop at our first monument. Most of the bus off-loaded and joined our tour guide up at the monument. I have to admit: I can’t really say I learned much from his narration, but boy was it comical! He was quite... Animated, we’ll say, and I heard at least 2 or 3 people wonder aloud if he was going to give himself a heart attack. A few folks started motioning us from the bus to head back, but our guide had his eyes closed as he recounted the blow-by-blow of the 3 days of battle in Gettysburg. The organizer finally walked over and shouted up from the bottom of the stairs something along the lines of “Stop recounting this in real-time! We need to get going!” Our guide pinched his lip with his fingers, thinking how he could “cliff notes” version it for us, and promised “five more minutes!” And he was off again, doubling over to put his hands on his knees every other sentence or so – (at least the interruption gave him a chance to catch his breath!) Although I knew the bus wouldn’t leave without us, as I started noticing the other buses leave one by one I was getting a little antsy to move on! Finally he was done – at least till we got back on the bus. Amazingly, we did get back more or less on time, and he was nothing if not enthusiastic about the subject! When we got back to the hotel, there was less than an hour to go before the Valve Cover Races were due to start. My dad went out to the Highlander to grab the 2 racers he’d brought – I was to race the “Modified” 30-pounder, and my dad would race the “Senior Stock.” (Not wanting us to race against each other, he painstakingly took out 20 pounds worth of key blanks from his racer with a pair of tweezers the week before Enclave! They nearly covered the kitchen island!) When we got up to the table and I informed the registrar that I’d be racing “Senior Modified,” he got a confused look on his face and said, “Senior? Or Junior? How old are you?” When I told him, the look of shock was such that I thought it was probably good he was already seated! (That was the second time that day! Did I mention I always look forward to going to these things!?) Made my day, though, and my dad got a good chuckle out of it. Unfortunately, neither of our racers did very well, being eliminated on their first runs.

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and Gymkhana! I was more than happy to run the Funkhana with my dad, and my mom was more than happy to watch from under the shade of the pavilion. The game this year was of course themed around the Civil War. The driver was the Confederate soldier, the passenger was the Union soldier. At the first stop, we were to get out and stand at our stations, give a battle cry, cross swords 3 times, and then I was to lay my plastic sword on “Johnny’s” shoulder. Then at the next stop, being ever-so-compassionate, I was to hand my victim a crutch and “bandage” up the blow. Finally, at the third stop there was a cannon, where I was to drop a tennis ball down the muzzle and pack it in with a ramrod before running out to the net where I was to catch the tennis ball after “Johnny” fired it at me. (“Way to go, Dad,” as he grounded it out to me and saved me having to run after it!) Back in the car, it was on to the finish line, where Rebel Dad had to read aloud the first three lines of the Gettysburg Address.

In the next lot over, they were running the Gymkhana, and were running a little behind schedule. I think we were a little early, anyway, so we parked the car and watched people run for a bit. Learning that passengers were allowed and there were extra helmets at the starting line, I jumped at the chance to ride in this too! (Maybe one day I’ll RUN it, but for now I’m happy directing which side of the cone to be on. Besides, it’s probably the only time I can tell my dad how to drive and actually have him LISTEN to me!) We didn’t break 30 seconds on any of our three runs so knew we didn’t place, but hey the car made it! Larry Gersten was one of the amazing people counting ballots from the car show the night before. Amazing because it ended up taking until 2:30 in the morning – (That’s more of the morning hours that I’m used to!) – and then he had to be out at the Gymkhana for something like 7am! Needless to say, by 12:30 he was fairly tuckered out! When we finished our run, my dad went over and took over for Larry, while I headed back to the hotel. When that wrapped up about 1, we were pretty much free for the rest of the day, except for my mom who’d volunteered to help out at Regalia from 2 to 4. I was dropped off downtown, by the Miniature Museum, and ended up walking back to the hotel from there later that afternoon. The rest of the evening was spent doing some last-minute visiting with as many friends as we could, both before and after they all did the Banquet. With so many great friends in so many chapters of the Clubs, once a year is just never enough time to see and visit with everybody. It’s what makes it such a great time, and what keeps me, at least, looking forward to the next one!

I know that sounds like it should be the end, but I feel so proud of Little Red that I want to give her credit for getting us back again Friday morning with no problems or delays! 180 miles may not sound like much, especially knowing the distances many others drove to be at this event, but for this little car to do it TWICE in 1 week, plus



survive a Rally, a Funkhana, AND all three laps of a Gymkhana makes me love this little car just like a member of my family! We may not have come home with any trophies, but the excitement of getting to participate in so many events in our own Healey is enough reward for me! (Plus, I know I’d end up having to dust any trophies, so I’m just as happy to not have to do that!! ☺)

Besides, we have lots of fun new memories! 🇬🇧

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EDITOR'S NOTE

Steve Jekogian

*Missing from our
September issue!
Jerry Lopez's green BJ8
took first place at the
Enclave in Gettysburg.*



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HARRISBURG REGION

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| bjspear1@verizon.net | thinwaterpaddler@yahoo.com | for Location |

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| President | Editor | Meetings |
| Ken Beck | Mike Bradley | 3rd Monday |
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| | mkb1983@aol.com | for Location |

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| John Heffron | Randy Alkins | 3rd Monday, 7pm |
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| Chuck Ott | Ernie Leser | Watch E-Flash for Date, |
| 302-378-7287 | 410-398-7308 | Time & Location |
| chucknsueo@yahoo.com | ernstleser@verizon.net | |

NORTH JERSEY REGION

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| Ian Kessen | Steve Feld | Watch E-Flash for Date, |
| 908-310-5252 | 973 525-9054 | Time & Location |
| ian.kessen@gmail.com | stevenergy@optonline.net | |

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| 718-353-8138 | 718-353-8138 | Time & Location |
| workshealey@aol.com | workshealey@aol.com | |



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