

The *FLASH*

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February • 2017

CONTENTS

- 3 CLUB | *Editor*
- 4 REGION | *Harrisburg*
- 6 REGION | *Philadelphia*
- 7 REGION | *Brandywine*
- 9 REGION | *Long Island*
- 11 REGION | *North Jersey*
- 13 ARTICLE | *Farewell Joe Pepe*
- 14 CLUB | *ENCOUNTER 40 • Charity Auction*
- 16 CLUB | *ENCOUNTER 40*
- 18 ARTICLE | *Auction Recap*
- 24 CLUB | *Members Corner*
- 26 ARTICLE | *Why I Got My Healey*
- 27 ARTICLE | *Healey Parts Down Under*
- 27 ARTICLE | *What Say You!*
- 24 BUSINESS | *Classifieds*
- 26 CLUB | *Membership Application*
- 27 CLUB | *Directory*



THE FLASH

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ON THE COVER

*Bugeye's are hot
Barrett-Jackson 2017 a
Bugeye sold for \$30,000*



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What's In The Flash

Steve Jekogian

BUGEYE'S BUGEYE'S BUGEYE'S

I should have kept my BUGEYE and sold it at Barrett-Jackson. This is the Bugeye issue. Why because it is time to promote the funnest to drive, happiest looking car, and simplest to work on.

Well the last part is kind of correct and any Bugeye owner can be readily identified by the scares on his head. If I have to explain that you have not lived in the Healey world long enough. I often think the English are still getting us back for that little misunderstanding 220 years ago.

If you did not watch Barrett-Jackson in January (why the He__ not) that is what January is here for. Check out John Heffron's article and firsthand experience at the show. John has been attending the Scottsdale show the last few years and always has a good perspective of the event.

Perhaps John can offer up his condo or his guide experience at the charity auction at Encounter 2017.

Also read Bob Ott's "Why I bought my Bugeye Healey" article. Bob is a new AHSTC member in the Philadelphia region. He just joined AHSTC and won the Frederique-Constant Watch, which he could sell on E-Bay to buy another Bugeye.

I met Bob and I asked about why he bought the Bugeye. His story was so different and interesting I asked him to write an article. I would like to have other club members tell us how, and why they got the Healey bug (get it, the BUGeye issue). So send me a short note about "your reason" to buy and a picture and we will publish it.

Bugeye Article:

AUTOMOBILE Magazine's online newsletter this week published an article on the Austin Healey Bugeye as a collectible classic. If you haven't seen it, below is a link to the article.

http://www.automobilemag.com/news/1958-1961-austin-healey-bugeye-sprite-collectible-classic/?wc_mid=4035:4476&wc_rid=4035:387033&_wcsid=AFBA5D69DC18297C7B2C9D7C2ED6ACF72C8039A6E87FCF69





HARRISBURG REGION

By Fred Bennett

It was a dark and stormy night... well, actually it was a wet and foggy night; but that did not deter Dave and Priscilla Hooper, Liz and Scott Brockman, Bob and LuAnn Fritz, Joe Spear, and Sonya Bennett from journeying to the Hillside Café for the AHSTC Harrisburg Region's first meeting of the year on January 17.



It was a straightforward meeting with news from the recent meeting of the AHSTC Board, followed by a run-through of 2017 events for the Harrisburg Region, and then a wrap-up discussion on miscellaneous items as set forth below.

News from the AHSTC Board meeting:

- The club donated \$500 to the Donald M. Healey Memorial Fund in memory of Baird Foster at the request of his wife, Margo;
- The club donated \$250 to an animal shelter in Quakertown in memory of John Morrison at the request of Dawn;
- Membership is up to 295 from 288 at last report;
- Gary Feldman from our region is now the new president of AHCA;
- Net profit from Encounter 2016 was \$1,949;
- Encounter for 2017 in Trenton, New Jersey, was discussed; and,
- Todd Roberts is now the Regalia Chairman replacing Trish Woglom and Char Donovan.

Harrisburg Region 2017 Events Calendar

February 21st – Hillside Café, Etters

Feb. 11th, 18th, or 25th – Frostbite Run (weather permitting)-Rally Masters: Fred and Sonya Bennett. Club-sponsored \$10.00 for those driving a Healey, plus post-run adult beverages for those hearty souls who go drop hood.

March 21st – Hillside Café

April ?? – Spring Drive?

April 18th – Hillside Café

May 20th – Carlisle Car Show [Carlisleevents.com](http://www.carlisleevents.com/)/<http://www.carlisleevents.com/carlisle-events/carlisle-import-and-performance-nationals/default.aspx>

June 17th (optional/bonus trip) – **CARNIVAL Show @ AACA Museum** <http://www.aacamuseum.org/20th-annual-museum-carnival-car-show/>

June 20th – Soda Jerk, Hummelstown - Ladies Night

July 18th – Hillside Café

August 9th through the 12th – Encounter – Trenton, New Jersey

September 16th – Scenic drive through upper Dauphin County followed by a picnic at the Bennetts' Fishing Creek Valley Farm

October 14th or 15th – Fall Tour sponsored by the Brockmans


November 4th – Annual Awards Banquet

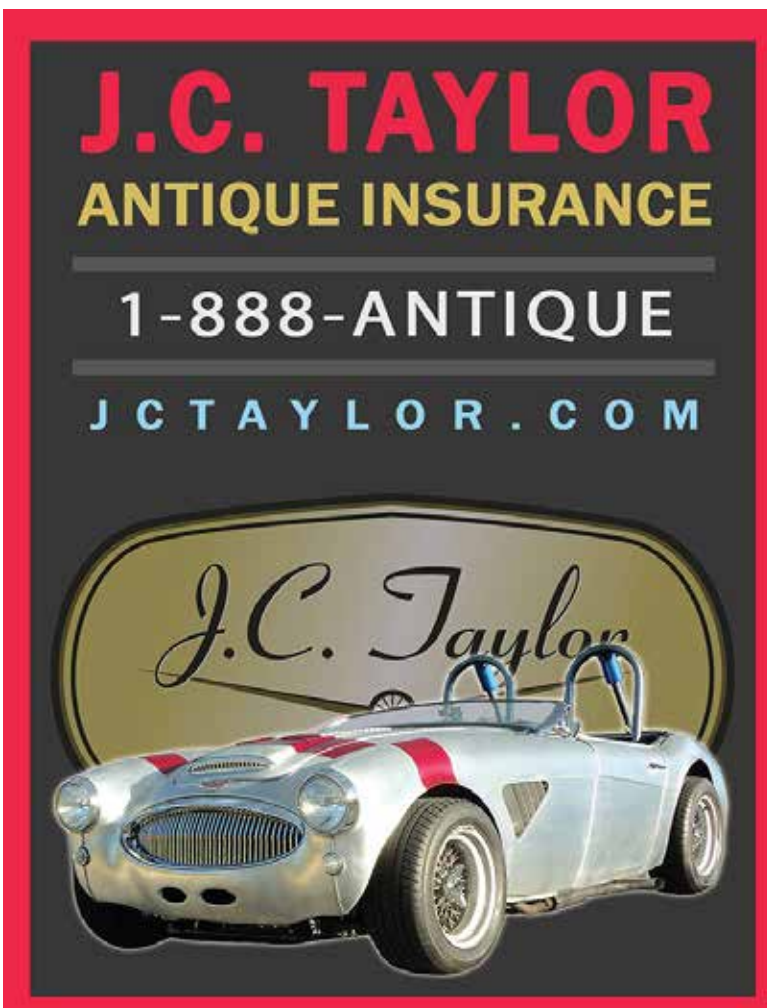
December 2nd – Progressive Dinner –Sherks (appetizers); Spears (Dinner); and, Brewers (desserts).

Other items that were discussed:

Suggestions for possible trips the Hbg. Region might take as a group. The Hbg. Region currently has a plump kitty, and Joe is looking for ideas on how to trim it down. Possible suggestions so far – a steak fry, rally prizes such as top-down prizes during the Frostbite run...

Please send your ideas for the above to Joe Spear at bjspear1@verizon.net.

Looking forward to seeing you for the Frostbite Run or at the Hillside Café meeting on February 21st – whichever comes first! --Sonya 



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PHILADELPHIA

REGION



As I write this month's report, the weather is just plain nasty, with temperatures in the 40s, and winds predicted to be 50mph. Let's hope for better weather soon.

I just returned from the Carlisle Automania flea market in Allentown, PA. There were many car parts for sale, but nothing for a Healey could be found. I did, however, find a deal on a Craftsman torque wrench. At least the trip was a respite from the winter doldrums.

On Monday, January, 16th, our monthly meeting was held at the Metropolitan restaurant. Attending their first meeting were Bob and Sue Ott, our newest club members. Our president, Ray Donovan, presented to Bob the Frederique Constante watch,

that Bob had won in the drawing this past November. Over 20 current members were in attendance and congratulated Bob with wishful thinking.

After a hearty meal, we got down to business, discussing upcoming events. **The Atlantic City Antique Auto Auction and Flea Market** will be held **February 10th to 12th**, and the **Simeone Museum British Car Month** will begin **February 18th and end March 13th**. We are investigating a Coffee and Cars day or days at fellow member Rich Berman's Pour Richard's Coffee House in Devon, PA. Details will be forthcoming in future *Flashes*.

We are also looking into two possible road trips this spring. One will begin in PA, and travel to New Jersey over back roads to Tuckers Island Lighthouse, located in Tuckerton, NJ. The lighthouse is a replica of the original light that was destroyed in a 1920 storm. The second tour will be a two-day event, taking us up to the Bushkill Falls area of the Delaware Water Gap, to ride around the area to view various waterfalls. We plan to arrive on a Saturday, stay overnight at a motel, and complete the trip on Sunday, taking in any remaining falls that we missed on Saturday.

Mark your calendars for the upcoming **Motors for Music Car Show** to be held at **Fonthill in Doylestown, PA**, on Sunday, June 4th. The show is organized by member Dave Siwa to support the Central Bucks High School South music program. The show has been a success the past few years, with President Ray Donovan winning Best of Show for his 100 last year.

I'd like to recommend a book that I recently purchased titled "Roadster Guide to America's Classic Car Museums and Attractions" by Michael Milne, and published by Changes in Longitude Press, www.changesinlongitude.com. The book lists auto museums by state, with descriptions of the holdings and highlights along with locations and telephone numbers.

We are planning a few tech sessions this coming February and March, so watch for E-flashes, announcing dates, times, and locations.



Ray Donovan presents the Frederique Constante watch to Bob Ott.



Brandywine

REGION

We had a good turnout for the annual Events Planning Meeting which was held on Thursday, January 19th at Matilda's restaurant in Newark, DE. The following members attended: Les Lewis, Buz Marshall, Dave Ehret, Pete Roberts, Jeff and Lisa Lanno, Chuck Ott, Jim Martin, John and Nancy Montaque, and Ernie and Joan Leser.

After everyone had a bite to eat and a round of brews, the events for 2017 were decided upon. Brandywine Region events are shown, as well as some others held in the same general area. More details for each event will be provided through the E-Flash as the event gets closer. Looks like another good year for the club!

BRANDYWINE REGION 2017 EVENTS

- February, Sat. 4th, 11 am. **Tour of "3 Dogs Garage"**, Boyertown, PA.
- February, Sat. 25th, 11 am. **Tour of the Simeon Car Museum. Best of Britain show.**
- March, Sat. 18th, 1 pm. **Pizza at Pete's. Pete Robert's residence, 21 Waterview St., Downingtown, PA.** RSVP to Pete by the 11th (610-458-5412).
- April, Sunday 23rd. **Covered Bridge tour.** Mike Jennings is coordinator.
- May, Sat. 6th. **Lewes British Car Show.** Contact is Mike Tyler (302-645-7572).
- May, Sat. 13th. **Tour to a winery and tasting.** Les Lewis is coordinator.
- May, Sat. 20th. **Carlisle Import Show.** Remember to register with AHSTC if you plan to attend. Contact is Chuck Ott (302-378-7287).
- June, Sat. 3rd. **Cars and Motorcycles of England Show** at Oakbourne Mansion in Westtown, PA.
- June, Sat. 17th, 1 pm. **Tech session at Chuck Ott's residence, 109 Airmont Dr., Middletown, DE.** For info call Chuck (302-378-7287).
- July, Sat. 15th, 12 noon. **Pool Party at the Lewis's residence, 37 Breezeway Dr., Elkton, MD.** RSVP to Shawn by July 8th (302-354-1271).
- August 9-12th., **Encounter 2017** in Princeton, NJ.
- August, Sat. 26th. **Chesapeake City Car Show.**
- September, Sat. 9th. **Crab Crawl and Feast.** Tom Zalewski is coordinator.
- September, Sat. 16th. **British Car Club of Delaware Show, Delaware City, DE.** Contact Jim Martin for details (610-274-3193).

- September, Sun. 17th. **Hagley Car Show**, Wilmington, DE.
- September, Sat. 23rd. **Coatsville Grand Prix**.
- October, St. 7th, 1 pm. **Brandywine Region Picnic** at the Leser residence, Elkton, MD. RSVP to Joan by Sept. 30th (410-398-7308).
- November, Thursday 16th, 7pm. **Annual Elections**. Stoney's British Pub, Concord Pike (rt. 202), Wilmington, DE.
- December, Sat. 9th, 6 pm. **Christmas Party and Ugly Gift Exchange**. The Zalewski residence, Elkton, MD. RSVP to Diane by Dec. 2nd (410-287-5885).
- January, Thursday 18th, 7 pm. **Events Planning meeting**. Matilda's restaurant, rt. 896, Newark, DE.



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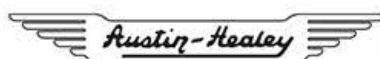


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Long Island REGION

The Long Island Region's Post-Holiday Party was held on Sunday, January 15th at Orlando's Restaurant in Commack. Attendance was less than in previous years due to illness and last minute work commitments. The smaller crowd made for a more intimate atmosphere, and whole group conversations were easier but we did miss Stu Smith, Mary Ann Sekelsky, Tedd Krommeck, Noel Gish, Diane Squillari, Ira Udasin and other regulars who had planned to come. Those who did attend were Tony and Kathy DiFrancesca, Frank Filangeri, Chris Korte, Bob and Barbara Maichin, Cathy Preston, Bob Squillari, Steve Tjepkema, and Susan and myself. The weather cooperated, the food was excellent, the wine flowed freely, and we all had a chance to catch up with each other.

On a more somber note, Mike Haran and I made a pilgrimage to Pennsylvania on January 17th to attend the funeral of long-time AH-STC member Joe Pepe. I used to see him at board meetings with his wife, Dottie, who was newsletter editor for a time, and also at many Encounters. I am glad I went to the funeral because I learned so much more about Joe. Often we only see one side of a person in the car club, and miss out on the whole person. I was surprised to hear he had eight old cars of various makes. I was able to relate to that because, once upon a time, I had thirteen.

Besides the photo of the party, I have included two photos of past spring and summer events to give us something to look forward to.



Post-Holiday Party



Chris Aries at the Easter Parade



Car Show at the Scottish Games



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North Jersey

By George Crombie



2 017 ended on a cold, damp, and dreary note as far as North Jersey Club events were concerned. I was in sunny (and relatively warm) Florida at the time. However, at the monthly meeting for December, a total of nine members braved the absolutely nasty weather that Mother Nature bestowed upon the region to enjoy each other's company one last time before putting 2016 to bed. Steve & Ann Feld, Ian & Sue Kessen, Steve & Lynn Jekogian, Tom Mulligan, Larry Gersten, and George Crombie attended the meeting, which was held at Charlie Brown's Restaurant in Chatham, NJ on December 6th. Topics discussed included an update on the AHS&TC Board Meeting, which was held a few days earlier and attended by both Steve Jekogian and Steve Feld, representing the North Jersey Region. Also discussed was the progress made concerning Encounter 2017, the Red Mill British Car Day in Clinton, New Jersey, and starting to hash out a tentative Calendar of Events for the North Jersey area. More dates, times, and events will be added at the next Regional Club Meeting, scheduled for Tuesday, February 7th, 2017 at Charlie Brown's in Chatham, starting at 7:00 PM.

A month later, on Saturday January 7th, Larry & Diane Gersten and Sue & Ian Kessen hosted several members at the Gerstens' home in Morristown, NJ for the annual Holiday Party. Again, we were treated to miserable weather, but absolutely great company and a terrific evening of fun and fellowship. If my notes (and memory!!) serve me correctly, the following members were in attendance: Dennis & Elaine Meehan, George & Sandy Marinos, Allen & Ginny Rosenberg, Bill & Marge Smith, Steve & Ann Feld, Bob & Julie Jankowitz, Richard & Barbara Ippoliti, Ernie Marateo, Larry & Diane Gersten, Ian & Sue Kessen, Steve & Lynn Jekogian, John & Helen Moore, and George, Denise, and Sarah Crombie. Also on hand were friends John, Lisa, and Lisa's mom, Kay. A blast was had by all, as evidenced by some wild dancing (the perpetrators shall remain nameless; but I can't help it if a picture or two surface!). The crazy-as-always gift exchange was again lively, with a few folks skipping out after dinner with much-coveted items, while some items are destined to make a return appearance next year (or the following year; one never knows with this bunch)!





Next on the agenda for this merry bunch is the February meeting (Tuesday the 7th), followed by a Tech Session, hosted by Richard Ippoliti at his home in Califon, NJ on Saturday, February 25th. The topic of this Tech Session will be constructing, testing, AND RACING Valve Cover Racers in preparation for the Races to be held at the up-coming Encounter Competitions in Princeton. If you've got a spare valve cover (I think that the rules state that it must come from a British car...), or you just want to see what all the fuss is about (or to get an idea or two for your own "secret project") come on out and join us. Richard will even let us test out our cars and the track he built. During the February meeting, we hope to finalize a few dates and events for 2017, as well as the latest on Club jacket patches. Hopefully even have a sample! Stay tuned, or come on out and join us!!



FEBRUARY 7th: Regional Club Meeting 7:00 PM
Charlie Brown's Restaurant
522 Southern Blvd Chatham, NJ

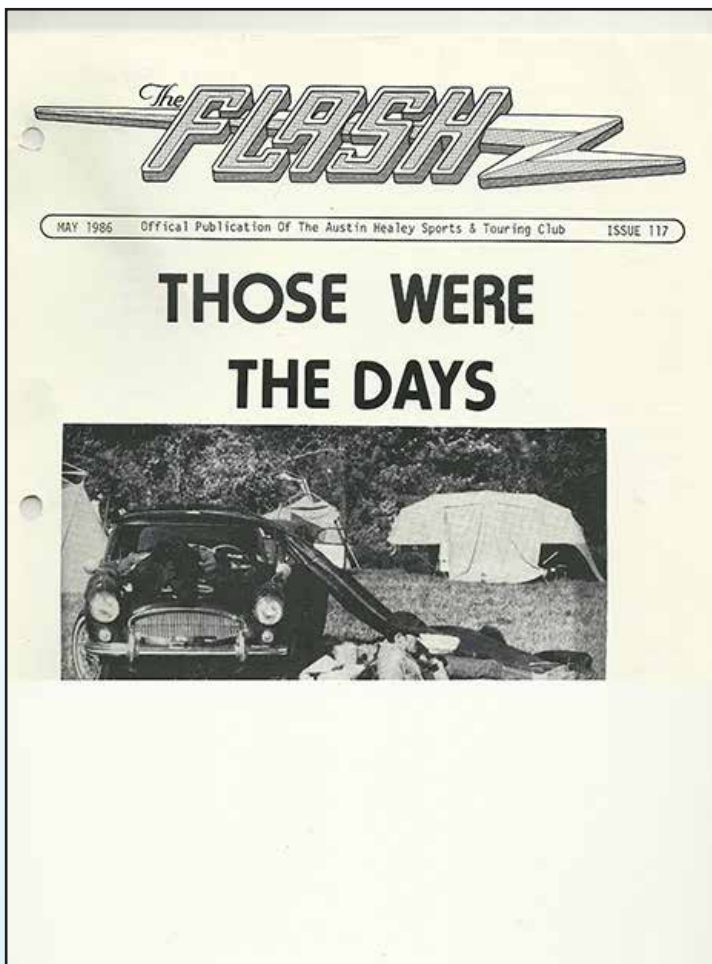
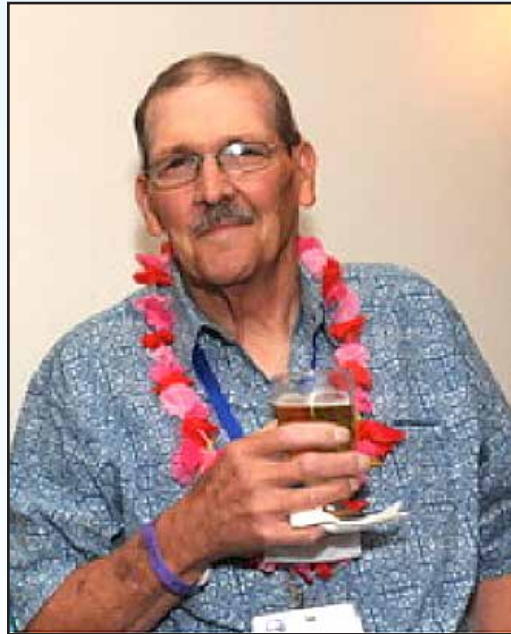
FEBRUARY 25th: VCR build/race Tech Session
Rich/Barb Ippolitis' 908-832-2311
26 Winchester Drive, Califon, NJ

JUNE 4th: Red Mill British Car Day
Red Mill Museum, Clinton, NJ

AUGUST 9-12th: ANNUAL ENCOUNTER (40th Consecutive!!)
The Westin Princeton at Forrestal Village
201 Village Boulevard, Princeton, NJ 08540



FAREWELL JOE PEPE



*Joe camping in a Healey in the 1970's at car races
"Those were the Days"*



It is with a sad heart that we must report that Joe Pepe has passed away.

Joe has been a mainstay of AHSTC since the start of the club. Joe was active in the Philadelphia region, was president of Philadelphia region, AHSTC newsletter editor, and was on the AHSTC board for many years. He help the small start-up club survive in the early years and he helped set the direction to keep the club going for you to enjoy the past 40 years.

Many club members attended his church service on January 17th, to be with a great guy and Dottie his wife and daughter Alexis.

Below is the write up about Joe.

Joseph L. Pepe, 71, of Glenmoore, passed away on Thursday, January 12, 2017 at Paoli Hospital. He was the beloved husband of Dorothy E. Munn Pepe, with whom he shared 45 years of marriage, and his daughter, Alexis Pepe

Born in Coronado, California, he was the son of Helen E. Brezina Pepe and the late Matteo L. Pepe.

Joe was an electronic engineer with GE Aerospace in King of Prussia, for 28 years and the owner/operator of Powder Craft, Inc in Exton for 26 years. He was a long time member of the Austin Healey Sports & Touring Club, owned several cars, possessed varied mechanical skills, was a skier for many years, and enjoyed traveling.

CHARITY AUCTION ENCOUNTER 2017

Article and images provided by Allen Rosenberg

For over 20 years, you the members of AHSTC have been “giving back” and “paying forward” and have donated over \$40,000 to various charities.

At Encounter 2017 in Princeton New Jersey, the charity auction will benefit the Push To Walk organization.

Push To Walk is a non-profit organization that provides individualized workouts and resources to [people with spinal cord injuries, paralysis, and other neurological conditions including, Multiple Sclerosis, traumatic brain injuries, and stroke.](#)

Everyone has or knows someone who has trouble walking, suffers with MS, or is paralyzed from an injury or auto accident. Push To Walk is a New Jersey based organization specifically dedicated to make a difference in the lives of these people.

The PTW approach is a cutting edge technique encompassing what the medical community terms Activity Based Training. Their focus is on helping clients maintain and improve their physical and mental health and allows them to regain their independence.

Currently there are over 50 “clients” attending therapy at the Push To Walk facility. They come once or twice a week (1 hour is about \$ 90.00) and work with 2 trainers at the same time. Remember these people are using a wheelchair and are paralyzed. They need help to get to the equipment and keep their muscles moving.

When I am at the facility seeing the “clients”, it makes me feel very “lucky”! I can get in the Healey (getting out is getting more difficult nowadays) and go for a drive.

Insurance [does not PAY](#) for PT, so Push To Walk sets up a system to help offset the cost of training via donations and charity auctions.

[The money we raise at Encounter 2017 for Push To Walk will go directly to help the clients and sufferers offset the cost of therapy.](#)

Here is the link to Push To Walk so you can learn more about it.

<http://www.pushtowalknj.org/>

So please look over the brochure on the next few pages and consider the following...

- How good it is that you can walk, drive, and feed yourself
- How you feel when you see someone struggling to get around
- How you feel when you have back pain, or leg pain and can't be “yourself”

Then look around your house and find some things that you no longer need and want, to donate those items to the charity auction to help others gain the mobility we take for granted.

Contact Allen Rosenberg to discuss your donations Bigalnj@aol.com 732-742-4642



How We Operate

Push to Walk is a 501(C)3 nonprofit organization. Clients pay an hourly fee for personalized training. These fees do not fully cover operating expenses. The balance is obtained through fundraising activities, grants and donations. Scholarships are also made available to assist those with financial need.

Donate and Join Our Community

Make a donation of any amount at any time. Donations are needed to keep our client-centered service fees as low as possible and obtain the specialized equipment necessary for our clients to continue on their path toward a healthy future without excessive financial burdens.

By joining our "Circle of Friends" you will be helping our clients continue their journey with us and improve their quality of life. To make a donation, go to our website at www.pushtowalknj.org or call 862-200-5848.



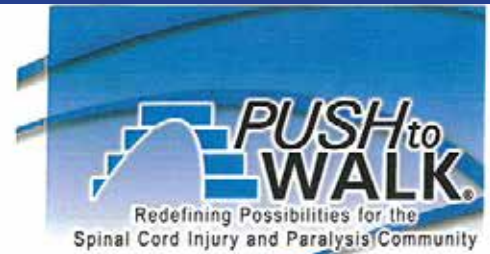
Founders

Push to Walk was founded by people who have been directly impacted by paralysis and understand the physical, psychological, emotional, and financial effects it can have on those who experience such trauma. Darren Templeton sustained a C5 spinal cord injury after diving into shallow water in July 2004. He co-founded the nonprofit with his mother, Cynthia Templeton. Together, they focus on providing the services and environment necessary to help individuals with paralysis live more independent and fulfilling lives.

Push to Walk
100 Bauer Drive
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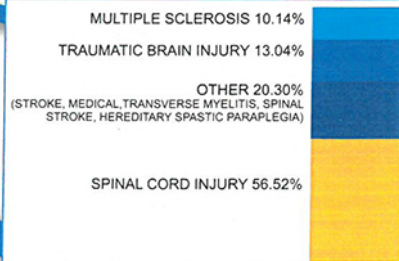
About Push to Walk

Founded in 2007, Push to Walk provides individualized workouts and resources to people with spinal cord injuries and other forms of paralysis to optimize current quality of life and to prepare for future medical advancements. Push to Walk is a unique program in the tri-state area.

We offer specialized activity-based training that supplements physical and occupational therapies. In addition, Push to Walk -

- Provides counseling and resources
- Monitors and supports research affecting the spinal cord injury and paralysis community
- Partners with health care providers, medical professionals, researchers, educators and others to determine how we can best help this community
- Advocates for care and cure
- Fosters a sense of community by organizing activities for clients, families, and friends

Diagnosis Of Clients We Serve



Who We Help and Why

Individuals with spinal cord injuries and other forms of paralysis typically face hundreds of thousands of dollars in medical and rehabilitative expenses. There are few, if any, options after physical and occupational therapy sessions are concluded and insurance benefits are diminished. Push to Walk fills this void.

Ongoing exercise is needed to help prevent or minimize further muscle atrophy and give clients the ability to build their physical strength. This is vital to be eligible for procedures that may be available in the future to help them regain mobility.

"My daughter is not only healthier and stronger but also happier and more self-confident as a result of her one-on-one workouts at Push to Walk."
- S.C., Mother of Client

Promoting Hope

Individuals come to Push to Walk to build a better future for themselves. Our focus is identifying what the client CAN do, with exercises designed to help build strength where needed.

Push to Walk offers a positive environment where individuals work hard, motivated by a dedicated team of professionals and inspired by the successes of their peers.



Building Strength

Push to Walk is about building strength, both physical and emotional. Each client works at his or her own pace and sets goals under the direction of professional trainers while using state-of-the-art equipment not available in traditional gyms. Our trainers hold nationally recognized certifications from the American College of Sports Medicine and the National Academy of Sports Medicine, and participate in continuing education and specialized courses.

"Higher quality of life is the driving force behind all our programs." - Cynthia Templeton, Founder



Improving Health

Our trainers focus on the entire well-being of each client. One-on-one support helps to foster improved health. Our trainers typically strive to help clients -

- Increase their strength and balance
- Improve flexibility and range of motion
- Decrease risk of injury
- Improve circulation
- Improve muscular conditioning

Research has shown that exercise decreases the frequency and severity of most common secondary complications when performed on a regular basis.



Celebrating the 40th Encounter

Austin-Healey Sports & Touring Club
North Jersey Region

Encounter 2017

August 9 - 12, 2017 in Princeton, NJ

(www.AHSTC.org)

ENCOUNTER 40...THE 40TH CONSECUTIVE ENCOUNTER EVENT

Just think that in August 2017, AHSTC will celebrate the 40th consecutive Encounter event. Who thought the AHSTC car event that all members look forward to annually, would be around this long.

This year the North Jersey region will host the Encounter event in Princeton, New Jersey, at the beautiful Westin Hotel and Conference Center in Forrestal Village. It is as centrally located in NJ as you can get with easy access from New England and Canada, Pennsylvania, Capital area, and other Healey points west and south.

The four day event will run August 9-12 so be there Wednesday night for some fun, comradery, and getting prepared for the Thursday morning Road Rallye.

The preliminary event schedule is as follows with many more exciting events & details to follow in *The Flash* each month.

Thursday Aug 10

- Rallye starting at 9:30. The rallye will end at the Grounds For Sculpture for a relaxing break, bathrooms, lunch and, if you are interested...a tour. This place is "one of a kind". Check it out at www.groundsforsculpture.org
- Tech sessions
- Afternoon tour to Hopewell Valley Winery for tastings inside and out plus optional dinner, www.hopewellvalleyvineyards.com

Friday Aug 11

- Gymkhana 9-12 (run for you and your region)
- Self-tour at Grounds For Sculpture
- Ultimate Tech Session- Princeton University Plasma Physics Lab tour 1-3, www.pppl.gov
- Funkhana 4-6
- Individual Car Photo shoot
- BBQ and Awards 6-8
- Charity Auction 8-11

Saturday Aug 12

- Kiddykhana
- Concours Judging
- Popular Car Show 11-3
- Valve Cover Races 12-2
- English Tea 2-3
- Panoramic Photo 3-4
- Cocktail Reception 6-7
- Awards Banquet 7-10

Pre-Registration Special 40th anniversary price: \$40 (Like it was in the early 80s)

Save the Date and Register Now...You can't afford not to be there!!!

For info contact Steve Jekogian @ Stevejekogian1@gmail.com, 201-213-8217, or

AllenRosenberg@bigalnj@aol.com, 732-742-4642.



Austin-Healey Sports & Touring Club
North Jersey Region

Encounter 2017

August 9 - 12, 2017 in Princeton, NJ

(www.AHSTC.org)

Celebrating the 40th Encounter

Last Name _____ First Name _____ Spouse/Guest _____

Street _____ Apt.# _____

City _____ State _____ Zip _____

Phone - Home(____)(____) Cell(____)(____) Is this your 1st Encounter? (Y/N) _____

Attending Children's Names & Ages _____

Region/Club Affiliation _____ E-Mail Address _____

Car(s) You Are Bringing to the Event:

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

Registration Instructions

1. Complete registration form
2. Make check payable to "AHSTC Encounter"
3. Enclose both in an envelope and mail to:
Encounter Registration
c/o Andy Smith
1 Cherry Tree Lane
Chester, NJ 07930
(908) 879-1740 or encounter17@earhlink.net

Registration Fee Includes:

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

Hotel Information

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To reserve: call 800-937-8461 and say "Austin Healey"
or go to AHSTC.org, choose "Events," then "Encounter
2017" and click on the hotel reservation link.

Our special rate of \$119 + taxes per room per night is
only good through 7/26/17.

Concours Information

Contact Steve Jekogian - Stevejekogian1@gmail.com

Expected arrival date: 8/9 8/10 8/11 8/12

Will you need flea market space? Yes / No

Will you need regalia space? Yes / No

Will you need trailer parking? Yes / No



Registration Fees

\$40 if postmarked by June 1, 2017 _____

\$75 if postmarked after June 1, 2017 _____

Extra cars @ \$10 each _____

Extra adults (over 21) @ \$20 each _____

Thu 8/10 Wine Tasting

(limited to 100 people)

___ No. of adults @ \$5 each _____

Fri 8/11 Barbeque

___ No. of adults @ \$20 each _____

___ No. of children 4-12 @ \$10 each _____

___ No. of children under 4 No Charge

Sat 8/12 Awards Banquet

Adults @ \$40 each _____

Chicken ___ Beef ___ Fish ___ Veg ___

Children 4-12 @ \$20 each _____

Chicken ___ Beef ___ Fish ___ Veg ___

Children under 4 No Charge

Chicken ___ Beef ___ Fish ___ Veg ___

Sat 8/12 Pizza Party

Children 4-10 @ \$10 each _____

Tricky Tray Auction Tickets - 7 for \$5 _____

Concours Judging Fee @ \$120/car _____

Event Logo Golf Shirts @ \$28 each _____

Men's sizes

___S ___M ___L ___XL ___2XL ___3XL

Women's sizes

___S ___M ___L ___XL

Total Remittance (US) _____

AUCTION RECAP

SCOTTSDALE, ARIZONA

Article and images provided by John Heffron

For the last 15 years or so, I have been visiting the Scottsdale/Phoenix area in mid-January to attend the car auctions. This is always a highlight trip to kick off the new year and to catch a breather from the East Coast weather. It's also a bell weather week in determining which way the classic car market is headed – up, down, or flat. This year I spent more time at the auctions than ever before. By week's end I was just about exhausted in looking and lusting after beautiful cars from numerous marques and vintages. I highly recommend this annual adventure to all of you. You can easily be overwhelmed by the variety and magnitude of the events. This year there were 6 major auctions in Scottsdale and the emerging Arizona Concours d'Elegance event to immerse oneself in the classic and exotic car hobby. A total of 2900 of the 3486 cars offered were sold for a total of \$259.8 million. Literally I was engaged from 9am to 9pm every day from Sunday 1/15 through Saturday 1/21. Sunday 1/22 was a half day with only 2 auctions remaining (and some bargains to be had).

On **Sunday**, the Arizona Concours was held at the Biltmore Hotel. 85 magnificent cars were on display with a featured theme of Bugatti cars and coachwork by Vignale. This was an interesting event with outstanding cars. It's not Pebble Beach or Amelia, but on par with Radnor Hunt and Greenwich. The grounds of the Biltmore are beautiful but somewhat constricted for the display of the classics presented. A magnificent Bugatti Atlantique won best of show. It was rumored the car was valued between \$30 to \$40+ million. My favorites were a pretty little red Siata, a Cunningham C2 (1 of 3) in USA racing livery, and a striking blue OSCA coupe.



On **Monday**, the auctions begin. Barrett Jackson <http://www.barrett-jackson.com/offered> over 1700 cars from Monday through Sunday including 7 big Healeys and a Bugeye (an additional '57 BN4 was withdrawn). The quality of the Healeys at BJ were all over the map. This is the house that brought the biggest money for BJ8's a few years back with overhyped Kurt Tanner restorations. My understanding is that Tanner no longer restores cars (which may or may not be a good thing). The best Healeys at BJ this year were cars that were restored and or refurbished by John and Robert Wilson of Healey Lane in Oregon. I had the opportunity to inspect all of the Healeys with Robert Wilson which was enlightening. The 3 best cars were :

- a single light Healey Blue BJ8 that the Wilsons brought that sold during prime time on Saturday 1/21 for \$78.1k. This was a nice car that was not fully restored and with a few flaws but Healey Lane's reputation and prime time slot brought all the money..
- A double light BJ8 in dark Jaguar green with a tan interior sold for \$77k on Thursday night. This was an older restoration from Healey Lane that the new owner had driven only 200 miles or so since buying it in 2012. A striking car and a seemingly fair price given its condition.
- An Olde English White 58 BN4 with a hardtop also sold for \$77k on Thursday. Another Healey Lane restoration, this was a beautiful car which reportedly was bought at an earlier BJ auction in Las Vegas for \$41K last year!

In addition,

- A silver 1960 Bugeye from the collection of the late Pebble Beach Concours judge, Gordon Apkar, sold for \$33k. It was a nice, non-original car that was probably sold for 30% more than what it is worth.

The balance of the Healeys at BJ were drivers at best –

- A white BJ8 with about 20 pounds of bondo in the front bonnet and shutlines that indicated it had been hit on the drivers side sold for \$42.9K (39K plus buyers premium).

ARTICLE | Auction Recap

- A blue over white 61 BT7 with similar fit issues sold for \$40.7;
- A BRG BJ8 for \$44K and an OEW 63 BJ7 with really bad door welting sold for \$47.3K.



Barrett Jackson is a spectacle. Its a real life 3 ring circus where you can get caught up in the buzz and get carried away. The cars that sell (95% have no reserves) on Monday, Tuesday and Sunday can be real bargains. A BMW 850i for \$11K, a XK8 Convertible for \$9k, a 71 TR6 for 11K were examples. This is a bucket list event – 1500 cars, hundreds of vendors, and tens of thousands of attendees. You can easily spend days here if the staccato of the auctioneers don't give you a severe headache. I personally spent most of Monday and parts of Tuesday, Thursday, Saturday & Sunday there. I am uncertain that I saw every car during that time but did see every Healey. I even ran into Larry Gersten who was inspecting the single light BJ8 on Saturday! Overall at BJ, 1703 of 1711 cars were sold over 7 days for \$101 million with an average sale price of \$59,323.

On **Monday night**, I was a judge at the Future Classics car show sponsored by ClassicCars.com in Scottsdale. Along with Andy Reid (noted classic car writer), John Saccameno (Owner of Sports & Specialties and Philly region member), John Nikas (Moss Motors) and a half dozen others, we judged over 100 cars, mostly Japanese from the 80's to current. I had never really looked at Japanese cars before other than the 260Z I owned in the 70's. I was impressed with the knowledge, passion and interest of the mostly millennial and younger owners for their cars. Many were customized and all were pristine. The best of show was a late 90's Turbo Supra in very original condition in a very rare (160 cars) color. I think my prejudice for originality surfaced in my judging but I was amazed at the customization and investments made by these future car collectors. There was a best of class winner Nissan GTR that generated 700hp! A little more get up than our Healeys.

Tuesday was the first day for previews at the higher end auction houses that held their auction on Wednesday night, Thursday, Friday, and Saturday. I visited the previews for Bonhams, Worldwide and Russo & Steele as well as returning to Barrett Jackson over the course of Tuesday and Wednesday. On Wednesday afternoon I headed over to Worldwide Auctions, www.worldwide-auctioneers.com, south of Old Town Scottsdale, to view their lots again and attend their first ever auction in Arizona. Of primary interest was a Florida green over OEW 100M owned by Healey concours judge, Jim Smalley. This was probably the nicest Healey in any of the auctions – a beautiful, and



correct example. Worldwide had an estimate range of \$190K to \$240K. I attended the auction on Wednesday night and the car hammered for \$185K (\$203.5k with buyer's premium). In addition to the 100M, worldwide also sold a driver quality Tiger for \$51.7K, a rust bucket 63 E-type OTS barn find for \$58.3K and an assortment of higher end cars. John Lennon's MB230SL hammered for \$225K. Similar to the other higher end auctions (RM, Gooding & Bonhams), the estimates for a majority of the cars were on the high side by about 10 to 20%. I guesstimate that only about 25% of the cars sold hit the estimate range and fewer than 10% exceeded the range in all of these auctions. Worldwide sold 64 of the 82 cars offered for a total of \$11.4 million and average sale price of \$177,816.

Thursday morning 1/19 started out with a seminar on trends in car collecting sponsored by Hagerty at the Penske Auto Museum. A panel including Wayne Carini and Dave Kinney talked about the hot cars in the market and various trends. It was mentioned that most English marques were flat or flattening with the exception of Aston Martins and the best of the best Jags and Healeys. The muscle car market is coming back with huge interest in Shelby Mustangs and the Japanese cars are starting to rise.

I then hopped over to the Bonhams auction <http://www.bonhams.com/scottsdale> which began at 11am. This auction is in its 4th year and was the one of most interest to me. In addition to the 100S, a rare (1 of 12) competition lightweight e-type was being offered. This auction, in my mind, has emerged at offering the most interesting cars to my taste, but is the most frustrating to observe. In lieu of the fast paced, carnival like style employed by Barrett Jackson and Russo & Steele auctioneers, Bonhams employs a very slow methodology with large gaps of silence waiting for additional bids. It seems to take twice as long to auction a car here than anywhere else. I have yet to last through the entire auction as it tends to drag on so long. Nonetheless, the cars are enticing. Amongst the 106 cars available were 5 Aston Martins, 4 Healeys, 19 Ferraris, 6 E-type Jags, 11 Porsches, 3 MG's, a Tiger and a TR7. The cars methodically went on the block, and the first excitement of the day was when the Lightweight Racing E type sold at a record \$6.7 million (\$7.37 million). This was the most expensive car sold at any of the auctions this week. With the exception of the 100S, the Healeys here were relatively mundane.

- A '67 BJ8 in British Racing Green sold for \$56.1 including the buyer's premium. An ok car, but far from a show winner. Bonham estimated \$60-80K
- A '55 BN1 "Lemans" in two tone Black over OEW sold for \$66.6 all in. It was not detailed well and showed a number of paint flaws. Again, far from a show winner but a nice car. Bonham estimated \$80-100K.
- A '61 BT7 in Healey blue with "works" rally trunk, wheels and hardtop restored by the late Tom Rocke of So. Cal did not sell at the high bid of \$72K. This was all the money for this car in that the rear fender paint was a shade off from the rest of the driver's side. A very nice car from 20 feet but on close inspection, a 3+ or best a 2 -. Bonham estimated between \$80-120K



All week the Healey fellows attending were talking about the 100S. This car had the same ownership for 50+ years but had a little hair on it. At one point it had been converted to a Nasty Boy with a big V8. The original engine was lost, but Steve Pike, the noted restorer from Australia, reconstructed a replacement engine and totally restored the car. One of fifty, it was estimated to sell between \$500-\$800K. In numerous discussions, some of us concluded it would go in the low to mid 600's - nowhere near the Jackie Cooper S or the LeMans crashed S. One of the gang discounted the absence of the original engine as a value reducer noting that these were race cars and race cars typically blow up their engines.

After slogging through 67 other cars, the 100S came on stage. The bidding started out at \$300K and quickly

progressed to the mid \$400's. There were a couple of bidders in the crowd and at least one on the phone. I feared that some European would scoop it up sight unseen. The bidding stalled around \$460 and went in \$10k increments until the hammer mercifully came down on a high bid of \$490k (\$539K all in). This was a surprise and in my opinion, a bargain, perhaps one of the best in AZ this year. I mentioned to John Saccameno and John Nikas that the car was had for 2007 money. It was a nice car, not perfect. The new owners will get lots of enjoyment from it and I am sure they will pass it on at a substantial profit when the time comes. Bonhams sold 86 of the 105 cars offered for a total of \$36.3 million (avg \$422,494 skewed by the lightweight jag).



Thursday evening (1/20) saw the beginning of a two evening auction by RM Sothebys, http://rmsothebys.com/digitalcatalogs/2017/AZ17/?_cldee=amhlZmYxMjNAZ21haWwuY29t&recipientid=contact-a33b6417d1bce611833514feb5caa464-092927586e0548fc919ec417ba0300f8&esid=ab92c250-46d4-e611-b779-14feb5caa464&urlid=3, at the Biltmore in Phoenix. I had viewed the cars earlier on an auction tour conducted by Andy Reid and sponsored by Classiccars.com. This auction is one of my favorites as the caliber of cars is exquisite and the auction is conducted in a calm, reserved, yet swift manner. This is the only auction that you have to be a bidder to attend. The preview is free but the actual auction does not allow spectators. Through a little creativity, I gained access to the auctions. In addition to the spectacular Ferraris, Astons, Mercedes, and Jaguars, there were 3 Healeys offered that all sold on Thursday night.

- A late '55 BN1 with a 4 speed in Healey Blue sold at \$82.5k including buyers premium. This was a very nice car with great paint, fit and finish. A solid #2 or 2+ that was estimated to sell between 80-100K

- An OEW/Black '56 100M restored by Tom Colby a few years ago of Speedwell Engineering in California sold for \$165K (\$150 hammer). This was a #2 car also but in my eyes, didn't have the panache of the M that sold at Worldwide for 20% more. The RM estimate was between \$175-\$225K.

- An OEW '60 BN7 that was a former Kurt Tanner restoration. Again, a nice, solid #2 car from its appearance that sold for \$71.5K. RM estimated \$55-\$70k for this car so it was well sold.

In addition to the Healeys, there were some terrific cars sold over the two nights including a magnificent '65 E-type OTS with hardtop in dark opalescent blue that sold for \$308K! It was as nice of a Jag as I have ever seen. Overall, RM sold 142 of 159 cars offered for a total of \$53.7M or an average of \$378,248. This average was skewed by a \$6.6M sale of a '39 Mercedes 540K roadster and 3 Ferraris that sold in excess of \$3 million each.



On Friday morning I headed over to Gooding & Co at Fashion Square near Old Town Scottsdale to preview the cars and observe the two day auction. <http://www.goodingco.com/auction/scottsdale-2017/> This is my favorite venue as the cars are typically fabulous and the auctioneer Charlie Ross is by far the most entertaining auctioneer in the business. His dry wit and English humor makes for a very enjoyable time. Usually there are a couple of Austin Healeys offered but this year there were none. However, there was a beautiful Healey Silverstone auctioned with an estimate between \$250 - \$300K. It stalled in bidding and did not sell at a high bid of \$175K. There were other cars of interest including

ARTICLE | Auction Recap

a 289 Cobra that went for \$1.1 million and a '59 AC Bristol that sold for \$242k. Overall, Gooding sold 105 of 125 cars for \$33.3 million with an average price of \$317,492.

On Friday night, I headed back to the zoo at Barrett. During east coast prime time TV hours, the best cars usually cross the block on Friday & Saturday nights. Cars offered by Justin Bieber, Steven Tyler and other celebrities are typically sold for astronomical numbers. Unlike prior years, there weren't any multimillion dollar sales at BJ. The top sale was a '64 Aston Martin DB5 that sold for \$1.485 million.




Saturday, I returned to Gooding as detailed above and then headed over to Russo & Steele at their new location at the Salt River Fields near the Talking Stick Indian Casino <https://russoandsteele.com/results/>. Russo is a smaller version of Barrett with perhaps a more circus like attitude. It is frenetic and has a mix of all types of cars – some expensive and others dirt cheap. The auction sold 579 of the 778 cars offered from Thursday through Sunday with total sales of \$20.7 million with an average sale price of \$35,720. There were about 20 cars at Russo that I wanted to see. These included an MGTD, a TF, an MGA, a few E types, a Tiger (\$71.5k) and a Cosworth Vega (\$11k), and 2 Healeys:

- A '63 OEW BJ7 that was a former Tanner restoration sold for \$66k. This was a #2- car and it got a decent price.
- A '67 BRG BJ8 that was a #3- or #4 car with terrible paint, worn interior and assorted dings did not sell at a high bid of \$44K. I was not present when it went on the block but the seller and the bidder must have been smoking funny cigarettes! This car was worth \$35k on its best day....

I did not spend as much time this year at Russo but this is the one auction house where bargains can be readily had. In years past I have regretted not bidding on a few gems that went for far below market prices.

By **Sunday**, I can honestly say I was car'd out. I did go back to Barrett Jackson to see what was going for cheap on "bargain day" and have a few bloody marys. Nothing of great interest to me went off except a V12 E type that sold for \$49k and a '62 MGA that sold for a healthy \$28.6k.

So now I am still recovering from an exhausting but enjoyable week. AZ Auction week should be on the bucket list for every classic car enthusiast. I'll keep coming back for as long as I can.

My sense is the Healey market at present is flat at best. That said, the best cars are apt to get premium prices. 

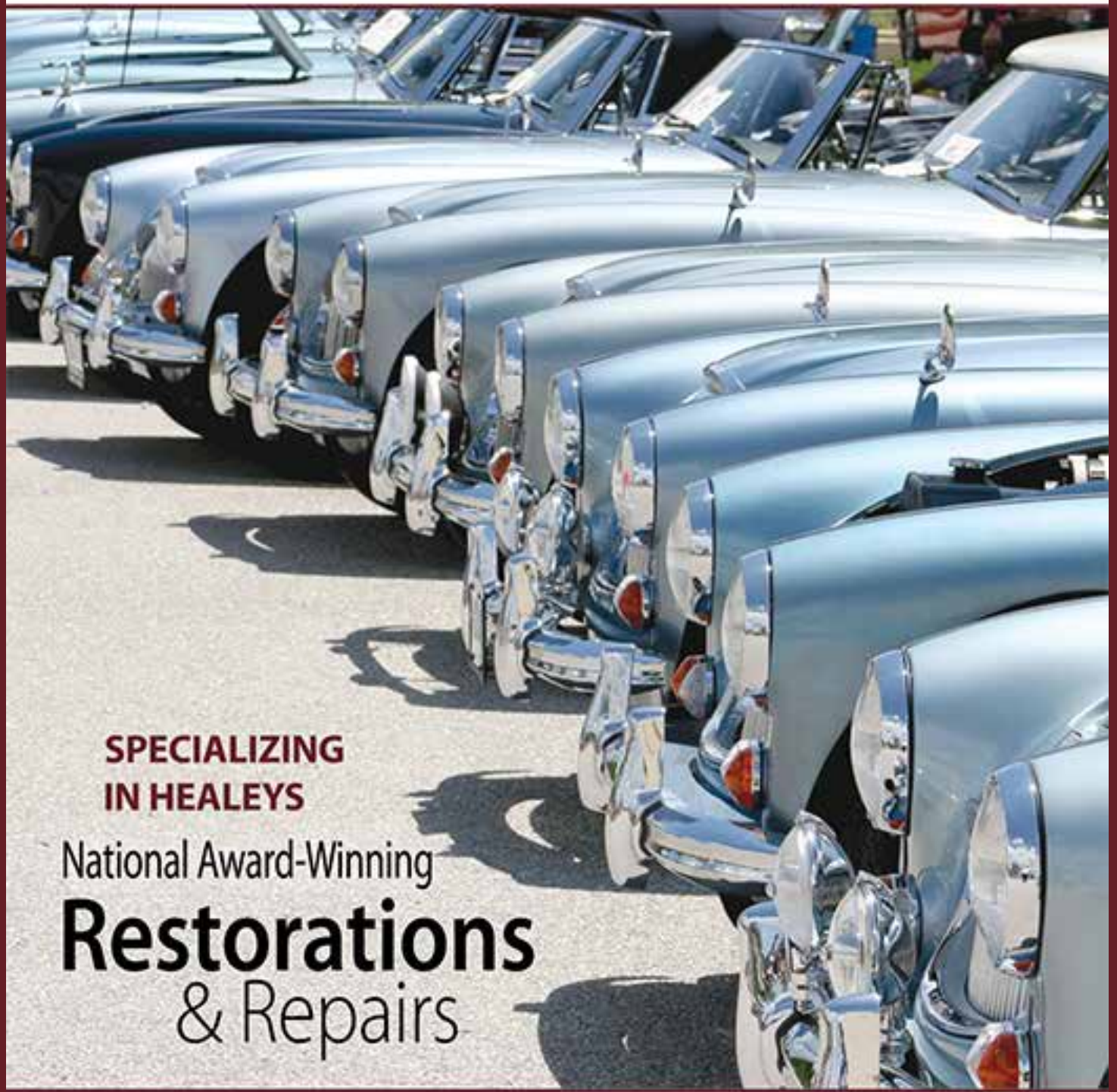




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MEMBERS CORNER

By Rick Brodeur

We have some new members this month.

Long Island; **Eric & Meryl Sussman, Rockville Centre, NY, '62 BT7**

Mark Maguire, King's Park, NY, '65 AN8

North Jersey; **Rudy & Barbara Hyzer, Bernardsville, NJ, '64 AN8**

Frank & Jane Muratore, Holmdel, NJ, '66 BJ8

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed or 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

As events are announced we are posting them to the website.

Encounter 2016 information is on the website.

Region events pages are now for members only.

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 the current and 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.



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LETTERS TO THE EDITOR

WHY I GOT MY HEALEY

Article and images provided by Bob Ott



42.

The nonsensical answer calculated by the supercomputer Deep Thought to the “Ultimate Question of Life, the Universe, and Everything” in Douglas Adams’ book *The Hitchhiker’s Guide to the Galaxy*. For those of you who haven’t read it, buckle up and give it a try. It’s a funny, irreverent, wild-ride of a book.

42 also happens to be the amount of time in years that it took me to realize a love at first sight obsession with Austin Healey “Bugeye” Sprites.

In 1974 I was working part-time at a local auto body shop every day after school. I had absolutely no experience, and was able to get the job largely because my best friend’s uncle owned the shop and they needed someone to do all of the boring, dirty work they didn’t want to do. I spent my days in what seemed like a never-ending cycle of dis-assembly, grinding, and sanding.

Enter a customer with a rusty Bugeye project. I had never heard of a “Bugeye” before let alone seen one and even though this car was more rust than car, I instantly fell in love with the shape. A motor, wheels, seats, curves in all the right places and just a touch of wink-wink-nod-nod mischievous fun. And because I was the “new kid”, the dirty job of dis-assembly and cutting away the rust fell to me.

I cut and ground and cut and ground and because everyone else was too busy to notice - I kept right on going and tried my hand at welding in the replacement panels. Turns out I had a small bit of talent for welding, so when they did notice they let me keep going. I gained a lot of valuable hands-on experience with this car.

Fast forward through 42 years of life with cars like a 1967 Austin America, 1975 Chevy Monte Carlo (the dating years), 1967 MGB GT, 1982 Fiat Spider 2000, and a 2002 MINI Copper S (still my daily driver), a wonderful wife, two beautiful daughters, four fantastic grandchildren, and I finally have the opportunity to purchase my first Bugeye.

While it may not be the ultimate answer to life, the universe, and everything – I have finally realized a lifelong desire to own (or more appropriately – steward) an Austin Healey “Bugeye” Sprite through its next couple of decades of existence.

It was...“Love at First Sprite”.



HEALEY PARTS DOWN UNDER

Article and images provided by Kim & Charles de Bourbon

Kilmartin Automotive Sheetmetal Pty. Ltd.
Kilmartin, Australia



Posing with a Kilmartin custom chassis for a BN1 100-4 with adjustable front shock mounts, from left, are employee John Strick, co-owner John Kilmartin and general foreman Gordon Hicks.

Editor's Note: On a recent vacation to Australia, Charles and Kim de Bourbon stopped in for a visit to Kilmartin Automotive Sheetmetal, precision fabricator of replacement panels, parts and chassis for Austin-Healey and other British classics.

Deliberately unimpressive on the outside, Kilmartin Automotive Sheetmetal is tucked away in a nondescript building in an industrial section of Ballarat, a good-size city located an hour and a half west of Melbourne.

Nothing on the outside of the place suggests the brilliant work going on inside, where brothers John and Greg Kilmartin and general foreman Gordon Hicks keep a shop spilling over with presses, benders, rollers, hammers, shears and stacks of sheet metal forms, handmade jigs and wooden templates.

More than 600 Austin-Healey panels and parts are made here, with another 100 specialty parts made for the 100S alone. They ship products direct to car restorers around the world, and also through Moss Motors. (If you've ever received a panel with a "KAS – Made in Australia" label, it's come from Kilmartin.)

Although KAS fabricates everything from tonneau brackets to rocker panels and seat backs, the pride of the shop is a full range of replacement chassis for the Healey.

Over the years, the Kilmartins have invested hundreds of hours developing the machine jigs and techniques to not only replicate the original Healey chassis, but invisibly improve upon it with a number of custom options.

"Our unique chassis has a center 'web' we developed," says John. "It gives them beam strength." As designed, the original box chassis tends to flex over time, he says. The KAS "V" web consists of three triangles

hidden within each rail, preventing the flex and helping the recapture that “new” feeling in the restored car.

“It helps a lot with Healey scuttle shake, and improves cornering and handling,” he says.

Other chassis options include adjustable shock mounts that make front wheel setup and alterations easier.

The chassis-building business is growing, John says, and in November-December KAS was shipping one or two a week. “Lots of them are going to the States,” John said, and their European distributor located in Holland just took four.

Building the chassis and other parts to exacting dimensions has long been the goal at KAS, so as the slogan on their website says, “No more compromises for the restorer.”

“It’s one thing to have all the bits,” John says. “It’s another to have it put together so everything fits.” And as he notes, “very few panels of these cars that are flat,” and making bonnet skins and body panels to fit is quite a detailed operation.

One advancement that has improved both the speed and accuracy of production is computer-assisted design (CAD) software, which enables Greg Kilmartin to be extremely precise when engineering or duplicating a part.

Using the CAD system, Greg now can take advantage of laser technology, emailing drawings to a Melbourne company to have Kilmartin parts precision-cut from sheet metal or other stock.

“Every one is exactly the same,” notes general foreman Gordon Hicks, who has been with the Kilmartins for almost 30 years, since he joined them in 1988 as an apprentice. “It saves a lot of time, and they can do a 24-hour turnaround if necessary.”

But, as Gordon says, “There’s still a lot of handwork involved in what we do.”

With a batch of the cut blanks returned, KAS does all the pressing and bending in shop, producing up to 10 final pieces in one go for efficiency, depending on how many are needed to fill orders or replace depleted stock. Excess blanks are stored for future production, since space is at a premium and the flat pieces store easier.

Chassis components are also laser-cut then returned to the shop for pressing and assembly. The chassis rails are fabricated with welded top and bottom seams for strength, and are not just “cut and shut” pieces of rectangular hollow structural steel.



The shop also has fabricated a lot of its own fabrication equipment, such as a press which puts the dimples in a Healey Jensen sill cover, and one which cuts and forms bonnet louvers in one stroke.

John notes that as Healey 100s have escalated in value, they are seeing a lot of 100-4s being turned into 100M and 100S look-alikes. To that end, customers can buy a new louvered bonnet from KAS, or can ship their own bonnet and the shop will put louvers in it to 100M or 100S specs.

Kilmartin markets its body panels as being quick and easy to fit, covering almost every rust repair required. But it makes and stock a wide range of other Healey parts as well — some of the newest are seat belt mounting plates, spare wheel leather strap assemblies for the BN6 and BN7, tow hooks, front scuttle top panels, and accelerator relay shafts.

At the time of our visit, John was finalizing the design of new tube frame sets for Healey seats, which he said should be available later this year.

How did KAS get started? Like a lot of British car shops, it all began as a hobby, back in the early 1970s when John purchased his first MGA in need of a rebuild. He got help and advice from two uncles — one who worked building bus bodies and the other who worked as a “panel beater,” what we in the States call an auto body technician.

John accumulated some sheet metal machines and started producing parts at home for MGs and for Healeys after Greg acquired a rusty Austin Healey 3000.

By the early 1980s, John had built up a range of products and started showing them to British car part resellers in Australia. Greg, a cash register technician, joined his brother in 1984 after his company overnight went from making electromechanical machines to digital.

The brothers joined up with Moss Motors and other export contacts a year later as they started expanding their range of products. Just a few years ago, a customer from the Netherlands approached them with the idea of distributing their products, and now heads up KAS Europe.

And now, after more than 30 years in business, Kilmartin sells nearly 1,000 parts for Healeys, MGs and Triumphs. It has three full-time and two part-time workers in the shop, and is proud to have hosted visits from three men with deep connections to the Donald Healey Motor Company: Healey sons Geoff, the company’s chief engineer, and Brian, the sales manager; and Roger Menadue, the chief engineer in charge of Healey’s racing, rally and experimental cars.

“We’ve tried to do it right,” says John. “You’ve got to be accurate.” 🇬🇧



WHAT SAY YOU!

BELOW IS A LIST OF TERMS USED IN THE UNITED KINGDOM RELATED TO PARTS AND FUNCTIONS OF THE AUTOMOBILE. SEE IF YOU CAN CORRECTLY MATCH THEM WITH THE AMERICAN TERMS BY PLACING THE CORRECT ANSWER, BY NUMBER, IN THE SPACES PROVIDED. THE WINNER WILL BE DETERMINED BY THE LEAST AMOUNT OF INCORRECT ANSWERS. GOOD LUCK! (P.S. EACH OF THE NUMBERS WILL BE USED ONLY ONCE).

CONTROL BOX	_____	TRACK ROD	_____
BONNET	_____	BOOT	_____
RENEW	_____	WING	_____
NAVE PLATE	_____	BACKLIGHT	_____
SCUTTLE	_____	WINDSCREEN	_____
GEAR BOX	_____	DYNAMO	_____
COMMISSION NUMBER	_____	STUB AXLE	_____
PETROL PUMP	_____	PROPELLER SHAFT	_____
WHISH BONES	_____	GUDGEON PIN	_____
INLET VALVE	_____	OIL SUMP	_____
INDUCTION MANIFOLD	_____	CORE PLUG	_____
SILENCER	_____	NEAR SIDE	_____
FAR SIDE	_____	OFF SIDE	_____
DAMPERS	_____	RUNNING IN	_____
HYDRAULIC PIPE	_____	TOP UP	_____
TYRE	_____	SPARKING PLUG	_____
SEDIMENT BOWL	_____	REFIT	_____
WHEEL INTERCHANGING	_____	HOOD	_____
TAPPETS	_____	ROCKER BOX	_____
DRIVEN PLATE	_____	CLUTCH COVER	_____
RELEASE BEARING	_____	SPIDER & CUPS	_____
BRAKE DISC	_____	SPIGOT BEARING	_____
SELECTOR FORK	_____	LAY SHAFT	_____
SYNCHRO CONE	_____	CROWN WHEEL	_____
SUN WHEEL	_____	SPANNER	_____
CARBURETTER CHOKE	_____	SQUAB	_____
SLOW RUNNING JET	_____	DIPPER SWITCH	_____
VOLUME CONTROL SCREW	_____	TRAFFICATOR	_____
TRACK ADJUSTMENT	_____	BRAKE SERVO	_____
RELAY LEVER	_____	THROWER RING	_____
COTTERS	_____	SPLIT PIN	_____
SPRING WASHER	_____	FACIA PANEL	_____
GEARBOX COWL	_____		

- | | | |
|------------------------|-------------------------|----------------------|
| 1. VIN NUMBER | 2. TRANSMISSION | 3. INTAKE VALVE |
| 4. A FRAMES | 5. MUFFLER | 6. HOOD |
| 7. RIGHT SIDE | 8. OIL PAN | 9. LIFTERS |
| 10. BREAK IN | 11. SHOCKS | 12. REPLACE |
| 13. THROW OUT BEARING | 14. DIFFERENTIAL GEAR | 15. VALVE KEEPERS |
| 16. IDLE SET | 17. TRANSMISSION TUNNEL | 18. LOCK WASHER |
| 19. SEAT BACK | 20. TRUNK | 21. ROOF |
| 22. STEERING KNUCKLE | 23. DRIVE SHAFT | 24. INTAKE MANIFOLD |
| 25. REAR WINDOW | 26. LEFT SIDE | 27. TIE ROD |
| 28. BRAKE LINE | 29. FILL | 30. SPARK PLUG |
| 31. ROTOR | 32. PRESSURE PLATE | 33. RING GEAR |
| 34. PILOT BUSHING | 35. FUEL BOWL | 36. WRENCH |
| 37. HEADLIGHT DIMMER | 38. POWER BOOSTER | 39. MIXTURE ADJUSTER |
| 40. DASHBOARD | 41. COTTER PIN | 42. FENDER |
| 43. VOLTAGE REGULATOR | 44. WINDSHIELD | 45. HUB CAP |
| 46. PISTON PIN | 47. FUEL PUMP | 48. RIGHT SIDE |
| 49. FREEZE OUT PLUG | 50. REPLACE | 51. TIRE |
| 52. TIRE ROTATION | 53. VALVE COVER | 54. U-JOINT |
| 55. CLUTCH DISC | 56. SYNCHRONIZING RING | 57. COUNTER SHAFT |
| 58. TURN SIGNAL SWITCH | 59. FRONT END ALIGNMENT | 60. OIL SLINGER |
| 61. IDLER ARM | 62. GENERATOR | 63. CARB VENTURI |
| 64. SHIFT FORK | 65. FIREWALL | |



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For Sale / Wanted

1958 Austin Healey Mark I – AN5 for Sale \$25,000

For someone looking for a Austin Healey AN5 Bug Eye Sprite this is the car for you. This Olde English White car HAN5-L/2149 has all of the upgrades one could want. This Arizona car was restored by Sport & Specialty, Durand, IL. The Victoria British wiring and interior (red) were installed by the previous owner. Since I have owned the car additional parts were purchased to complete the restoration. This work as well as routine repairs and maintenance have been performed by K&T Vintage Sports Cars.

The car has the following:

- Restored 1275 cc engine. (Less than 1,000 miles)
- Rivergate 5 speed conversion kit for Nissan transmission.
- Front wheel disc brakes.
- Wire wheels.
- Moto-Lito steering wheel.
- New convertible black top.
- New side curtains with bag
- British Motor Industry Heritage Trust Certificate.
- Air pump, tool kit and shop manual.
- California car cover.
- Pennsylvania Title
- Before and after restoration pictures and invoices.

The car runs great. Additional pictures are available upon request. Contact me at 610-867-6955 or e mail me at agkunkle@aol.com.

In the most recent issue of Sports Car Market Pocket Price Guide the median value of a Sprite Mk I (Bugeye/Frogeye is \$20,700 and the high sale \$48,400.

Call Gerry Kunkle 610 867 6955 or e mail him at agkunkle@aol.com.



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Bugeye Project car frame motor, trans, rear, lots of parts for restoration or racing. Rust in the usual places
Photos available PA title First bottle of Gray Goose takes it
stevejekogian1@gmail.com



Sprite seats

1965 to 68 I think

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stevejekogian1@gmail.com

BUSINESS

For Sale / Wanted

1966 AH 3000MKIII restored in 2000 garage kept by owner for 30 years. Heritage leather Interior, New aluminum radiator, chrome WW and new tires
Contact Ken Beck at K&T Vintage-- kenbeck@rcn.com





The Austin-Healey Sports & Touring Club

MEMBERSHIP APPLICATION

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

YOUR NAME: _____
(first) (mi) (last)

SPOUSE NAME: _____
(or other members at this address)

STREET/PO BOX: _____ APT _____

CITY/COUNTRY: _____ STATE: _____ ZIP+4: _____

HEALEY(s) OWNED

Year Serial Number

6 7 H B J 8 L 3 4 5 6 7
(Example for a 1967 3000 MK3)

Member Information

Primary Phone - -
Alternate Phone - -
Email _____
Other Healey Club(s):
 AHC USA
 AHC of America
 Other _____
Occupation _____

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

How did you hear about AHSTC? _____

When Healey-Related organizations request our mailing list, can we include your name? YES NO
Can we include your address and phone in membership lists distributed to our general membership? YES NO

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

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

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

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

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

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for Location

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CONTRIBUTIONS

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

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

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

CONTRIBUTING EDITORS

Send contributions and ads to Steve Jekogian stevejekogian1@gmail.com

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