

The *FLASH*



JANUARY 2020 | ISSUE 499



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

JANUARY • 2020
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ON THE COVER

ENTERING THE SHOW FIELD FOR BRITISH MOTORCAR GATHERING 2019.
A MYSTERY HEALEY. WE WOULD LIKE TO KNOW IF THIS IS YOUR HEALEY.



What's In The Flash

By Steve Jekogian

As the car sits under its cover in the warm garage, you sit in the warm living room reading the Flash on your computer dreaming about warm summer rides in the country.

The best time to plan you Healey activity is now.

So start dreaming and to help you here are some ideas.

Sell

Get extra room and cash by selling the valuable Healey items you have stored around the house. While your significant other may think it is greasy junk, you know its "true value". Also, you might be helping someone out who needs that specific part.

So start digging, and send me an e-mail with what you want to sell and I will put it in the For Sale section of the Flash.

Go

Encounter is in Delaware this July and the registration is in this issue so fill it in and send it in.

Conclave is in Tampa

The Tampa Bay Austin Healey Club is hosting the 2020 Conclave at the Plantation in Crystal River, FL May 17-22, 2020. Conclave activities will include a fun rally, a funkhana, a gymkhana, a popular car show, valve cover racing, several road tours, tech sessions and a special "wine and jewels" session for the ladies. **Conclave 2020 website has the info at**

<https://event-wizard.com/Conclave2020/0/welcome/>

If you don't want to drive your Healey all the way to FL, think of this: you can drive to **Lorton, VA** (2-4 hrs, depending on where you live), put it on the Auto Train, and arrive in Sanford, FL (2 hr drive from Conclave) after traveling overnight. About 5 hours total drive time to drive your Healey in FL. Something to think about, maybe?

The British Car Club of DE has a Simeone Foundation Car Museum visit and tour on Saturday, January 25, 2020. They will rendezvous at the Marcus Hook rest stop between 9 & w 9:30am then caravan to the museum. Marcus Hook Rest stop is located on Rt 95N - right after Rt 495N and Rt 95N merge going north.

The 25th is a Museum Drive Day and the Best of Britain exhibit.

Contact Terry Young at terryyoung224@me.com if interested in joining them.



HARRISBURG REGION

By Fred Bennett

Annual Banquet Report



Twenty members from the Harrisburg Region attended the Annual Banquet at Harper's Tavern the evening of November 2nd. As usual, we were given a cozy room upstairs and an excellent meal, with diners having a choice of pork medallions or crab-stuffed flounder for an entrée. The staff at Harper's generously served enough food for second helpings and even provided boxes for us to take some home to enjoy later.



Joe Spear, Susan Nalley and Mary Ann

As many of you are now aware, it was formerly announced that our region would only be presenting a single award at this year's Banquet, the Dick Waltz Award. This coveted honor is given to a member who has demonstrated a passion for the Healey marque as well as the spirit of friendship and camaraderie for which Dick was well known. This year's recipient was Susan Nalley. During the presentation, Harrisburg Region President, Joe Spear, emphasized Susan's determination to drive the Healey she and Don had restored shortly before his passing. Susan quipped that despite all the time and money that went into the car, lately she has been on a first name basis with her tow truck driver. I'm sure she will finally get things sorted out by this year's driving season.

Whatever Happened to the Progressive Dinner?

In past January issues of *The Flash*, I would have been reporting on the Annual Progressive Dinner and Crazy Gift Exchange that always used to take place in mid-December, but that event has been moved to coincide with the Spring Tour in April. This was done because so many members are travelling and otherwise busy during the holiday season. Truthfully, I'm afraid we've also gotten a little wimpy about driving our "babies" in inclement weather or after dark. Though to be fair, I bought my first Healey for \$150 in 1971, and now it would be worth more than my first mortgage! The change to spring provides a better opportunity to drive our Healeys between eating destinations in more pleasant weather than our usual wintertime Central Pennsylvania climate allows. Of course if Global Warming continues at its current pace, maybe we'll be able to go back to having it in December- with our tops down!

Polar Run & Frostbite Tour

We will be attempting to do another Polar Run sometime this January or February. As in previous years, no date will be announced until the weather forecast and road conditions allow (i.e. temps at least in the forties and no salt). Joe will send out an e-flash if and when it looks like a "go." Given the vagaries of our winter climate, it may be on only several days' notice, so check your emails regularly and plug in that battery tender now. The Polar Run is always a welcomed excuse to get the cars out for a "bracing" romp through the frozen tundra and have a hearty lunch with your Healey friends. And for once, that infamous Healey "hotfoot" will come in mighty handy!

A Reminder: Our January Monthly Meeting is scheduled for Tuesday the 21st at the Hilltop Café at 6:30. Please plan to join us and kick off the New Year and help plan for the 2020 driving season's AHSTC events.

A Final Exhaust Note

Here is some Healey-related reading material for these long winter nights, excerpted from *Road and Track* of August 1958... Enjoy, and Happy New Year!

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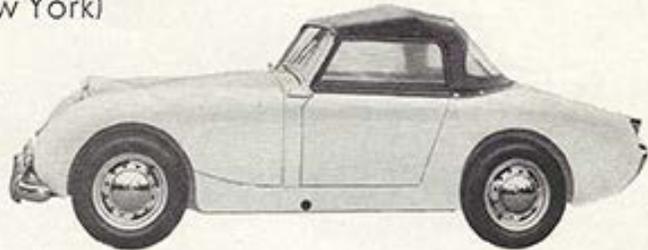


Austin-Healey

SPRITE

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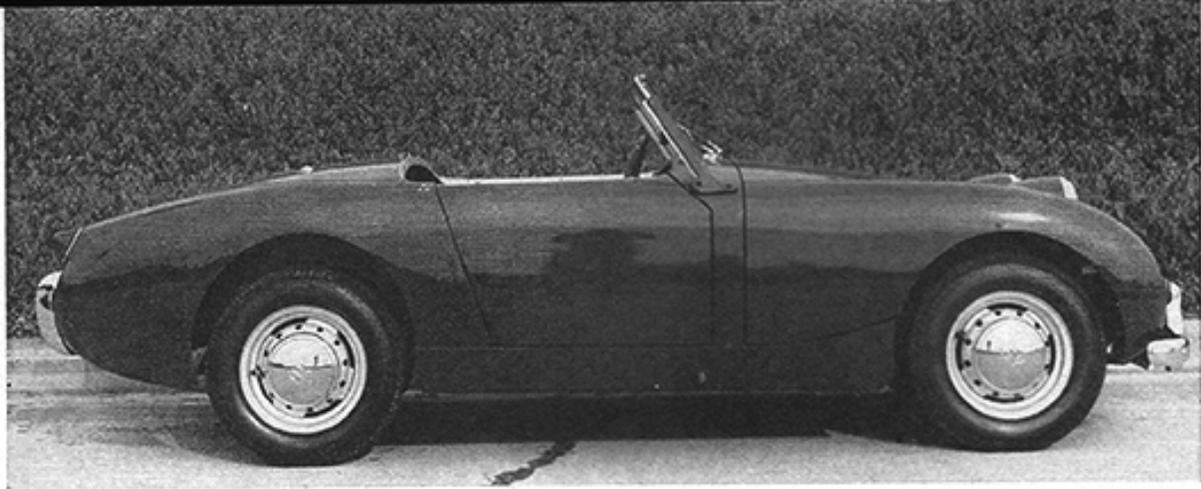
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ROAD TEST **AUSTIN-HEALEY**

THE PARALLELS between General Motors in this country and the British Motors Corporation in England are many. Both are the largest in their respective countries, both build close to half of all cars produced at home. Also, both build sports cars.

But whereas GM builds only the Corvette, the BMC combine has had two, the MG and the Austin-Healey. Now we have a third car to add to the list, the long-awaited Morris Minor version, first predicted in R&T back in November, 1952.

Technically, the new low-priced sports car is to be known as the Austin-Healey Sprite. It is not quite clear why: the car wasn't designed and will not be built by Donald Healey, and the only previous Sprite was a Riley model built before the war. Mechanically, the new Sprite is more Austin than anything else, with engine, gearbox, front suspension and rear axle all being developed from components originally found in the Austin A-30 (now the A-35).

As for appearance, it is obvious that BMC does not follow GM's practice of allowing its artists to relieve their frustrations by styling sports cars. These lines were developed by the body structural engineers to be simple and cheap to form, and to be adequately rigid without the formality of a separate

frame. Even the British press says very little about the looks of this new baby—one writer says the shape was developed in a wind tunnel, another opines that the appearance tends to grow on you. We would be inclined to discount both reports. Incidentally, the reason for the frog-like headlights is rather simple: the original design called for concealed lights which popped up when required. Production costs were too high, and the net result has pretty well ruined what otherwise could have had a certain coltish appeal.

Appearance notwithstanding, the Sprite has some very attractive features for the prospective purchaser, among them being 1) low price, 2) comfortable seating and driving position, 3) surprisingly good performance and 4) really excellent handling qualities.

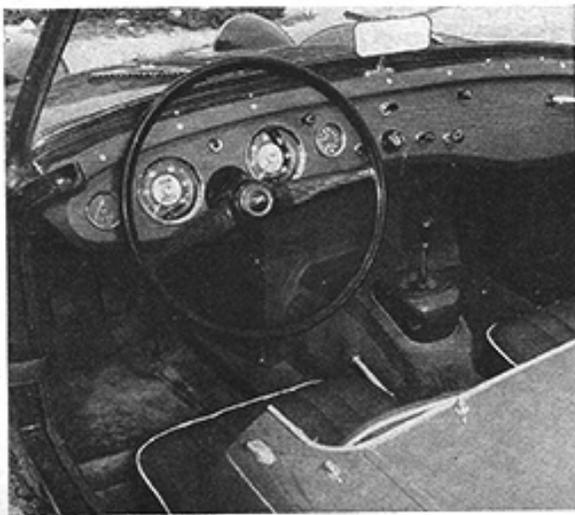
The car stands just 4 feet high with its top up. Entrance or exit is a little awkward, not so much because of the lowness as because the door hinge point is too close to the seat. It is very difficult to get an average-sized foot through the narrow space provided. Once one is seated, the amount of pedal and leg room is a real surprise—more than in the MG-A. The bucket seats are more comfortable than those in the A, but are too nearly vertical for adequate back support on long trips. The low top restricts vision at the sides.

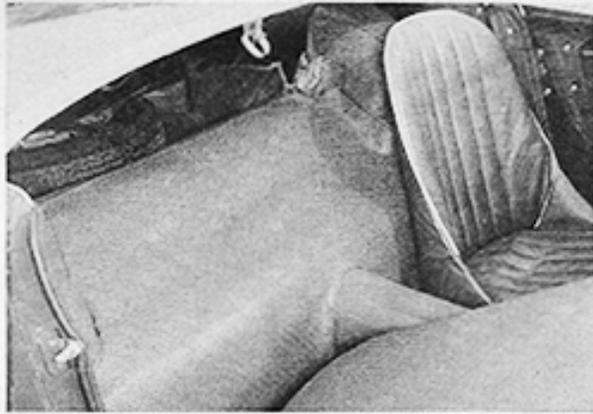
Upraised hood bares entire front end for servicing.



PHOTOGRAPHY: POOLE

Cockpit and instrument panel are starkly functional.





Trunk, spare and tools are reached from behind seats.

SPRITE

The tiny 918-cubic centimeter engine starts instantly and has an authentic sports car rumble that still holds the exhaust note within legal standards. It revs freely and smoothly, with only a little vibration noticeable when decelerating. When it is pressed hard, 6000 revolutions per minute can be attained in the gears without valve lifter noise. We used 5500 rpm as a limit during the acceleration tests because the unit still seemed a little tight, even though the break-in mileage had been reached. Incidentally, the brake horsepower figure quoted in the data panel is the one supplied us, but British reports give quite a different figure of 43 bhp at 5200 rpm. We suspect that 43 bhp is accurate, and that the 48 bhp is under SAE conditions.

The clutch is light, smooth and has a short pedal travel. Its life also may be short, as it definitely slipped after the second all-out standing start test. The gearshift control is beautifully worked out and perfectly located. Unfortunately our test car's lever was so stiff that it could only be moved by brute force from neutral to 1st and from 1st to 2nd. We put over 600 miles on the car ourselves and it did not seem to be "freeing up with use," as claimed. Second gear is much too low except for those drivers who like to use an American 3-speeds-forward pattern. This shows up in the short spurt between dots on our usual acceleration chart. Third and 4th gears shift easily and are well chosen ratios for average use.

For our tastes, high gear is too low. An axle ratio of about 3.9:1 would make 70-mph cruising a little less noisy. The noteworthy silence of 3rd gear would make such a proposal quite feasible and give a brisk city-driving ratio of 5.51:1 overall, instead of the present 5.96 ratio used for 3rd. As it stands now, 4000 rpm in 4th is equivalent to 61 mph, and that's a comfortable cruising speed. Of course 5000 rpm and 76 mph is theoretically safe, but the engine is spinning a little too fast at that rate to feel really serene for hours at a time, even though experience with this powerplant proves that it can be done.

The greatest virtue of the Sprite is without a doubt its excellent steering and handling qualities. With a rack and pinion gear, the turns, lock to lock, are 2.3. This is quick steering, even for a sports car, but once the driver becomes familiar with it there is no objection. In fact, the steering is nearly perfect for the purpose, and light and accurate besides. Cornering characteristics are very close to neutral,

ROAD & TRACK ROAD TEST 176



AUSTIN-HEALEY SPRITE

SPECIFICATIONS

List price	\$1795
Curb weight	1460
Test weight	1790
distribution, %	49/51
Dimensions, length	137
width	54
height	48
Wheelbase	80.0
Tread, f and r	45.4/44.8
Tire size	5.20-13
Brake lining area	67.2
Steering, turns	2.3
turning circle	31
Engine type	4 cyl, ohv
Bore & stroke	2.48 x 3.00
Displacement, cu in	57.8
cc	948
Compression ratio	8.30
Bhp @ rpm	48 @ 5000
equivalent mph	78.5
Torque, lb-ft	52 @ 3300
equivalent mph	51.9

PERFORMANCE

Top speed (4th), mph	78.5
best timed run	79.5
3rd (5950)	66
2nd (6000)	40
1st (6000)	26

FUEL CONSUMPTION

Normal range, mpg	29/38
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ACCELERATION

0-30 mph, sec	4.7
0-40 mph	8.8
0-50 mph	13.8
0-60 mph	20.8
0-70 mph	35.5
0-80 mph	
0-90 mph	
0-100 mph	
Standing 1/4 mile	21.8
speed at end, mph	62

GEAR RATIOS

O/d (), overall	
4th (1.000)	4.22
3rd (1.412)	5.96
2nd (2.374)	10.0
1st (3.628)	15.3

TAPLEY DATA

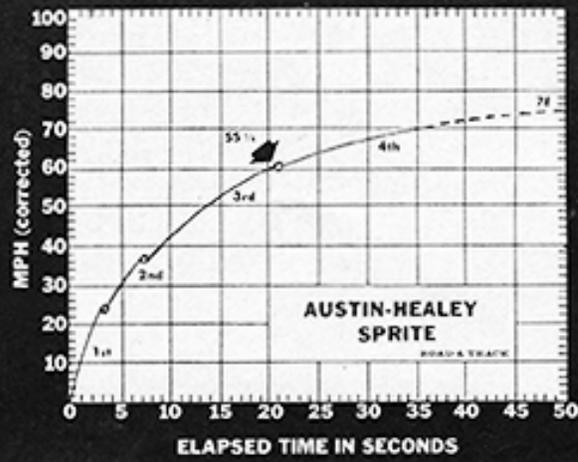
4th, lb/ton @ mph	190 @ 48
3rd	265 @ 42
2nd	400 @ 30
1st	460 @ 22
Total drag at 60 mph, lb	75

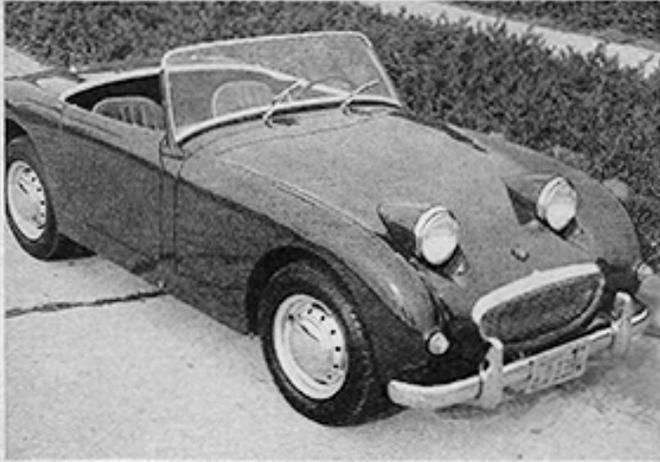
CALCULATED DATA

Lb/hp (test wt)	36.7
Cu ft/ton mile	71.4
Mph/1000 rpm (4th)	15.7
Engine revs/mile	3820
Piston travel, ft/mile	1910
Rpm @ 2500 ft/min	5000
equivalent mph	78.5
R&T wear index	73.0

SPEEDOMETER ERROR

30 mph	actual 29.4
40 mph	39.2
50 mph	48.8
60 mph	58.7
70 mph	68.6
80 mph	77.0
90 mph	
100 mph	



SPRITE *continued*

Sprite's appearance has been likened to that of Crosley Hotshot, TR-3 and Berkeley. Relocation of headlights and straightening of curved lower hood line (behind front wheels) would be a change for the better.

with just a very small amount of understeer at moderate speeds. It is very hard to force the rear end to break loose, and when it does, the action is neither violent nor hard to control. The front end appeared to be out of alignment on the test car, as the tires were already wearing badly with only 1000 miles on the odometer. This could account for some of the understeer tendency.

At the rear we find a double trailing link type of suspension by quarter-elliptic springs at the bottom and link rods at the top. This system gives favorable low unsprung weight and ties in well with the frameless body construction. Traditionally, quarter-elliptic springs have meant a hard, sometimes choppy ride, and this is true of the Sprite. It does ride exceptionally well for so small a car, and because the independent front suspension system employs coil springs which are softer in action than the rear springs, fore and aft pitching is not too objectionable. In general the ride compares favorably with that standard, the MG, and there is even less roll.

In all fairness there are a few objectionable features about this car, mostly in the nature of bugs which will be corrected in subsequent production models. A marginal clutch has already been mentioned and we accidentally discovered the hand brake lever to be rather shoddy—it broke.

The body panel fit was not too good on this early sample. A check with a 3-foot straightedge revealed some poor forming work, with hollow contours where one would have expected a slight convexity. Raising the hood is inconvenient, the handle and safety catch being so located that your hand scrapes the lower edge of the license plate and the back edge of the front bumper.

The entire front end of the body must be raised, and it is rather heavy, yet flexible. The self-locking struts must be carefully latched one at a time, and then the rather flimsy-looking safety rod can be put in position. Accessibility is surely as good as on any contemporary car.

Because there is no trunk lid, access to the spare tire and tools is awkward, particularly if any luggage is being carried at the time. The seat backs do hinge forward, which makes it possible to get one foot in behind them when loading or unloading the trunk. The omission of a lid is, in this case, more than a cost-saving expedient, for the entire rear end of the body is stiffened considerably by being welded together as one piece. However, the bumper mountings, particularly at the rear, do not look capable of withstanding the American back-till-you-hear-something type of parking. The only objections to the interior were the seat backs, the knuckle-scraping clearance between the shift lever and the instrument panel, and the green direction signal indicator light. Located directly in front of the driver, it is positively blinding at night.

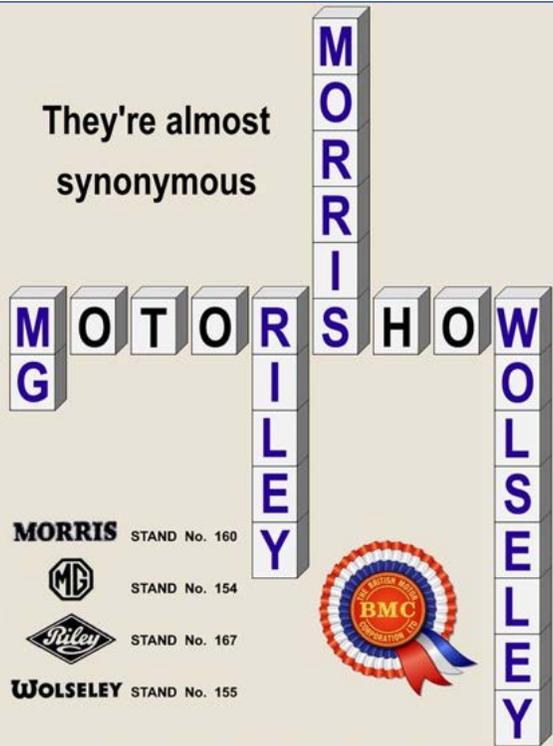
The top covering is removed from the top bows for folding and storage, a feature which certainly saves wear and tear, and the bows nest neatly in rattleproof sockets. However, the simple type of flap which snaps across the top of the windshield has never been noted for keeping out rain, and the fit of the side curtains (or lack of it) also seems to indicate that water leaks may be a problem.

We believe the Sprite has quite a potential for safe sport in production car racing. Undoubtedly we shall soon see the under 1100 cc-class races being overwhelmed with entries under the new marque. A Porsche 1098-cc model could readily defeat the Sprite, but such opponents are rare in this country. The brakes on the Sprite would probably need a little improvement for competition, though they are more than adequate for normal driving.

We found the Austin-Healey Sprite a most significant and exciting new model. It fills the broad gap between the Berkeleys and the MG-A with a genuine sports car at a price. Despite a few obvious faults, it will be popular. It offers more fun per dollar than anything we have driven for a long time.



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PHILADELPHIA REGION

By Randy Atkins



The winter solstice is upon us, yet I actually took out my Healey today in 57 degree temperature. It took a bit to start, as it hasn't been run since October, but with a little coaxing and playing with the choke, it finally ran correctly. After a 15 to 20 minutes ride, the temperature was up to normal, and the exhaust would definitely be dried out from any condensation that would have built up. After the ride, it was put back to sleep.

The new tires, installed by Pete at Motorcar Garage in Mapleshade, NJ, worked well. They were in balance, even though wire wheels can be temperamental.

During the month of November, we held a **Cars and Coffee** at Pour Richard's Coffee House in Devon, and those who attended enjoyed the conversations and libations. The next day, our monthly meeting was held at the Metropolitan, which was well attended. The main discussion was about the upcoming Christmas party.

On Sunday, December 1, about ten members met to see the film "**Ford vs. Ferrari**," and then went to an early dinner at **Iron Hill Brewery** in English Village. The film was excellent, especially the acting by Christian Bale. It was good to get members together for a film and a meal.

On December 7, the annual Christmas party was held at **Paganini's** restaurant in Doylestown. We were given a private room upstairs, where Barb and Dave Siwa had festively decorated the space. The food was very good, and again, it was good to have so many members attend and enjoy themselves, to the extent that no one wanted to leave. The gift exchange was, as usual, a hit, with as many laughs as there were gifts. Kudos to Barb and Dave for arranging the entire event.

Our first meeting of 2020 will on Monday, January 20, at the Metropolitan. Please try to attend. We will be starting tech sessions, with the first tentatively scheduled for January 25 at Leo Kob's house. Let me know if you would like a tech session so we can schedule it.

We wish you a very healthy, joyous New Year!
"And now let us welcome the new year, full of things that never were." - Rainer Maria Rilke



Brandywine

Ernie Leser

A happy and healthy New Year to all our members! Hopefully all had a joyous Christmas with their families. Its hard to believe that another year has past, but we look forward to a new year of fun with our friends and their cars.

The annual election of Brandywine officers was held on Nov. 21st at Stoney's British Pub. Or at least that is the way it was planned. Joan and I were cruising the Mediterranean and our illustrious president Chuck Ott was in charge of holding elections. Chuck sent in the following report. While covering the events at the last board meeting, the matter of elections slipped by. As Chuck put it, no one objected to running again, and no one stepped forward to replace any of the existing officers. Hence the slate of officers remains the same for 2020.

President: Chuck Ott

Treasurer: Pete Roberts

Membership: Roger Bono

Activities: Dave Ehret

Newsletter and Chief Taster: Ernie Leser

Chairman for 2020 Encounter: Diane Zalewski

Attendees at the meeting were: Dave Ehret, Pete Roberts, Don McDonald, Mike Jennings, Jim Martin, Astrid and Roger Bono, Diane and Tom Zalewski, Jeff Lanno, and Chuck Ott. A highlight of the meeting was the debut of Astrid and Roger's beautiful 1965 silver BJ8 after a long restoration.

The **Brandywine Christmas party** was held on Saturday, Dec.7th at the home of Lisa and Jeff Lanno in Garnet Valley, PA. As was the case last year, Lisa again prepared a large assortment of delicious foods. Along with a variety of beer, wine and punch, a good time was had by all. Enough cookies and other sweets brought by the guests afforded a generous take home tray from the resulting exchange.

A challenging game involving general Christmas knowledge followed. Attendees were divided into three groups of 4-6 persons each. A list of questions dealing with Christmas songs and movies; another list determining Christmas song titles from emojis; and a list unscrambling holiday words. Team "Snowflakes" achieved the highest overall score



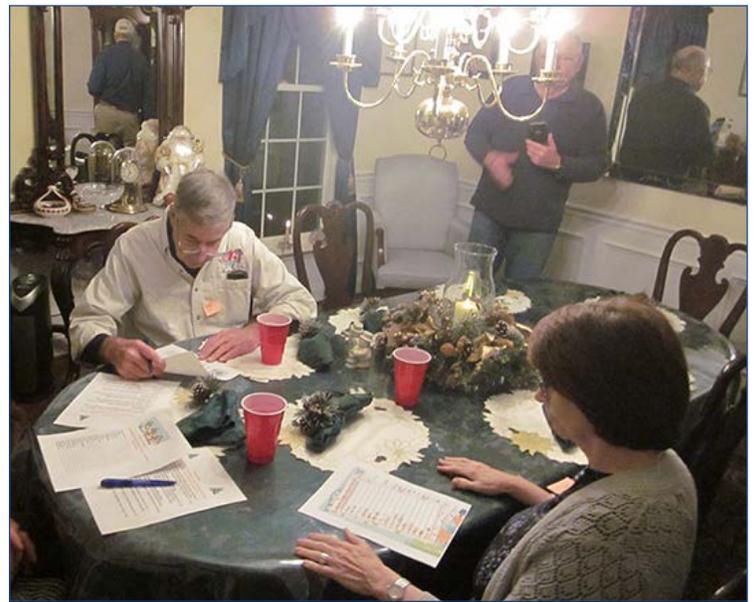
In the kitchen

Region | Brandywine

and won a coveted 12 pack of Blue Moon – it was worth the effort! Finally, a wine bottle exchange ensued based on a complicated (read mind exercise) scheme. All participants did wind up with a bottle of wine – wow!

Jeff then gave us a tour of his garage and showed us the progress he has made in the restoration of his 1966 BJ8. Welding of parts of the car requiring new metal continues. Doors and fenders have been fitted to the chassis. The project continues to come along well. Brandywine members participating in the Christmas merriment were: Pete Roberts, Dee Caffrey, Dave Ehret, Nigel and Jonathan Smart, Lisa and Jeff Lanno, Sue and Chuck Ott, John Montaque, Astrid and Roger Bono, Jim Martin, Joan and Ernie Leser.

Thank you Lisa and Jeff for another super Christmas party!



Looking for clues



Restoration advice



Under car inspection

On Thursday, January 16th at 7 pm will be our Events Planning meeting for 2020. This will again be held at the Deer Park Tavern, 108 West Main St., Newark, DE. Bring along your ideas for events that you would like to see happen, and events that you would like to host. With Brandywine Region hosting Encounter 2020 this will be a very busy year.



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Long Island

REGION

The holidays are almost over as I write this, with New Year's Day upon us. Now we have to get used to writing a new date on checks, etc. I wonder how many errors it will take before 2020 comes naturally. I hope everyone enjoyed their celebrations with family and friends. There is so much preparation involved but, in the end, it can be well worth it.

Our **post-holiday party is on January 12th**. Keep your fingers crossed for good weather. I hope many of you make it. Depending on when you read this, it might not be too late to decide to attend. Last minute attendees are welcome but, if you read this on the 13th or later, you will have to wait till 2021!



Rich Miot's BJ8 and MGB



Rear View

Holiday preparations took up most of December so there is not any new Healey news to report. However, we can tie up some loose ends from 2019. In August, Rich Miot sent me some photos. I held on to them for a rainy (or winter) day so now is the time to share them. On November 3rd, Bob and Diane Squillari were at Trump Links in the Bronx in November for a car show and they sent along some pictures. Later in November, Bob took me along on the Toys for Tots run to St. Mary's Children Hospital. We went in the family Grand Am. I have gone with him, and usually with Diane, other years and it is always exciting to be driving on the highways and streets with a police escort, with the police blocking the entrances to the highways all along the route.



Grand Am Gets Around

This November's parade was especially exciting as somehow a cigar vending truck was in the parade one vehicle ahead of us. The route runs from Forest Park to St. Mary's Hospital in Bayside, first on the Jackie Robinson Parkway, then on the Grand Central Parkway, and finally on the Clearview Expressway. As we approached the first low bridge on the Jackie Robinson, the cigar truck guy jammed on his brakes because he thought he wouldn't clear the low bridge. Luckily, we passed him before he found out, and we then had a less eventful parade into Bayside.

Last of all, my grandson has designs on my Healey. 



Whistone Bridge view



My Healey, Grandpa

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North Jersey

By George Crombie

Welcome to the first edition of The Flash for 2020! The last month or so of 2019 saw only a couple of events in the Region to report on: the first being the Polar Run; and the second was the December monthly club meeting.

The Polar Run was held on Saturday, November 23rd, and covered about 45 miles winding around some of the back roads in southwestern Somerset and southeastern Hunterdon Counties. The following members, and their steeds, braved the cool morning temperatures: George Merinos (AN6), Steve Feld (BT7), Steve Jekogian (BJ8), Allen Rosenberg (BN2), and George Crombie (AN9), with Denise and Sarah Crombie arriving in Denise's Chevy Cruze to provide sweeper duties. Fortunately, no one ran out of gas or needed any other services from the clean up crew. There is an "official" report filed separately in this edition of The Flash. All I can say is that many of you missed a bit of excitement at kick-off! Don't believe all the pictures; I can explain! My thanks to George Merinos for the photo documentary.



In poker terminology, what beats two pairs with an Ace kicker? Apparently, next up on the food chain would be “three of a kind”.

Allow me to set the stage. Two pairs (a pair of Georges, coincidentally driving a pair of Sprites – both red; we can call this the “small pair”; and a pair of Steves, both driving a pair of Austin Healey 3000s – both two-tone; the “large pair”) with an Ace kicker, namely Allen Rosenberg, driving an Austin-Healey 100. Okay; so far it seems pretty simple, yes?

Enter the “three of a kind”: Bridgewater police officers. Yup; three of them.

It all started on a Saturday morning (November 23rd, to be precise) around 9:30 or so; maybe even 9:45. Doesn't really matter. We were starting to gather in the Wegmans parking lot in Bridgewater in preparation to the start of this year's Polar Run. I showed up first; a bit on the early side (it just wouldn't do to be late to my own party) in my Mark IV Sprite. After hoisting the Union Jack (British flag), I stood by my car drinking - a cup of McDonald's coffee. A short time later, George Marinos (Mark II Sprite) pulled up. After checking in, he headed off south on Route 202 in search of petrol. It was a long drive from the New York area where he started.

George Marinos returned shortly thereafter, and we proceeded to visit a bit while waiting for the others to arrive. A few moments later, a Bridgewater patrol officer in an SUV stopped by. At first, we thought he was admiring the cars. When he powered down the passenger side front window, George and I headed over to chat and answer any questions that he might have. He kind of took us by surprise when he asked if we had been yelling at people. We looked at each other, then back at him and “denied everything.” I think I may have mentioned something to the effect of “It's too cold to yell at anybody”. He asked us again, and also asked if we had been drinking beer. At this point, I figured that he was kidding around and admitted that I had just finished my beer and was ready for another. George said, “Hey, wait a minute! You're serious!” I assume he was talking to the officer, as he knew I hadn't been drinking beer. Well, at least not while he was there. The officer stated that he was, indeed, serious. Apparently, a concerned citizen had observed some guy by an old red car drinking beer and yelling at customers. He had the description down pretty good, except we had no beer and we weren't yelling. He radioed as much to his back-up. When George and I turned around, we saw that his reinforcements were getting out of their patrol units behind us.

So there we were: a small pair of Georges facing three of a kind Bridgewater patrol officers. As we chatted, George offered to let the officers check out our cars for beer, even inviting them to “take them around the lot a couple of times.” One of them mentioned that he didn't think he would even fit in them (he was probably right about that, as my eyeballs were on an even level with his badge); while the first officer said he would love to take one of the Sprites for a spin, but “had better not.” Me? I kept looking around and hoping to draw into a higher hand. With another Sprite, we could have bluffed them, our three of a kind against theirs. About this time, Steve

Feld and Steve Jekogian arrived with their 3000s, and I'm thinking: If another Sprite or 3000 shows up, we just might draw into a full house. Steve Feld came over to see if we needed to be bailed out, while Steve J. was contemplating how far away he needed to park to avoid getting swept up in the dragnet that was surely only moments away. Once he realized that bullets weren't going to fly, he came over with his own bottle



of beer. Just kidding; 30 years ago, maybe. But, honestly, do we really look that disreputable? After a few pictures were taken (thanks to George Marinos), and hands were shaken, the officers mounted up and drove off. Just about then, Allen arrived in his BN2 as the final card in our hand. Now, we can look at this a couple of different ways. One; we tried to bluff with two pairs, but they had us with their three of a kind. Two; we bluffed with a possible full house draw (classifying Allen's BN2 as a "big Healey", we would have made our full house), or Three; call it a friendly game and leave it even. That's the way we'll leave it, okay?

After this, the rest of the Polar Run was rather anti-climactic. We headed south on Route 202, then east on Old York Road and into Raritan. From there, we worked our way into Neshanic Station and parts south and west, before traveling up to Three Bridges, then crossing Route 202 and meandering on up to Whitehouse Station, where we had lunch at The Rail at Readington. We covered about 45 miles in around an hour and twenty minutes. Next time, we'll try to incorporate a short stop closer to the 1hour mark. We are all getting a little older after all...

Denise and Sarah Crombie arrived at Wegmans just before launch time, with Sarah joining me in my AN9 and Denise drove sweep again this year in her BJ9. No breakdowns, nobody ran out of gas, nobody got any tickets (regardless of what the picture says – it's all fake news), and nothing fell off any of the vehicles. The two Sprites and Steve Feld ran topless; while Allen and Steve Jekogian had their tops up, but windows open. The weather was clear and crisp (about 30 degrees at Wegmans for the start; warming up to around 50) and the company was terrific. It was a good run, and I thank all who ventured out and joined me on this pleasant Fall day! The monthly **Club Meeting** was held on Tuesday night, December 10th, at **Charlie Brown's** in Chatham, NJ. We had a decent sized crowd in attendance, with Steve Feld, Larry Gersten, Dennis Meehan, Steve Jekogian, John Moore, Tom Mulligan, Richard Ippoliti, Allen Rosenberg, Bob Jankowitz, and George Crombie all skipping out of doing dishes duty for the evening. With the ten of us on-hand, we had enough for a quorum and were able to fill the positions of Regional President (Steve Feld), Treasurer (Larry Gersten), and North Jersey Newsletter Scribe (George Crombie). We (they) all got drafted again and ran un-opposed. The motions were made, seconded, voted on, and passed (with just one dissenting vote, but I got over-ruled...). Who says democracy doesn't work? After this pressing business was tended to, the rest of the meeting was spent discussing the finer points of our club insurance (what it covers vs. what it doesn't); Encounter 2020 in Newark, DE; Encounter 2021; the joint AHCA / AHSTC Enclave in 2022; the Red Mill British Car Show (25th annual!) this coming June and a few other points of interest. Then we got around to what members were doing to their cars and any winter plans. Following this, I kind of had to explain the little bit of controversy surrounding the start of this year's Polar Run for those guys who weren't there that particular morning. You'll have to read about it elsewhere. At the conclusion of the meeting, I raffled off a Matchbox 9-piece set (just so happened to have a highly sought after red 1963 Austin Healey model included in it), which Steve Feld won; and a last minute single blue 1963 Austin Healey model from Matchbox, which Bob Jankowitz won.

We had a planning meeting scheduled for **Wednesday, January 8th, 2020**, which was the first official Club Function of the new year. Following this, the **Gerstens will be hosting the annual Holiday Party at** their home in Morristown, NJ on **Saturday, February 8th**. More information is sure to follow. As a matter of fact, you should have already received, and responded to, the official Evite. This, coincidentally, will happen to be the due date for my next Regional article. Fair warning, Steve: my article will be a couple of days late (I need something to write about, and this fits the bill nicely)!

Stay tuned to your e-Flashes for all the latest, and highly anticipated, events for the coming year!! 



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Lehigh Valley

Gerry Kunkle



Highlights of events since our last Flash follow:
AHSTC Board Meeting – On Saturday November 16 the meeting was held at Ragtops and Roadsters shop in Perkasio. Some of the highlights of our meeting are as follows. **Rick Brodeur presented his membership report.** Presently we have 23 members in the Lehigh Valley Region and the total AHSTC membership is 268. For the first ten months of the year club income exceeded expenses and we are well within our budget. Steve Feld reported that better insurance coverage was obtained at a lower cost. Bob Ott reported that with the exception of one advertiser all accounts have been paid. John Heffron stated that our club has donated \$965 to the DMH Fund. Anyone wishing additional financial information is more than welcome to contact me.

Presentation of 2019 ABR Check to the “Shriners Hospital for Children” – On November 24 Ragtops and Roadsters had there **“Before We Put Them Away”** open house in Perkasio. This is always a well-attended event. The Americas British Reliability check for Raising Money for Kids was presented to the “Shriners Hospital for Children”. This year’s check was a record amount of **\$43,160**. This year our club did not donate any money because we had no members entered in the rally probably because it conflicted with Encounter. In the future I would hope that we would donate the amount budgeted (\$500) even if we have no entries.

Holiday Party at Morgan’s – On December 6 the Lehigh Valley Region again returned to Morgan’s restaurant for our holiday dinner. As we did last year the region paid \$25 per member and \$25 per guest for a total of \$50. I am most surprised that more members did not take up the offer. This \$50 gift more than covers the \$30 annual dues. Guests were also given a very nice wine glass Christmas present inscribed “Austin Healey”. Thank you Bob Snyder for this idea.



Members enjoying the holiday party at Morgan’s.





ABR check presentation at Ragtops.



Triumph TRS LeMans Racecar at Ragtops

Attending were Thom and Ginny Gatley, Rick and Sue Brodeur, Ken and Cindy Beck, Bob and Mary Pritchett, Dave and Rose Browne, Bob and Sue Snyder, Bob and Judy Weaver and Ella Jane and I. This represents eight of the twenty three members in our region. At our impromptu meeting we agreed to continue the subscription to the British Marque Car Club News for 2020.

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Best of Britain 2020 – British Racing at LeMans is the theme at the Simeone Museum, Norwitch Drive, Philadelphia, PA 19153 from January 4 to February 2. The museum is open from 10 AM to 4 PM daily. One of the cars which will be on display is Triumph TRS LeMans Race Car that also was on display at Ragtops and Roadsters November 24 when the Shriners Hospital check presentation was made. Triumph built 4 TRS racecars to compete at the 24 Hours of LeMans in the early sixties. Three of the cars went on to win the Index of Performance in 1961. This car #25, 929 HP, was driven by Michael Rotschild, USA, and Marcel Becquest, France, finished 15th overall and 6th in class. This car and at least one of the others was owned by Charles Runyan prior to his passing. Charles owned the Roadster Factory, a Triumph and MG parts distributor, in Armaugh Pennsylvania. This car is powered by the twin cam “Sabrina” engine. I had seen the car in 2013 when I participated in the ABR rally. The history and restoration of these cars is on the Roadster Factory web site. It is quite interesting.

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Don Mc Donald Jr. Profile on my 1962 Austin Healey MK3000 Mark II BT7 Tri Carb Roadster



I first became interested in British Cars when a next door neighbor had a 1968 Jaguar Fixed Head Coupe with a 4 speed manual transmission. I worked around his house and on occasion I had the opportunity to take it into Greenville for gas on Friday after school. One afternoon I was driving the Jag down the hill coming out of Centerville at a pretty good clip. Low and behold my neighbor was coming home early from the office in his Yellow Mustang GT when I passed him. The Jag was really starting to talk as I opened up the dual Zenith Carburetors on the down hill straight away. Ellis told me the next time I was behind the wheel to lighten up on my foot. What a cool car to drive. You could say from that point on I was hooked on British Cars.. Since my neighbor owned a Jaguar and his daughter Betsy owned an Austin Healey Mk3000 the Preston family knew a lot about British cars. I was told they were expensive to maintain and operate. I wanted an Austin Healey and that was it. John Hynansky was a car salesman in those days on Market Street in Wilmington. He tried to sell me a Triumph when I was looking for a Healey. I told him John, no way thank you for your time. I remember my Father told me you are in college you can't afford a British car they are always in the shop.

Between semesters in College I worked for Rollins in automobile sales in Newark Delaware. I met Frank Porter who had a collection of Austin Healey Cars. I remember a customer traded a VW bug in on a AMX I sold. I purchased the VW and drove it until I sold it in the fall. The VW was sold for \$995.00 . I paid \$1195.00 for the Austin Healey. I believe I was the second owner as Frank worked at Dupont and purchased the Healey from someone at the Dupont Experimental Station. In 2015 the carpet kit for the interior cost the amount of what I paid for the car! My Healey was in storage in a barn for 15 years. Kevin Fernsler a great British Mechanic went over the car from stem to stern The car runs great and a pleasure to drive. I have to thank Dr. Stephen Hershey for kidding me "you better get the Healey running again while you

still can get in it". We all know to get into an Austin Healey you have to do a kind of squat as they are so low to the ground. The scant 5 1/2 inches of ground clearance remained a problem for some to enter the car.

The Austin Healey BT7 four seater sold new for \$3,371.00. Standard high -speed 5.90-15 Dunlop Road Speed bias ply tires allowed the 3000 to hit 60 MPH in 9.8 seconds, as well as 115 MPH top speed.

The real change in 1961 was what was behind the grill. A trio of SU HS4 carburetors were introduced. 1961 and 1962 were the only two years the tri carbs were built. The horsepower rating was increased to 132. A brake booster was offered as an extra-cost option, and in November 1961, the side gear shift change was replaced by a change with a central lever. Externally, the only real news was the replacement of the wavy horizontal bars of the MK1's grille with a row of fine vertical bars, and a revised hood intake.

I have owned the Austin Healey since college in the 1970's.. The Austin Healey was my only driver to Washington D.C., Alexandria, Dewey Beach, Avalon, the Poconos and other destinations. One thing for sure an Austin Healey is not the car to be caught in a snow storm with! The Healey stays in the garage now and only goes out on clear sunny days. No bad weather for the old girl this time around. A funny story we had 3 girls in the back seats leaving the Bottle & Cork after a Saturday afternoon jam session of partying and dancing! The Dewey Beach police stopped me and said the car was overloaded with 5 people. Lucky for me a friend J.R. Julian was in the car a pre law student at the time. I did not receive a ticket. Needless to say, I limited the car to 4 which is tight for the back seat occupants. The rear seats of an Austin Healey are designed for kids not 3 adults. Anyone that knows an Austin Healey 3 girls in the back trundle seats was something to see!

The Healey has always been Old English White with silver metallic wire wheels. All the paint including the wire wheels is Dupont Imron. The Tri Carb was manufactured between 1961 and 1962 with only 5,096 vehicles built.

A true roadster the top comes completely off, the side curtains come off and a tonneau cover protects the interior from rain. "Donald Healey reportedly fretted endlessly before his first 100 model went on display at the 1952 Earls Court Motor Show, fearful that the public and critics would give it the thumbs-down. He needn't have worried. The BIG HEALEY went on to 15 years of success in the showroom, on race tracks and over rally stages and has continued to enjoy enormous popularity today among those taken by its performance and its looks".

The Austin Healey MK 3000 Roadster finished number 4 in the top 10 at the Winterthur Invitational Show in June of this year. A great demand for these classic British cars still remains today

A British Car is not cheap to maintain as we all know. How can we put a dollar value on fun as we grow older. My father said one time about people that do not like to spend a few dollars on something they enjoy.. "I have never seen a Brooks Armored Car follow a hearse." A very wise man and great Dad. Not a day goes by I do not think about him.

A lot of fun times with my Austin Healey. When you get behind the wheel, start the engine, drive down the road with the top off, hear the great tone of the exhaust, your hair blowing in the wind you feel 25 again!

2020 will be a great year for all Healey enthusiasts. We will be celebrating 75 years of the Healey Marque. Great job Donald Healey for building such a fun car to own and drive. 

MEMBERS CORNER

By Rick Brodeur

We have no new members this month.

If you have a problem receiving the Flash, please contact me at membership@austin-healey-stc.org

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 on the web site.

WEBSITE INFORMATION

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 the Home page. If you want to add information about yourself, change password, etc. you go to the 'profile' page by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.

We will be updating our website in the next few months. [Watch for announcements here.](#)



Regalia Online Store

The AHSTC club has started a new way to get Bling. We have set up with a vendor who has all our logos. Click on the link below and Buy, Buy, Buy

Questions/concerns contact: Ken Beck • Email: kenbeck@rcn.com



Wednesday

As with past Encounters, there is an incentive to register early – only a limited number will be able to participate in the Encounter Wednesday night special activity. It is sure to sell out, so get your registration in early for the best chances of getting your tickets. Capacity is limited to the first 75 persons who register for Encounter and request the Marshall Steam Museum event.

Per the Delaware State Parks Website, The Marshall Steam Museum is part of the Auburn Valley State Park, which is Delaware's Newest State Park. "Nestled in the Piedmont's Red Clay Valley, visitors to Auburn Valley State Park will discover the history of the Marshall Family, Yorklyn's rich industrial history, and revitalization of this site. Previously known as Auburn Heights Preserve, Auburn Valley State Park features new hiking and paved biking trails, the historic Marshall Mansion completed in 1897, the Marshall Steam Museum, the Auburn Valley 1/8-scale railroad, and much more. ...The Marshall Steam Museum houses the largest collection of operating steam cars in the world. The museum contains historic Stanley Steamers, and gives guests the opportunity to experience life at the dawn of the automotive age first-hand."

A bus will shuttle participants to the Marshall Steam Museum from the Hilton. At the museum, heavy hors d'oeuvres will be passed by wait staff, and there will be stations around the museum both hot and cold, and non-alcoholic beverages. Participants will be able to take rides on some of the steam vehicles at the museum, which are maintained in operating condition by the museum's staff. There will also be access to all of the vehicles in the museum's inventory.

Buses will return the passengers to the hotel, arriving around 9pm.

Celebrating 75 Years of the Healey Marque

start Making Plans To Join Us



Plans are well underway for next year's Encounter and it's looking to be shaping up to be another great time! Our "pit crew" is working diligently to see that everyone enjoys themselves, and the Brandywine Region has been very fortunate to have a number of volunteers from outside our region willing to help. Believe me when I say, I'm very grateful for all the knowledge and skill they bring to the process!

Brandywine's focus for 2020 is for us all to enjoy ourselves and the natural beauty of this region. To get this theme underway, we'll be kicking off the celebration in the "heart" of the Piedmont's Red Clay Valley. At Auburn Valley State Park, where the historic Marshall Mansion (completed in 1897) resides, we will experience an evening of nostalgic automobiles, dining and fun at the Marshall Steam Museum! And for the dining options, well we'll have delicious hot and cold stations throughout the Museum! Oh and while there, don't miss out on taking a few spins on the steamed and electric vehicles that will be out for our riding pleasure.

Then first thing Thursday morning after a hearty breakfast, you'll Rallye through some of the area's pristine countryside and return to a special Chef's Table Luncheon where the Hilton chef will prepare a portion of our menu for our viewing and dining pleasure as a part of our "Tour of Italy"! Later that night, we'll be sponsoring the Reception & Charity Auction. This year's event is looking to raise a "glass," while raising the top off the contribution we'll be making to the American Diabetes Foundation. Remember to show up with a light heart and a full wallet!

Of course our plans include all the favorite activities that we've all come to know and love, such as the ever favorite Gymkhana, Funkhana, Tech Sessions (to take away the latest automotive knowledge), and the ever Popular Car Show.

Brandywine Region is especially excited at our new addition to the 2020 lineup! Our Event Banquet will feature a DJ who will "spin" us into the evening. So make sure to bring your dancing shoes and someone to dance the night away with!

Well, that's all for now. Stay tuned as more details make their way to you.

In the mean time, Tom and I wish you all the best of the Holiday Season and are looking forward to seeing everyone in the New Year!

Diane Zalewski
Encounter 2020 Chair

PLAN NOW FOR 15-19 JULY 2020



ENCOUNTER 2020
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AHSTC Brandywine Region

15-19 JULY 2020

**Hilton Wilmington/Christiana
Newark, Delaware**

1949 Healey Elliot
Donald Healey Motor Co. Ltd.
of Warwick, England



1915 Stanley Mountain Wagon
15-passenger steam car
Marshall Steam Museum



*Join us as we celebrate the history of the Healey
and explore the beauty of the Brandywine Region*



HOST HOTEL

Hilton Wilmington/Christiana

100 Continental Drive
Newark, Delaware

Reserve your room now!

- 302-454-1500 Group Code "EN2020" for special rate of \$139/night plus tax
- or Hilton's special Encounter 2020 group reservation page online at bit.ly/2VLcMoK



WED July 15 Step back in time to the era of early electric and steam automotive technology at the [Marshall Steam Museum at Auburn Heights](#). First 75 people to sign up get to ride in a steam-powered vehicle!

THU July 16

- Morning rallye through beautiful Brandywine countryside
- Afternoon tech session
- Evening reception and Alex Tricarb's fun charity auction

FRI July 17

- Morning Gymkhana
- Afternoon tech session
- Summer Buffet and valve cover races in the evening

SAT July 18

- Morning Funkhana
- Popular car show
- Awards banquet



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15-19 JULY 2020

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ENCOUNTER 2020



AHSTC Brandywine Region

Celebrating 75 Years of the Healey Marque

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*“CELEBRATING 75 YEARS OF
THE HEALEY MARQUE”*

**PLAN TO KICK OFF YOUR
BRANDYWINE
2020 ENCOUNTER EXPERIENCE
WITH A
“TRIP BACK IN AUTOMOTIVE
TIME!!!”**

**ENJOY AN EVENING FULL OF
FUN, FOOD AND FRIENDS
ALL FOCUED ON
THE ENJOYMENT OF
UNIQUE ANTIQUE AUTOMOBILES**

**IT'S ALL HAPPENING AT THE
MARSHALL STEAM MUSEUM
Yorklyn, DE**

**Wednesday July 15th
5:30 PM TO 9 PM**

Don't miss this opportunity to step back in time to the era of early electric and steam automobiles. There might even be a miniature steam train ride in store!

**Space is limited for this event.
Only the first 75 people will go.
So don't miss out!!! Get your
registrations in early!**

Draft Agenda for Encounter 2020

As of 1 November 2019 – subject to change

DATE	TIME	LOCATION
DAY ONE - (Wednesday)		
Registration open	2 to 4	Hotel Main Floor
Museum Bus Departure	5:00	Depart Hotel Parking Lot
"Trip Back in Automotive Time" & Reception	5:30 to 8:30	Marshall Steam Museum
Museum Bus Return	9:00	Return to hotel
DAY TWO - (Thursday)		
Breakfast Schedule (Hilton Guest Vouchers)	6:30 to 10:30am	E'central restaurant
Registration Open	9-11 & 2-4	Hotel Lobby
Regalia Open	9 to 12	Rosemary Room
Rallye School	8:30	Lavender Room
Rallye	9 to 1	Depart & Return to Parking Lot
Chef's Table - Cooking Demo & Luncheon	1 to 2:30	E'central restaurant
Hospitality	1 to 5	Parlor 184
Tech Session	2 to 3	Lavender Room
Reception & Charity Auction	7 to 10	Le Chameleon Ballroom
DAY THREE (Friday)		
Breakfast Schedule (Hilton Guest Vouchers)	6:30 to 10:30	E'central restaurant
Registration Open	9-11 & 2-4	Hotel Main Floor
Regalia Open	9 to 12	Rosemary Room
Gymkhana	9 to 12	Hotel Parking Lot
Hospitality Open	1 to 5	Parlor 184
Tech Session	1 to 2	Lavender Room
Board Meeting	2 to 4	Basil Room
Summer Buffet Dinner & Valve Cover Race	6 to 10	Christiana Ballroom
DAY FOUR - (Saturday)		
Breakfast Schedule (Hilton Guest Vouchers)	7 to 10:30	E'central restaurant
Registration Open	10 to 2	Hotel Main Floor
Regalia Open	9 to 12	Rosemary Room
Funkhana	8 to 10	Hotel Parking Lot
Concours Judging	9 to 12	Hotel Parking Lot
Tech Session	11 to 12	Lavender Room
Hospitality Open	1 to 5	Parlor 184
Popular Car Show	12 to 3	Hotel Parking Lot
Regalia Open	1 to 4	Rosemary Room
Event Banquet & Dancing	6 to 10	Christiana Ballroom





**Come Celebrate Seventy Five Years of
Donald Healey Automobiles!
ENCOUNTER 2020
Newark Delaware
July 15-19, 2020**

Last Name _____ First Name _____ Spouse/Guest _____
 Address _____ City _____ State _____ Zip _____
 Evening Phone _____ Email _____
 Guests' Name/Children's Names & Ages _____
 _____ Region/Club Affiliation _____

Car Information:

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

INSTRUCTIONS:

1. Complete registration form and print
2. Make check payable to AHSTC ENCOUNTER
3. Mail to: Tom Zalewski
21 Autumn Woods Drive
Elkton, MD 21921-8437

Full Registration Fee includes:

- One show car, includes
➢ 2 adults and children under 21 for all events
- Free access to our hospitality room for the weekend
- Free Admission to All Tech Sessions, Rallye & Khanas
- Thursday Charity Auction/Social with One Complimentary Beverage plus Cheeses, Fruit & Vegetable crudités
- Registration Gift

Hotel Registration:

Hilton Wilmington/Christiana Hotel
100 Continental Drive
Newark, Delaware 19713-4319

Online Registration Site:

<http://www.hilton.com/en/hi/groups/personalized/I/ILGCH-HF-EN2020-20200715/index.jhtml>

Phone: 302 454-1500 for reservations.

Mention Group Code: "EN2020" to get the special rate of \$139 plus taxes. Deadline for this rate: 15 June '20

CONCOURS JUDGING: Contact Chuck Ott for details
Email chuckott@verizon.net

About you:

Is this your first Encounter? Yes/No _____
 Will you need space to park a trailer? Yes/No _____
 Are you staying at Hilton? Yes/No _____
 When will you arrive?
 _____ Wednesday 7/15 _____ Thursday 7/16
 _____ Friday 7/17 _____ Saturday 7/18

REGISTRATION FEES:

\$75 if postmarked by April 15, 2020 _____
 \$95 if postmarked after April 15, 2020 _____
 Extra Cars _____ @ \$10 each _____
 Extra Adult**(same household) _____ @ \$20 each _____

WED 7/15 Marshall Steam Museum

All _____ @ \$65 _____

THURS 7/16 Chef's Table "Tour of Italy" Luncheon

All _____ @ \$30 _____

FRI 7/17 Summer Buffet Dinner/Valve Cover Race

Adult _____ @ \$35 _____
 Children 12 & Under _____ @ \$18 _____

SAT 7/18 Awards Banquet

Adult _____ @ \$50 _____
 Meal choice: Chicken Piccata _____ Herb Tilapia _____ Prime Rib of Beef _____

OTHER:

SAT 7/18 CHILDREN'S DINNER PARTY

Children 4-10 yrs. old _____ @ \$10 _____

"Bucket of Loot" Tickets _____ 7 for \$5 _____

Concours Judging Fee @ \$175/car

Concours Cut Off Date: May 19, 2020 _____

Encounter Performance Polos

Men's Polo Navy Blue:
 _____ S _____ M _____ L @ \$30 each _____
 _____ XL _____ 2XL _____ 3XL @ \$33 each _____

Women's Polo Navy Blue:
 _____ S _____ M _____ L @ \$30 each _____
 _____ XL _____ 2XL _____ 3XL @ \$33 each _____

Encounter Oxford Shirts (long sleeve)

Men's Wrinkle Resistant Oxford Shirt Navy Blue:
 _____ S _____ M _____ L @ \$32 each _____
 _____ XL _____ 2XL _____ 3XL @ \$35 each _____

Women's Wrinkle Resistant Oxford Shirt Navy Blue:
 _____ S _____ M _____ L @ \$32 each _____
 _____ XL _____ 2XL _____ 3XL @ \$35each _____

Brandywine Region Raffle: _____ Chances @ \$20 each _____

TOTAL _____



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*Dear Charlene,
Please share with
Club members just how
much we appreciate their
support. Thank you.
Best wishes,
Dennis*

October 30, 2019

Charlene Donovan
Austin Healey Sports and Touring Club
716 Shearer Street
North Wales, PA 19454

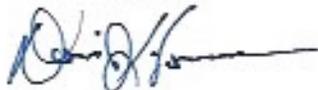
Dear Ms. Donovan:

On behalf of the children and families we serve, thank you for your generous gift of \$4,685.00 to Make-A-Wish® Philadelphia, Delaware & Susquehanna Valley, received on 10/28/2019.

For children who are battling a critical illness, the wish journey is more than a trip or a momentary experience. It is the catalyst for life-long inspiration. Valerie, now 23, reflected back to how her wish helped her establish a return to normalcy after treatment. "The ability for Make-A-Wish® to make me feel like a kid again and feel that feeling of pure joy—just being able to breathe and relax was a huge experience for me and my family." Today, Valerie is serving as a wish granting volunteer to help other local children's wishes come true. Since joining as a wish granter in November 2018, Valerie has already granted 7 wishes for children in our community with critical illnesses! Valerie exemplifies how a single wish can transform not only the lives of children and their families, but of entire communities.

Again, my sincere thanks to you for helping us deliver life-changing work. Please call 215-654-9355 or visit philadesv.wish.org to learn more, to schedule a tour of our office or to receive our e-newsletter.

Best wishes,



Dennis J. Heron
President and CEO

Make-A-Wish Foundation® is a registered 501 (c) (3) not-for-profit organization. Contributions are tax deductible as allowed by law. There was no exchange of goods and/or services in connection with this financial gift.

5 Valley Sq, Suite 210
Blue Bell, PA 19422
P. 215.654.9355
F. 215.654.9354

1054 New Holland Ave.
Lancaster, PA 17601
P. 717.283.4880
F. 717.260.3886

100 W 10th St.
Suite 106
Wilmington, DE 19801
P. 302.482.4467

philadesv.wish.org



*Austin Healey
Sports & Touring Club*



Embroidered Expandable Attache



Embroidered All Purpose
Contrast Duffel



Embroidered Velour Golf Towel



Embroidered Men's Core Soft Shell Jacket



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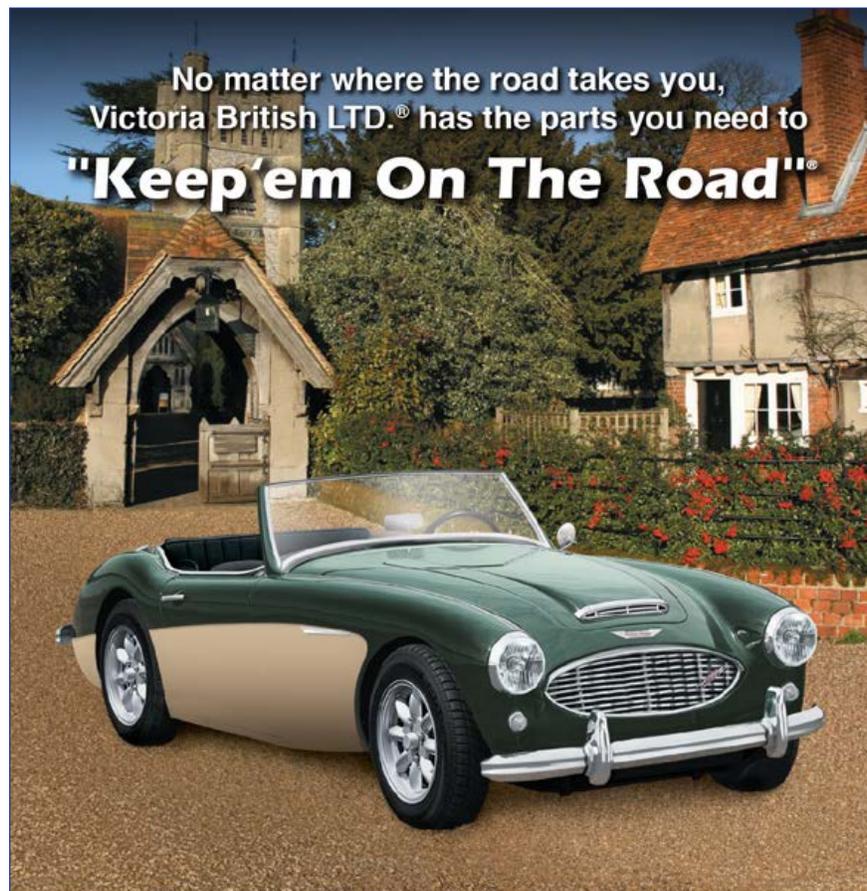
Or contact Ken & Cindy at kenbeck@rcn.com

BUSINESS

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FOR SALE: 1966 Sprite for sale. Proceeds benefit the Center for Vision Loss in Allentown, PA. Contact Dennis Zehner for additional information or to make an offer at 610.433.6018, Ext. 241, or to write to him at dennis.zehner@centerforvisionloss.org.

It is Winter, time to clean out your basement and garage and SELL,SELL,SELL. the stuff you have. You know you have stuff, and you know other members want your stuff. So put it together and send it to me. Stevejekogian1@gmail.com



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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

|_|_| |_|_| |_|_| |_|_| |_|_| |_|_| |_|_| |_|_| |_|_| |_|_| |_|_| |_|_|

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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

PRINT THIS PAGE

Directory

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John.heffron@hotmail.com

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Stevenergy@optonline.net

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Rick Brodeur
215-536-6912

membership@austin-healey-stc.org

CORPORATE SECRETARY

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delborder@comcast.net

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bjsppear1@verizon.net

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Fred Bennett
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Quitewaterpaddler@gmail.com

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3rd Tuesday, 6:30PM
Watch E-Flash
for Location

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kenbeck@rcn.com

Editor

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Watch E-Flash
for Location

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President

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dbsiwa@verizon.net

Editor

Randy Alkins
215-343-2785

randyalkins@gmail.com

Meetings

3rd Monday, 7pm
Metropolitan DIner

BRANDYWINE REGION

President

Chuck Ott
302-378-7287

chucknsueo@yahoo.com

Editor

Ernie Lesser
410-398-7308

ernstleser@verizon.net

Meetings

Watch E-Flash for Date,
Time & Location

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george_crombie@yahoo.com

Meetings

Watch E-Flash for Date,
Time & Location

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workshealey@aol.com

Editor

Paul Parfrey
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workshealey@aol.com

Meetings

Watch E-Flash for Date,
Time & Location



CONTRIBUTIONS

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

MEMBERSHIP & SUBSCRIPTIONS

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

ADVERTISEMENTS

25 word, non-commercial classified ads run for 3 months and are free to members. Non-member classified rates are \$0.20 per word. Commercial Advertisers please contact Bob Ott at 610-657-6688 or rsott9@gmail.com

NEWSLETTER DEADLINE

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

CONTRIBUTING EDITORS

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

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