

The *FLASH*



NOVEMBER 2018 | ISSUE 487

WINTER

SLUMBER



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

NOVEMBER • 2018

CONTENTS

- 3 CLUB | *Editor • What's In The Flash*
- 4 REGION | *Harrisburg*
- 7 REGION | *Philadelphia*
- 8 REGION | *Brandywine*
- 9 REGION | *Long Island*
- 10 REGION | *North Jersey*
- 13 REGION | *Lehigh Valley*
- 15 CLUB | *Letters to the Editor 1*
- 17 CLUB | *Letters to the Editor 2*
- 18 TECH | *Seat Stuck*
- 20 CLUB | *Encounter Sponsors*
- 21 BUSINESS | *Classifieds*
- 30 CLUB | *Membership Application*
- 31 CLUB | *Directory*

HYPERLINKS ARE ACTIVE
THROUGHOUT THE FLASH.



THE FLASH

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ON THE COVER
A HEALEY GETTING AN "UPGRADE"
AT K&T VINTAGE SPORTS CARS

What's In The Flash

Steve Jekogian

November is the last issue in 2018 and as we put the “Healey(s) down for the winter we can remember all the fun and great times throughout the year.

The end of 2018 is also the end of Ray Donovan’s AHSTC presidency. Ray has lead the club for the past 8 years. He took over the presidency in 2010, and has done a fantastic job.

Ray’s outgoing personality and “can get it done” approach made him a great President and he accomplished a lot for the club. While Ray oversaw AHSTC he also ran a successful business which took a lot of his time. Eight years is a long time for a club like AHSTC. A lot changes in that time frame as membership declines and then grows, regions ebb and flow, and Encounters come and go.

Ray was President and help develop the idea of a joint AHSTC Encounter and AHCA Conclave event called Enclave in Gettysburg. It was one of the largest East Coast Healey events in 10 or 20 years, with 600 people, 240 cars, and a lot of new friends.

Ray gave his fair well speech at Encounter and while a bit tearful he was thankful to the club members for all the help, encouragement, friendships and support they gave him over the years.

While the club members were great he said the Board members were instrumental in keeping the club on a solid footing.

John Heffron will take over as President of AHSTC in January and will be the 8th president of the club. John has been the Philadelphia Region president and led many club initiatives

(Donald Healey Memorial Fund) and the successful Enclave event as well.

We also have put in place a new board position which is club Vice President and it will Steve Feld who is currently President of the North Jersey Region.

In the clubs 40 plus years existence there have been just 8 Presidents(one person twice) and Ray joins that group and the members should be thankful for his time and devotion to the Club, the marque and the members.

Ray thank you from all the members.

AHSTC Past Presidents

John Morrison	1976-1982
George Null	1983-1985
Mike Haran	1986-1989
John Morrison	1990-1994
Don Schneider	1995-2001
Steve Jekogian	2002-2009
Ray Donovan	2010-2018

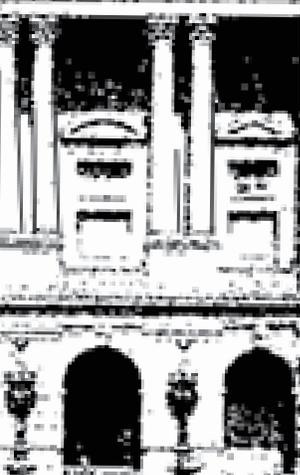
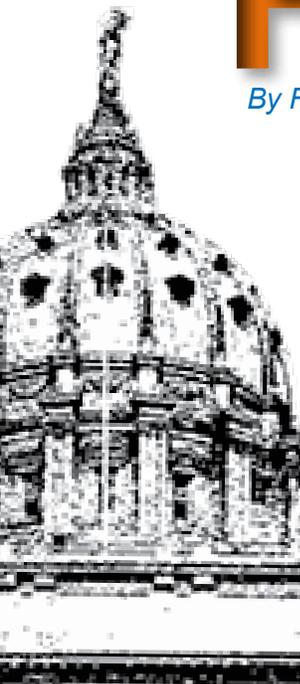


Incoming President John Heffron (left) presenting Ray Donovan with award for his contribution as AHSTC President.



HARRISBURG REGION

By Fred Bennett • Photos by Sonya Bennett



A Final Encounter “Thank You!” From Joe

I want to thank all of you who came out to help the Harrisburg Region celebrate our forty-first Encounter. We had beautiful weather and there were no complaints about changing the dates from August to September, which allowed us to get a beautiful resort hotel at off season rates and bypassing 90 degree temperatures. The Hilton Hotel was a remarkable venue and the staff was exceptionally polite and helpful to making our stay pleasant. Even though the number of participants was somewhat down this year, we still managed to attract over 70 registrations, albeit some where there for one day only.

I would also like to thank the Harrisburg team, who worked hard planning and executing the weekend. The Rally by Scott and Liz Brockman was one of the best, with easy to follow directions and absolutely beautiful driving roads. Mary Ann Waltz had everything under control and made registering a quick and easy process. Flora Schneider practically manned the Regalia room herself for the entire three days. Del Border put on his usual successful Gymkhana at the Harley Davidson dealership a mile or two from the hotel. Priscilla was behind the scenes handling the finances and working the charity auction. Tim Plesz wooed our sponsors to dig deep into their pockets to sponsor our complimentary trip to Wheatland, the home of President Buchanan, and many of our other events. Shawn and Tammi Miller stepped up to the microphone in Amish attire as Jakie and Emma to raise funds for this year’s charity the Paralyzed Veterans Association of Pennsylvania. Fred and Sonya Bennett designed and oversaw the course for the Funkhanna, with Shawn and Tammi’s assistance. Don Schneider and his team judged two cars for Concurs. Thanks also to our veterans Jim and Linda Cox our Valve Cover Race hosts in keeping records of winners and wannabe winners to determine the final results. Fred Sherk, our resident PGA Pro, hosted a five team golf tournament on the hotel’s private seven hole course and set up the field on Saturday for the Popular Car Show.

There are two basic ways to eat a piece of cake- the icing first or the icing last. I like to save the icing for last, for it is the best. Thus, I’ve saved the best for last to give an especially big and grateful thanks to Bob Preston our Encounter Chairman for 2018. Bob Preston, Encounter after Encounter for over 20 years, pulls all the thousands of details together, even down to having soap and water to wash our cars for the car show! He’s there from early Wednesday to late Sunday, ensuring all of us have a good time. Pam is certainly included in the kudos, as she’s with Bob all the way.



Bob & Pam Preston

HERSHEY MEET WEEK

Considering the awful, rainy and hot weather we’ve had in the mid-state this year, Hershey Week turned out rather good. After a little early morning rain on Saturday, things cleared off for the Car Show. Fred Sherk and Jim Cox won Preservation Awards at the Hershey Meet- Fred

for his 3000, and Jim for his BMW 325i. Both cars have already won their Junior and Senior Awards at past meets.

Most interesting though, was Fred's experience having his Big Healey judged by some middle-schoolers from the Hagerty Insurance program. Fred reports that "... Hagerty has a judging program for kids. Two Middle school students, Jesse and Amy, chaperoned by a Hagerty Staff member, Brett, judged my car against all other types of cars on the field- Cadillacs, Chevys, etc. I am not sure but I think Brett said they were going to judge about ten cars. About two hours later they returned and gave me a third place ribbon, which I proudly displayed on the car.

"The kids were really into it and asked good questions about the car, such as weight, horsepower, mileage, originality etc. I did not know that the judging actually gave out awards, so it was a real surprise. I think I may have helped my chances by letting them each sit behind the wheel to see if their feet reached the pedals, explaining the gauges, and showing them how to start the car. It was a neat experience."



Group Shot Outside Fiddler's

FALL TOUR

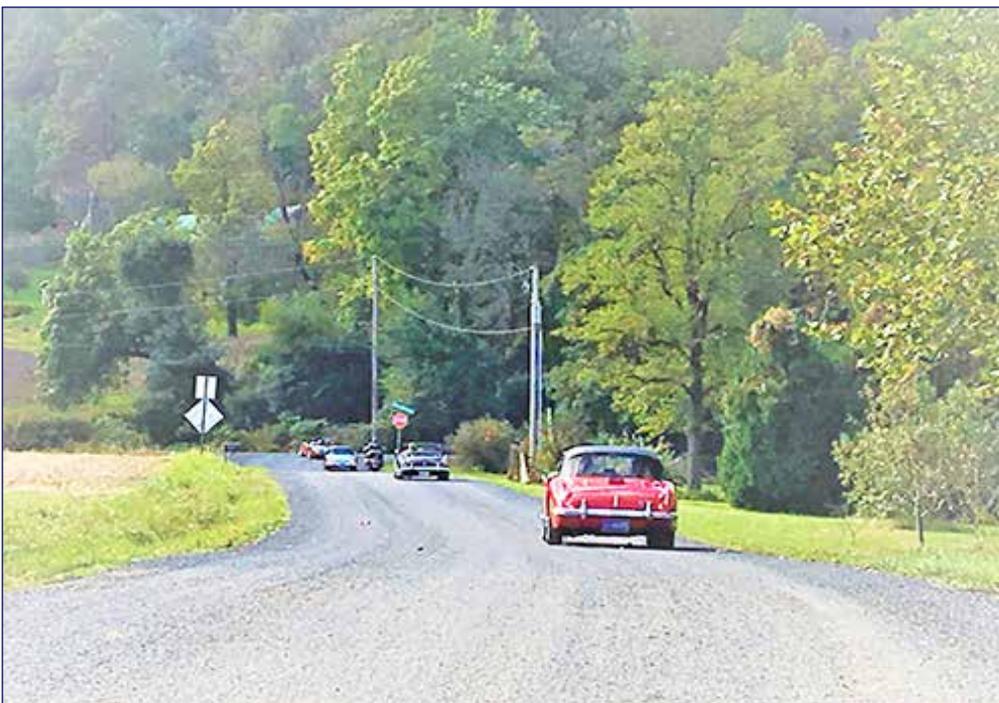
Photos by Sonya Bennett

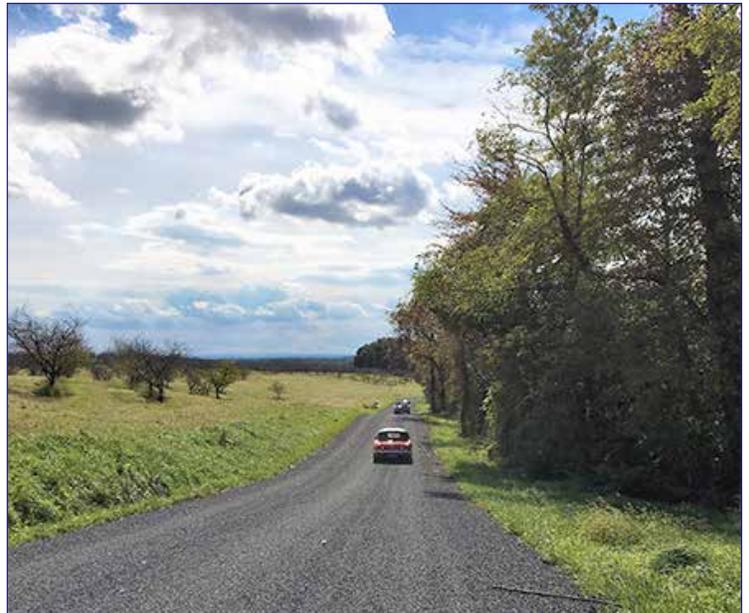
Four Big Healeys, one Bugeye, a Harley Davidson motorcycle, and two "support" vehicles participated in the Harrisburg Region's annual Fall Tour held on Saturday, October 20th in Cumberland and Franklin counties.

According to long-standing custom, the drive was organized and led by Liz and Scott Brockman. Despite

dire weather forecasts throughout the preceding week, Saturday turned out to be a near-perfect fall day, with temperatures rising into the low sixties and the sun peeking through puffy clouds against a deep blue sky. The only negative was that fall had apparently decided not to arrive- the foliage looked more like August than October.

We began our journey at the McDonald's in Bowmansdale. The Brockmans laid out a beautiful course, with numerous twists and turns and switchbacks across sparkling streams and gorgeous vistas of Pennsylvania farmland and mountains. At the halfway point, we stopped at Peter's Orchards and stocked up on freshly picked apples. Normally, we would





have purchased pumpkins as well for our Annual Pumpkin Roll at the Brockman's, but the previous night's rain had rendered the steep field of battle too slick for safe pumpkin smashing. Instead, our final destination was Fiddler's Restaurant and Pub in Carlisle, where we enjoyed panoramic views of the golf course and a fine lunch.

Joe held a brief meeting, during which the current Harrisburg regional officers were re-nominated to serve during 2019. They are **Joe Spear- President; Scott Brockman- Vice-President; Priscilla Hooper- Treasurer; and Fred Bennett- Flash Editor**. The final vote will be held at the Awards Banquet on November 3rd.

Important Reminder: Sign up for the Progressive Dinner in December! Joe will be emailing the final details soon.

A FINAL EXHAUST NOTE

“The Loneliness of the Winter Healey Driver”

*Winter is a comin' and the weather's turnin' cold.
Better check your heater! Are its hoses dry and old?
What about that crusty top you've stowed away so long?
The rotten thing has probably shrunk- good luck getting it on!
The battery needs tending and the tires have lost air.
And while you're checking all that out, please, don't forget the spare.
You'll need a piece of cardboard to cover up the grille,
And some Sta-bil in the gas tank, next time you go to fill.
Be sure to stow a thermos and some blankets behind the seats,
To keep you warm and comfy from your head down to your feet.
A winter's drive is just the thing to chase those blues away,
So fire up the Healey and go hit the road today!*

P.S. Look for an e-flash sometime in January announcing the details of our 2019 Frostbite Tour.



PHILADELPHIA

REGION



The leaves are falling, the temperature is dropping, and soon the Healeys will sleep for a few months. In the meantime, we had one small tech session on October 7, at Leo Kob's house to work on Marty's 3000. We had to reassemble the front windshield with newly chromed surround parts. While putting it together, we found that some of Moss' replacement pieces were not exactly fitting perfectly. Luckily, Leo still had some old parts that we were able to clean up and interchange into the car.

We installed the windshield to the uprights on the car, and tied it all together. The car now looks like a legitimate 3000. We moved on to replacing the rear spring hangers with towhooks. We removed the old Nylock nuts and lowered the springs using jackstands to reposition the towing plates. Note to self: Must remember that all the new Nylock nuts must be finethreaded as coarse ones do not go on no matter how hard you try.

We finally moved on to installing the newly chromed rear bumper. We had to remove the old license plate bracket from the prior bumper and do some drilling and grinding to get it to fit onto the new bumper. By that time it was late in the day, and we called it a day.

On Saturday, October 13, Dave Siwa and I waited until about 10:30 because of rain to go Peddler's Village in Lahaska attending the Brits at the Village. On the drive up, we were surprised by traffic jams of parents and young children picking out pumpkins. Since they were in the field with their cars, when they left, we had to traverse a trail of mud on the roads. When we finally arrived, we put the cars on display. There were about 60-70 cars there, including three big Healeys, owned by Dave, Ed Szathmary, and I. As for Sprites, there were two, one owned by Mike Raupp, his Bugeye. The rains did hold off, but it was a chilly day.

Upcoming events include the Christmas Party on Saturday, December 1, at Sandi and John's home. We will be holding a few tech sessions between now and the end of the year, which I will send notices out about.



Brandywine

REGION

The annual Brandywine Picnic was held on Saturday, Sept. 29th, one week earlier than usual. The following weekend Dave Ehret and Pete Roberts participated in the American British Reliability Run (see Pete's write up below).

After almost a month of rain, we were very fortunate to have a beautiful sunny fall day for the picnic. A highlight of our Brandywine Picnic has become chef Andrew Leser's "fall off the bone" baby back smoked ribs. Smoking started at 7 am Saturday and the ribs were ready about 1 pm. As in previous years, the ribs were excellent! With everyone bringing something to the picnic (appetizers, salads, desserts) food was plentiful and delicious. A variety of beer and wine kept everyone free of thirst.

A total of 20 Brandywiners, five BJ8's, one Bugeye Sprite, and a Jaguar came to enjoy the day. Picnic attendees were: Dave and Ann Ehret; Katie, Tom, Leah, and Claire Coletti; Chuck and Sue Ott; Pete Roberts and Dee Caffrey; Jim Martin; Rich Hinterleiter; Buzz and Paula Marshall; Jeff and Lisa Lanno; Roger Bono; Ernie, Joan, and Andrew Leser.

Dave Ehret and Pete Roberts participated in the 2018 American British Reliability Run in Dave's BJ8. This is a 600+ mile spirited drive which raises money for non profits. The 28 British cars only (any year) generated about \$45,000 which will be going to the Shriners Hospitals for Children. The highlight of this three day event for us, which went through NJ, NY, and PA, was 3 laps around both Lime Rock Park and Watkins Glen race tracks. Low speed, in line, no passing but great fun! The leaves were turning in NY and the drive through Harriman State Park, across the Bear Mountain bridge, and along Lake Seneca was beautiful. We're looking forward to see what next year's route will be. Check out the ABRR PA web site for lots of pictures.



FUTURE EVENTS

November, Thursday 15th, 7 pm. Annual Election. Stoney's British Pub, Concord Pike (rt.202), Wilmington., DE.

December, Saturday 8th, 6 pm. Christmas Party. The Lanno residence, 1499 Bethel Road, Garnet Valley, PA. RSVP to Lisa by December 1st (610-496-5742).

January, Thursday 17th, 7 pm. Events Planning. Mad Mac's restaurant, rt. 896, Newark, DE.



Long Island

REGION

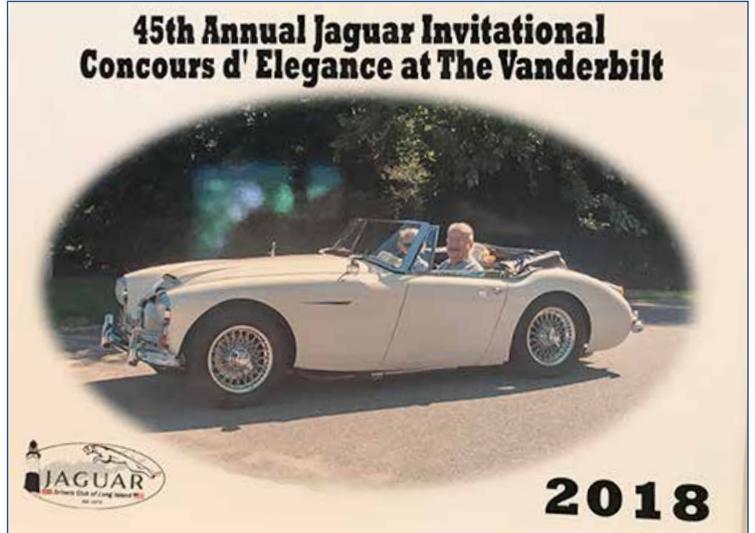
Last month's article covered the Encounter in Lancaster, PA. Coverage of September's Vanderbilt Concours was not included. It turns out that Gregg and Pat Kalmar went solo, taking over that role from Scott Greenfield. Gregg's BJ8 won second in class (non-Jaguars). Congratulations, Gregg! See photo.

Now for a post-Encounter follow-up: Mike Haran, bidding for his son-in-law Lucas, won the bomber flight I had donated to the charity auction. Lucas graciously offered to take me along so I joined him and his friend. Unfortunately, the curse of White Plains, or more precisely Westchester County Airport, was in force. The weather was socked in, and the iconic aircraft don't fly in IFR (Instrument Flight Rule) conditions. Not that they can't if they have to but it's safer not to. Besides, what fun would it be?

At the Scottish Games, Gregg Kalmar discovered he had no brake lights while queueing up to leave. The driver in the car behind him made him aware of it. Someone suggested turning the lights on. Viola! He had brake lights! But why? It turns out that one of the wires to the terminal on the stop light switch had broken off but with the lights on, current leaked to the stop light switch. Reattaching the wire has now solved his problem more reliably.

Recently a neighbor gave us a Little Tykes Cozy Coupe they no longer needed. My two year-old grandson is very taken with it. He loves to climb in and out of it, and to turn the steering wheel madly. Grandpa couldn't resist putting an AH emblem up front and how could I refrain from taking a photo? It does look like the young man needs a wheel alignment.

There is no Flash for the month of December. Hooray! There are only 11 issues per year.



The Kalmar's BJ8



Grounded Fliers



Owen says hello!



North Jersey

By George Crombie



Fall Fest fell on Sunday, September 30th this year, and was held in Morristown, NJ at Fosterfields Park, and hosted by the NJ Triumph Register. Attendance was down a bit (approximately 70 vehicles), which was understandable, due to rather iffy weather, as well as being held in a new venue. The following members braved the forecast and ventured out on what turned out to be a rather pleasant Sunday: Allen Rosenberg, 1st place in Austin-Healey 100; Andy & Martha Smith, 1st place in BT7; Steve & Lynn Jekogian, 1st place BJ8; Bill & Meg Kaltnecker, 2nd place in BJ8; Jim Vollmuth, 3rd place in BJ8; and George Crombie, 1st place in the Sprite class. Also attending were John Moore, Mk II Jaguar; Bill Smith, TR6; Frank Muratore, 2nd place in TR3A; and Ralph Scarfogliero, 2nd in MGA (Modified) with his Jaguar V-12 powered MGA. Steve Feld also made an appearance in his BT7, although he strategically waited until after the voting before venturing onto the show field. Allen also garnered "Diamond in the Rough".

The following weekend, October 5th, 6th, and 7th had a couple of club locals



(Steve Jekogian & Steve Feld) meet up with a number of other LBCs at the Quality Inn on Route 46 in Ledgewood, NJ to partake in this year's American British Reliability Run (ABRR). This year's Run started about 8:00 am on Friday, and continued until about noon on Sunday and covered around 632 miles (including stops at Lime Rock, CT and Watkins Glen, NY) for track time, before returning to New Jersey. Our intrepid duo, piloting "Healey for Good" (Steve Jekogian's BJ8), took top honors for their fundraising efforts by collecting in excess of \$5000 to benefit the Shriners Wheels for Love charity. Way to go, guys, and congratulations! Rumor has it that it was a wet weekend; ask them about it when you see them! Snorkels, anyone?

The monthly club meeting on October 9th saw an even dozen members show up at Charlie Brown's in Chatham, where Steve Jekogian entertained the masses with his recap of the ABRR. Joining Steve were Art Herkomer, Tom Mulligan, Ralph Scarfogliero, Ian & Sue Kessen, Ernie & Marion Marateo, Allen Rosenberg, Bob Jankowitz, Lynn Jekogian, and George Crombie. I don't have many notes (that I can read) of the proceedings; suffice to say the meeting was held and all the important topics were covered, even with the absence of Steve Feld. That's my official report. The unofficial one is that we all had a heck of a



good time telling tales and spreading yarns, and even taking some time out for Steve to recap the Steves' misadventures running the ABRR (must put this on my bucket list!) and touching

on a couple of the upcoming local events.

Pardon me for just a bit; let's call this an intermission. At the moment, (how does it feel to "go back in time"?) I had to put new valve caps on the tires on the Sprite, and as is required when one undertakes a modification of this magnitude, I had to take the Sprite out for a test drive, just to make sure I did the job correctly and that said valve caps would, indeed, stay on. One thing led to another; a high-speed run (I might have been topping 50 mph, or so), and a couple of tight slalom-like corners; the next I knew, over an hour had passed! Mission accomplished: the valve caps remained intact, and I didn't even have to re-torque them! I even made it back home before the nor'easter that is due to hit this weekend!

Next on the calendar was Brits at the Village, at Peddler's Village in Lahaska, PA on Saturday, the 13th of October. Since I had pre-registered (and included my e-mail), I received a message from the organizers on Friday evening that the show would go on, as the inclement weather we were experiencing was due to break by around noon. Steve Feld and I agreed that the morning's washout wasn't worth the hassle of driving out to PA, and decided to skip the show this year (one of my annual favorites, by the way). Consequently, I have absolutely no idea who went, what they drove, or what kind of hardware was won.

The following day, October 14th, was the annual Fall Tour, plotted out and ably executed by Tom & Pam Mulligan. The Fall Tour covered 36 miles, and took approximately an hour to complete. 19 people, driving 10 cars (8 of which were LBCs; 7 Healeys and 1 Jaguar) participated. Tom and Pam led off in their '67 BJ8; followed by Ralph Scafogliero in his Jag XJ6; who was followed by Art Herkomer and Sarah Crombie (BT7); then Ernie and Marion Marateo (BJ8); Ian and Sue Kessen (BT7); Allen and Ginny Rosenberg (BN2); Jim and Corrine Vollmuth (BJ8); Bill and Meg Kaltnecker (BJ8); George and Denise Crombie (BJ9) and Steve and Ann Feld (BJ9) pulling sweeper duty. A terrific and scenic course, with many twisties, was laid out covering parts of northern New Jersey and southern New York, before stopping at the Iron Forge Inn in Warwick (no, not that Warwick), NY for lunch. Wonderful drive, great scenery, and even greater company. Tom and Pam even managed to keep us all together; no small feat! Tom & Pam, Art & Sarah, and Bill & Meg tackled

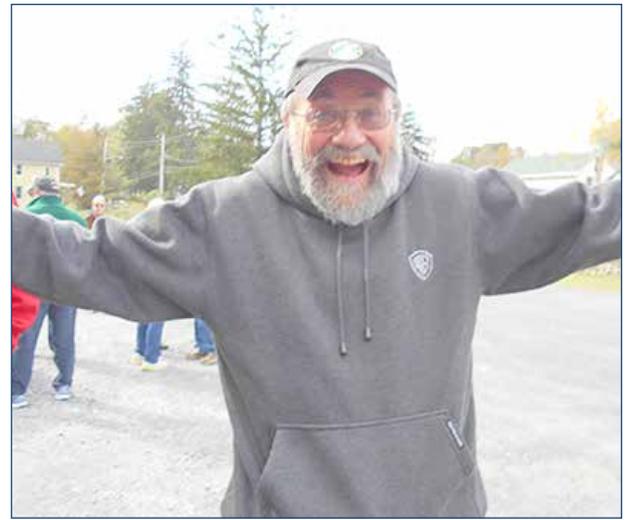
the tour with tops down on this brisk morning run. The day started off cold enough to actually qualify as a Polar Run! Congratulations to all who participated!

Ralph Scarfogliero called me the following weekend to see if I would be interested in joining him on the Cecil Kimber Run, to be held on Sunday the 21st. As Bob Pense's Tech Session had been rescheduled from the 21st to the following Saturday (the 27th), I had an open day (and I really didn't want to spend most of it re-arranging stuff in the garage so that Denise could fit her car in there for the winter – she really hates it when she has to scrape the frost off her windshield before driving the two miles to the train station), I readily accepted the ride with Ralph. We met out at Performance Garage Club on Route 12 in Frenchtown, NJ, a few miles west



of Flemington for coffee and donuts, provided by the folks at Performance Garage. After a

quick tour of the facilities (you've really got to check this place out, if given the chance), and the mandatory drivers' meeting (helps to know what the directions and instructions mean), the participants headed off into the wild unknown, either singly or in pairs. Both Ralph and I have done the Cecil Kimber Run in years past; never together. I usually have had Denise or Sarah as co-pilot, while Ralph has done it solo. Let me tell you: It is so much better / easier to have a co-pilot than to try to read almost 4 pages of route directions and drive at the same time! We had a great time on an absolutely wonderful run! Capital KUDOS to Kathy McCreary of the MG Club for setting up this year's Run. Ralph and I took off in about 9th or 10th place and, thanks to Ralph's quick reflexes on a couple of course changes (and following the #1 Rule: Follow the Directions!), we ended the Run as the first car back (down to within a minute or two) of the projected finishing time! Following lunch, we called it a day and headed home.



Bob Pense's Tech Session, rescheduled for Saturday the 27th (today, as a matter of fact, as I put the finishing touches on this article), has been postponed due to the weekend nor'easter I mentioned earlier. Stay tuned to your e-Flashes for the latest on this event. Ralph's final Cars and Crumpets gathering at Dunkin Donuts in Morris Plains is tomorrow (as I write this, but ancient history by the time you read this). I hope you were able to get your LBC out to enjoy at least one of these Sunday socializing affairs this past summer. Ralph intends to be back at it next year, so join his community (njbbc.org) to get all the latest.

The only Club function I see on my calendar for November is the monthly club meeting, scheduled for Tuesday, November 13th at Charlie Brown's in Chatham. The hot topic on the agenda will be the nomination(s) and election(s?) of club officer(s) for the upcoming year.

DO YOU HAVE WHAT IT TAKES??

In December, we have the Polar Run on the 8th (providing it doesn't snow before then), details to follow; the monthly club meeting on the 11th; and who knows if we have anything else to fit in (stay tuned to your e-Flashes from Steve Feld).

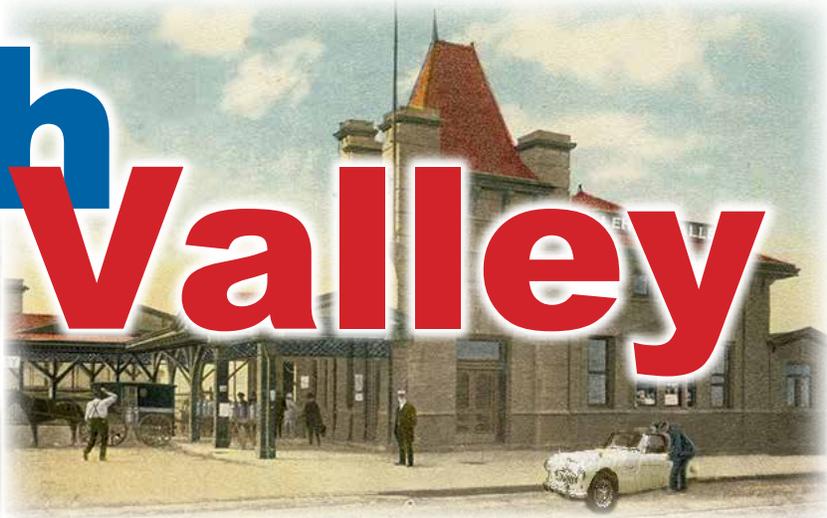
In January of 2019, we have our Annual Holiday Party, which is set for Saturday the 5th, and will be hosted by Larry & Diane Gersten at their home in Morristown, NJ. Stay tuned for R.S.V.P. details!!

****** CONSIDER RUNNING FOR LOCAL CLUB OFFICE AND GIVING US A HAND STEERING YOUR CLUB ******

Hope to see you at the next meeting at Charlie Brown's on November 13th at 7:00 PM.



Lehigh Valley



Highlights of events for this month follow:

AMERICAN ON WHEELS MUSEUM –

Congratulations to returning AHSTC Lehigh Valley Region member Bob Wade whose Austin Healey 100 was selected by the America on Wheels Exhibit Collection Committee to be displayed in the main Corridor of the Museum in Allentown for the next six months.

The car was purchased by Bob as a wedding gift to his then fiancée Claire Sutherland in 2002. It is a very early BN-1, #96, built in June of 1953. The car was raced in vintage events in the 1990's. On the placard describing the car Bob indicates that car has been modified in accordance with vintage racing rules, mainly for "safety" reasons and as a result, is quite a bit faster than it was on delivery in 1953. The engine has a Dennis Welch racing aluminum head, Carrillo rods, under drive pulleys, Arias pistons, 1.75 SU 100-M spec. carburetors, and baffled competition pan. The transmission/driveline has all Dennis Welch Racing components and a Quaiffe limited slip differential. In its time it turned Lime Rock Park in 1:09 which is a very good time.

Initially Bob said the wedding gift was not fully appreciated.

October 8, Bonham's Collector Car Auction at Simeon

Foundation Automotive Museum – Advertised in Sports Car Market as Collector Motorcars and Automobilia Auction at the Simeone Foundation Automotive Museum in Philadelphia, PA. Having never attended this auction I decided to go. I arrived shortly before 10 AM. I viewed the cars on display and the only Healey to be sold was described as a 1961 Austin-Healey 3000 Mk1 BN7 Two-Seater. Chassis no. HBN71/10865. It was reported to have continuous maintenance records from new, careful long-term ownership and being a highly original, matching numbers Healey. Bonham's estimated the car to sell for \$60,000 - \$80,000. It appeared to be a very nice Healey but for anyone that has been to the Simeone Museum the lighting is not the greatest so it is difficult to determine the quality of the car. A Simeone volunteer was detailing the car (dusting) and while I was looking at the car the owner appeared. He said that he has owned the car for eight years and he was downsizing his collection. If the car did not sell he was going to take it to Hershey. The wheel wells were the same color as the body. The car had a Massachusetts Inspection Sticker. Bidding started at



Bob Wade's Healey on display at America on Wheels Museum in Allentown.



Austin Healey prepared for sale By Bonham's at Simeone Foundation Museum.

\$40,000. Bidding was hammered down at \$50,000. Added to the purchase price was a bidding fee of 12% to make the final sales price \$56,000 plus the Pennsylvania sales tax. I never did see the bonnet open so I concluded that the car was well sold.

October 13, 2018 - Autumn Leaf Car Show -

The show put on by the British Car Club of the Lehigh Valley began in a light rain at 10 AM. We had four early registrations including Robert Snyder, 3000 MkII, BJ7, Thom Gatley, 3000 MkIII, BJ8, Robert Pritchett, Sprite, and my, 100, BN2. Due to the weather conditions only Pritchett was able to show his car. The best in show was the 1954 MG TF owned by Cliff and Diane Maurer. Unique cars at the show included a 1973 Triumph Stag owned by Gerald Pagano of Rockaway, NJ and 1990 Caterham showed by John Francis from Bethlehem.

Holiday Party on Friday December 7 - At the show Ken Beck our President, Bob Pritchett, Treasurer, and I had a brief meeting. We decided to make plans for our region's Holiday Party. I contacted Bob Snyder and it was determined that we would have it on Friday December 7 at Morgan's which is where we have had the past holiday parties. As we did last year the region will be paying \$25 per attendee. Bob Snyder will be making the reservations for the party. Details will be sent by e mail as soon as they are firmed up.

In addition our region will continue the subscription to the British Marque for 2019.



Bob Pritchett's Healey at Autumn Leaf Show in Bethlehem.



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Letter to the Editor

BY THE NUMBERS!

2018 British Reliability Run

By Steve Feld

A numerical look back at October's British Reliability Run, Pennsylvania Edition.

ZERO

- ✦ Typos and errors in route book
- ✦ Lucas parts that failed on the Run (See "ONE" below)

0.333

- ✦ Weather forecasters' accuracy – Contrary to all forecasts only one of three days was sunny. Good for a baseball player but a firing record for a team manager.

ONE

- ✦ Rank of the Pennsylvania Reliability Run in 2018 fundraising, i.e., this Run raised the most money of the five Runs in the USA.
- ✦ Number of American electrical parts that failed delaying the arrival of a Morgan.
- ✦ Number of known speeding tickets given by local police during the Run.



TWO

- ✦ A pair of each of these Marques/Models participated:
 - Healey 3000s Morgans Lotus (Loti?) Elites
 - Jaguars TR-8s Spitfires
 - Minis (modern) Other Loti

THREE

- ✦ Position of vehicles which slowed the group on the parade laps at Lime Rock and Watkins Glen.

FOUR

- ✦ Number of pies bought by one team at Bingham's Restaurant, Kingsley, PA.
- Number of teams raising more than \$3000.

FIVE

- ✦ Number of British Reliability Runs in the USA: Pennsylvania, Colorado, New Hampshire, DC/Virginia, and Connecticut. Michigan next year?

FIVE-SIX-SEVEN

- ✦ October dates that the Run occurred in 2018.
- Number of days for carpets and interiors to dry out.

EIGHT

- ✦ Triumph model (TR-8) that experienced a failure needing repair to continue the Run. Ironically it was one of those modern automotive contraptions (power steering) which our more reliable LBCs lack. Keep it simple....



ELEVEN

✦ Number of years the Pennsylvania edition of the Reliability Run has occurred.

SIXTEEN

✦ Number of teams who raised more than \$1000.

TWENTY-SIX

✦ Number of teams that participated.

FIVE THOUSAND THREE HUNDRED FIFTY-ONE

✦ Most Dollars raised by a single team and the most raised by one team in the history of the Pennsylvania Reliability Run.

FORTY-ONE THOUSAND NINE HUNDRED SIXTY-EIGHT

✦ Total dollars raised by the 2018 edition of the Pennsylvania Reliability Run and the most raised in the history of the Run in any state.

INFINITE

✦ Amount of rain that fell between Cayuga and Seneca Lakes on the way to Watkins Glen.
Level of enjoyment by participants, even when soaked!



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Letter to the Editor 2

Driving Lights

by Don Schneider

“The Washer Bottle”

A friend of mine, John Kain, has a Longbridge 100-6 Austin Healey that he has been working on as a long term restoration project. He lives in Pittsburgh, PA and there are few Austin Healey resources near him.

He called me a few weeks ago with several questions, most of which I could not answer. He was trying to locate a correct windshield fluid washer bottle. Longbridge cars used a Trafalgar glass bottle which was replaced on Abington built cars with the more common Tudor plastic bottle. I suggested that he contact Jim Leshar (Longbridge Larry) about the washer bottle. Lo and behold, Jim has a few and he would gladly sell one to John. John doesn't want Jim to mail it to him for fear of breakage so he asks me if I could get it from Jim at Fall Hershey and he would get it from me the following Monday as he would be in Lancaster for a business meeting.

I love it when a complicated plan comes together. One problem did arise and that was the weather for Saturday at Hershey. Since it was wet and rainy in Lititz, I decided not to go to Hershey.

Leshar, being on top of everything and at Hershey on Saturday, asked Fred Sherk if he could get the bottle to me, and of course, Fred said sure.

Photo 1 shows the rare washer bottle as sold by Jim Leshar and as received by the dynamic duo of Fred Sherk and Jim Cox.

At breakfast on Sunday morning at the Brickerville House the Schneider's met up with the Cox's and Sherk's. There, Fred gave me a box for John Kain but he expressed concern because it rattled a bit and was concerned that it might have broken.

The following day, Monday, Flora gave the package to John Kain as I had a doctor appointment when John came to our home to pick it up.

Photo 2 shows the rare washer bottle as received by John.

Now where do you think the problem is in this chain of events. Believe me it wasn't Flora. She is way too nice and was just the

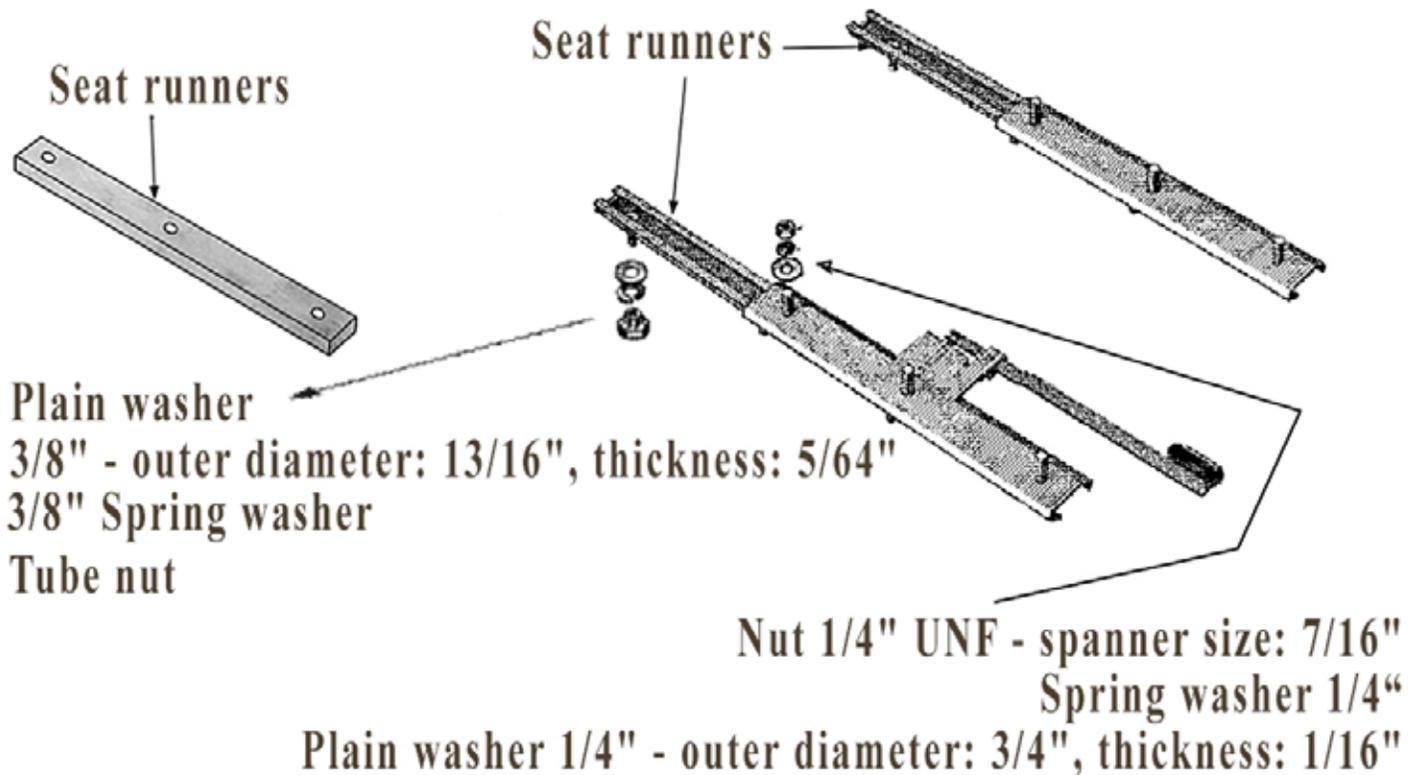
messenger and it wasn't me as I have neither the time nor the energy to concoct such schemes.

In the end everything did get sorted out. John got the correct bottle and he had a good laugh at these antics.



SEATS STUCK!

By Steve Jekojian



Lots of Healeys I sit in have a common problem – the seat tracks are frozen solid or take a lot of effort to move. It seems that the passenger side is worse, perhaps because it gets moved less often. Do you want your seats to glide like they are supposed to? Do you want people to get in your car and feel comfortable being able to move the seats around and you don't have to make excuses. New seat rails aren't cheap, about \$90.00 a pair.

This Tech article, will explain how to repair and refurbish your seat rails so they glide into position with no effort at all. The seat rail repair is a simple job that can be done with just basic tools that you already have. First remove the seat bottom and then the six nuts that hold the seat back on. Now jack up the car and from below remove the six bolts that hold the seat rails in. The passenger side is easier – no exhaust pipes to contend with. Under the rails are a piece of wood and a sheet metal strip save them if you can. Once the rails are out determine how much you have to take them apart. If really frozen or if some bolts are broken you should separate the top and bottom rails. To do so put the seat rail in a vice and knock the pins out of the bottom rail using a nail punch, then remove the 8 ball bearings (four per end) by sliding them out the ends. Now the two rails can be separated. Wire brush or sand blast the rails to clean them up. To replace broken bolt on the top rail use a grinding wheel to grind the head down on the inside and then what's left of the bolt on the outside. Once flat put in a vice and use the nail punch to knock out the bolt. On the bottom rail you can not get the grinding wheel inside so ground down the bolt as far as you can and use the nail punch to knock it out.

To replace the bolts find a bolt of the right length and threads and grind down the head till it is about the thickness of a quarter. Now find a friend with welding equipment or ask your gas station guy to tack it in place. The seat rails were originally cad plated a silver color, so a little silver paint should be a close match. Use some white lubricating grease on the rails and the adjusting mechanism and put two ball bearings in one side of a rail then wiggle the rail to insert the other two on the same end. Masking tape on the ends of the rails can help keep them in place. Now reinsert the retaining pin and hammer into place. Do that for the other side and your done. Reinstallation is, as the repair manual says, " a reversal of removal". The wood piece is 3/8" thick if you have to replace yours and is wood colored. The sheet metal piece goes under the wood, and now is a good time to scrape and paint the floorboard in this area prior to bolting it all back together.




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I would like to express my deep appreciation to the numerous sponsors who generously supported ENCOUNTER 2018 and helped to make it the successful event it was. It is not an understatement to say that their support was crucial. In turn, we ask that you support and patronize these companies who stepped up and allowed all of us to enjoy ENCOUNTER in a very material way. And a special shout out to Tim Plesz, who did a fantastic job with obtaining sponsors for ENCOUNTER this year. Great work!

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BUSINESS For Sale

1960 Bugeye Sprite . I believe its close to 1 family owned, Owners husband inherited it from his father. Its rust free, has not been driven since last winter. Got it running a couple of weeks ago, but missing (bad gas), it had not run since last winter. Emergency brake was stuck on but got it rolling. repainted a few years ago. It's a medium green. Absolutely no rust, new tires , a bunch of extra parts, soft top frame crummy soft top, passable interior. a lot of mildew on seats but a straight car. Stored inside. Owner wants \$6500-7000 for it, OBO. Located in Silver Spring/ Burtonsville Md area. ***Jeanne Swift Wheeler*** 301 879 6941



1969 AH Sprite for sale. Here are some details about the car:

A friend of mine was the original owner of the car. He owned it from 1969 until 2017. The car runs and looks great but it belongs to somebody that knows more about AH's than I do. Plus I am moving in August. The original owner lives in Mechanicsburg.

- The car has 67,000 original miles.
- It is a 4 speed, 4 cylinder.
- It has leather seats.
- It has a new fuel pump.
- It has a new water pump.
- The battery is new.
- The carburetors were recently adjusted.
- The oil and filter were changed within the last 100 miles .
- The tires are in very good condition.
- There is no rust on the car that I am aware of.
- The car is painted British Racing Green. It was originally an off yellow.

Thank you very much,

Rick. Please call me or email if you have any questions.

John Cantalupi

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BUSINESS
For Sale



1961 Bug-Eye located in Oyster Bay, New York. Low mileage, matching serial numbers. All growl. Original parts, "Drivers Manual" and "Workshop Manual". Needs some body work and tender loving care. Great future value. West coast is hoarding them. Excellent candidate for restoration. Not many left. Email or call **516-922-5161** to see/make offer. Dennis Backus



For Sale

1969 Sprite for sale. Needs complete restoration; includes many extra parts. I have too many other projects. \$500 or best offer. (717)469-1047. Email alanmende@yahoo.com.



Aluminum front and rear shroud from a 1957 Austin Healey 100-6 in good condition and complete drive train including overdrive for parts for sale as one lot. Thanks, Kim Grandslamkim@yahoo.com • **404-421-8068**



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BUSINESS For Sale

FOR SALE: The time has come to begin downsizing and so I am offering my 1983 BMW 320 S for sale. This is a unique car that I purchased new in 1983. The car is similar to the 320i but is the forerunner to the BMW M3. As such it is one of about 2500 "S" models built between 1981 and 1983. Special features of this model are:

Limited slip rear • Recaro Seats • Special alloy wheels • Large front air dam
Heavier front sway bar • Larger more extensive tool kit

The car is black with a black interior. Paint and interior are original and both in excellent condition. Always garaged, seldom used in bad weather. Never hit or bent. All #'s match, 87K miles. \$20K. A rare car in great condition. Don Schneider [717-333-2061](tel:717-333-2061) or dschneid@ptd.net

I have located a 64 BJ8 that is for sale. It's not running, but it appears to be in pretty good shape. Some info

78,500 miles • electric od • red over black paint(Not original color.Original was colorado blue?)
good black leather seats • Excellent top • Tonneau cover • Painted wire wheels

Frame does not appear to have any rust • Some paint flaws over bonds on left rear fender

Car hasn't run for about 5 years. Owner had planned to do some clutch work, and has removed the seats and the transmission tunnel cover. He was going to replace a clutch relay or some such part. The car is located in Northern Virginia/Fairfax County

If there is any interest, please contact me Jeff Kushan / Edgar Kushan.
[703 402 1584\(cell\)](tel:703-402-1584) or email at [~ ejkushan@me.com](mailto:ejkushan@me.com)

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Spotted on the side of the road:

Black 1978 MGB; "07,096" miles on the odometer (107 K?).

Last Inspection sticker is from 09 / 2015.

Asking \$3,800.00; or best offer.

Starts; runs; hydraulics are good; new battery; new tires.

Located at Midway Transmission, 49 Old York Road, Bridgewater, NJ 08807

908-526-5380 or info@midwaytrans.com Ask for Angel.

White 1978 Triumph Spitfire; "86,136" miles on the odometer.

Last Inspection sticker is from 07 / 2017.

Listed at \$2,750 FIRM.

The note states: "Starts. Cannot drive due to Hydraulic Clutch Issue. Possible missing Cylinder."

Located at Pleasant Run Structures, 815 US Highway 202 South, Neshanic Station, NJ 08853

908-237-1325. Ask for Braun or Danny.

Approx. ¼ mile north of the WAWA at Summer Rd and US 202, on the right hand side.

Vehicle started right up; clutch and brake pedals go right to the floor; definite hydraulic issues.

1969 Austin Healey Sprite - Restoration project. Red with black interior; has not run since 1981. Car is complete with many extra parts, including brake parts, spare grill, soft top frame and complete dashboard. Includes many repair & restoration manuals and the original owner's manual. Car is located near Grantville, Pa. Contact Alan (non-member) at 717-469-1047. \$500 OBO. (Listed 4/18)

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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.

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