

The *FLASH*



JULY 2020 | ISSUE 505

Austin-Healey Summer



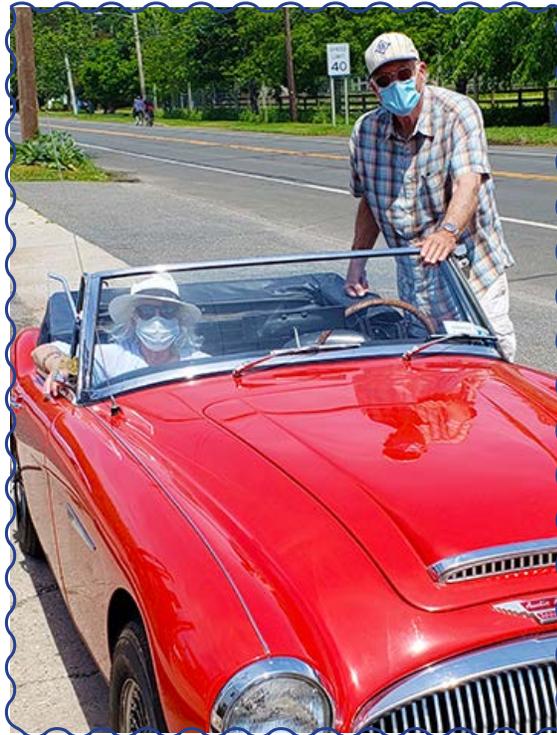
GET OUT & TOUR!

OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

JULY • 2020

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What's In The Flash

By Steve Jekogian

I do not know What's in The Flash this month, because I put it together in 10 minutes so I could get back to the beach.

Lynn and I have been "Social distancing" in Ocean City since March and staying away from people. But now that it is Summer, Ocean City is hopping with "Maskless vacationers".

Please check out the Encounter pages in this Flash and send in your registration. Covid will be gone by September, because the "bad guys" want it to come back in Late October to mess up the election.

So September is safe and you should get out and see the cars and friends before we get "ordered to Shelter in Place" again.



HARRISBURG REGION

By Fred Bennett with Dave and Priscilla Hooper, Del Border & Donna Sherk

Well, here we STILL are. Hope you are at least getting out in your cars in spite of all the doom and gloom. For the first time since I took over as scribe for the club's rag from the inimitable Don Hoffer, I had nothing to write about. I knew Don was looking down on me and shaking his head in disappointment. Knowing Don, he also had some choice words for me, which were probably not suitable for a family publication. After my mild panic attack subsided, I emailed Joe with the sad news. But like John Paul Jones, Joe had "just begun to fight!" He took pen in hand... or rather "mouse" and "keyboard" in hand and quickly sent the following response:

"We Healey People Aren't Just Pretty Faces Driving Pretty Cars!"

by Joe Spear

Fearless Freddie dug deep in his sea chest and pulled out his set of semaphores and used them to send the following message, "MAYDAY, MAYDAY the USS Harrisburg Flash is DIW (dead in the water) as I have no cargo for next month's sailing." So, the Grand Pooh Bah, channeling Don Hoffer, threw him a life preserver...

In 1970 Barb and I purchased our first home in Lebanon County. The home was on a hillside overlooking the valley. We could see for miles and watch the lights go on and off at department stores, shopping malls and watch as snow and rain storms rolled across it. The house was only three years old when we bought it from Ron Light, who for many years ran the Hershey Hill Climb and was into racing. He and his wife Mary literally had the builder dig a basement into the side of the hill and put up the house on a wooded lot that they purchased from a farmer whose ancestors had bought it from a land grant to William Penn.

Since it was a primordial forest it was nothing but shale overgrown with trees and weeds. We had many trees removed and top soil trucked in to make a lawn. One of the trees was a cherry about two feet in diameter and six feet long left by the contractor at the end of the driveway. When Barb's father asked me what I planned to do with it I replied that I was going to cut it up for firewood for our fireplace. He said cherry was too valuable to use for firewood and I should make furniture out of it. I looked at him aghast while wiggling my fingers and thumbs and told him how much I enjoyed having them and planned on taking them with me into the Hereafter. I had made a few things of wood under the guidance of my father but I had nada, zilch, zero wood working skills and no tools. As the fickle finger of fate would have it, a week later a friend asked me if I were interested in going to Reading with him to buy a table saw for \$15.00. I thought every basement should have a table saw so another friend and I hitched up his Datsun pick-up for the ride to Reading and bought three tiny 10" by 13" table saws. The price included plans for how to build a bigger table for the itty-bitty saw, so that was the first project. Surprise, Surprise Surprise (ala Gomer Pyle)! I didn't extricate any of my upper digits and the table was functional. My first real project was a Williamsburg table, which was pretty



straightforward- a top, four square legs and a drawer. A router was added to my budding tool collection to make the edging.

Another fortuitous event happened when a minor twister came through our neighborhood and knocked down a number of trees, including two rock oaks, a red oak and a walnut tree. I had an Amish man come with a thirty-foot horizontal band saw and rough-cut the lumber for me. He did it “for the half” as they say in Lebanon County. He took the rock oak for building a barn for his son, and in return I got the red oak and walnut for no charge.

Over the years I’ve built over thirty-five pieces of furniture for our home, family and friends made mostly of the wood I harvested from our first property. I don’t use plans. Instead, Barb and I decide what we want, what size we want, and the finish we want without having to go from furniture store to furniture store looking for just the perfect size and finish. And I enjoy making them.

I have taken only one lesson on how to use a router. Otherwise I’ve figured out to make each piece as I go along. Of course, I’ve ended up with some kindling from mistakes. I rely on B.J., the owner of a one-man cabinet shop where I purchase wood when I need it. He is always willing to share his knowledge with me and has helped me a lot. Also, Ron, our neighbor, is a wood worker and a wealth of information. He is a very generous, kindred soul and is also willing to help with good advice and an extra set of hands when needed. My third source of help is the owner of a paint store who helps with stains and different kinds of finishes. Barb is always there with suggestions and laudations. I follow an old woodworker’s adage, “Hammer to fit, file to suit and paint to hide.

Recently I have built a small curio cabinet, a cradle for my nephew’s child, a blanket chest and a lectern for our church. Over the years I have loved building things much the same way many of you enjoy working on your Healeys, racing them and preening them for car shows. Many of you have honed your golf game down to a two or three handicap, those who are gardeners are at work beautifying your landscapes and quilters are enjoying an ancient craft.



So, what is your hobby? Why not share it with all your Healey friends in a future Flash? It’s easy- Just email it to me or Fred Bennett (hopefully with some nice pictures), and you could say your writing and photography has been featured in a major automotive publication!

Upcoming Events

The Carlisle Import and Performance show is now rescheduled for August 14-16. As future conditions permit us to resume local club activities, Joe will send out an E-Flash. For the time being, stay well and go out for a drive when you can.



By Randy Alkins

PHILADELPHIA REGION

Healey driving weather has finally arrived, and we are anticipating some Drive and Lunch events in the near future. On Sunday, May 31, over 20 members met in Doylestown for a spirited ride over many county roads, ending at Washington Crossing State Park. We had all brought our own lunches and chairs. The cars were parked in a row, just as at other events. We joyfully gathered, but not too closely, on a shady, grassy area, complete with picnic tables for those who wanted to use them.

We enjoyed before-lunch conversations, and after-lunch conversations. It was great to see everyone after being confined for months and not having monthly meetings. It seemed that everyone had a good time and were reluctant to call it a day.

We held our first Zoom meeting Wednesday, May 27,



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which was attended by about a dozen members who joined in the conversation. We were updated by Pete Sturtevant from AHNE, about upcoming Summit in September, and Enclave 2022, to be held in the Poconos. The latter will be much like the Gettysburg event, combining AHCA and AHSTC. More details will be forthcoming.

We held a second Zoom meeting on our regular monthly meeting night, Monday, June 15, with about 15 members joining. Again, we discussed upcoming events.

On Saturday, June 20, a tech session was held at Leo's garage at which time five members, socially distancing, proceeded to attach the windshield and Sprite bonnet to his Bugeye. We had an outdoor lunch on the grass under a shady tree, which was enjoyed by all. The car is now completed and ready for ongoing events.

Our next event will be an in-person, socially responsible ride and lunch from Valley Forge Park to Warwick County State Park. As of now, it looks like a good turnout is expected. Weather seems to be holding, although it is predicted to be hot. We hope everyone has towing insurance.

We are scheduled for a tour of the famous Nakashima Studio in New Hope on Saturday, August 1, from 10 to 2. It is a ticketed event, and as of now 10 of the 16 tickets have been sold. Lunch is included in the price. If you would like to attend, contact Dave Siwa , dbsiwa@verizon.net .

We hope to see you all at upcoming events, and until then, happy driving. 



Brandywine

Ernie Leser

REGION

TODAY'S GASOLINE - THE BIGGEST CHANGE IS THE PRICE !

An article about gasoline cannot ignore the largest difference we see compared to the 60s and that is the price ! I recall filling my MGB (I had not found the true Healey way then) in 1970 for about \$2.50. However this article is intended to discuss technical issues, so for those who want to learn a little about cost/price/supply issues, I would refer the reader to the website of the American Petroleum Institute, the trade association for the oil and gas industry. This is an article about gasoline prices - <http://www.gaspricesexplained.com>



Like all the other fluids we use in our Healeys, gasoline has also changed in its composition since the fifties and sixties, but we do not have the wide range of choices of alternates such as we have with oils and coolants. This article will discuss the changes and some best practices we can follow when using gasoline produced today.

When our Healeys were new the choices were "High Test" or "Regular" which were advertised as 100 + octane or 94 octane. 100 octane was probably what was recommended at the time although my Healey 3000 "Driver's Handbook" does not mention fuel ratings. Today's gas pumps have premium at 92 or 93 octane and regular at 87. Is it correct to assume that there is such a huge difference in octane rating between 1960 and 2008? While there is some difference, the answer to the question is "no", because the octane rating system used has changed.

Let's discuss what octane rating means. It is a measure of its resistance to auto ignition. The higher a fuel's octane rating, then the higher the air/fuel mixture can be compressed in the power cylinder before it will self ignite due to the heat of compression. 100 octane fuel is equivalent in this respect to a fuel made of 100% Iso Octane, which is a single hydrocarbon compound. 95 octane is equivalent to a fuel made with 95% Iso octane and 5% normal Heptane. Fuels over 100 octane are extrapolations. These measurements are made in a single cylinder variable compression ratio engine called an octane engine. Thus we can see that a higher octane fuel will resist ping and knock better in a high compression engine such as the Healey and why we experience knocking & pinging with low octane fuel. If you cannot get your car to run without ping and knock on the highest octane fuel you can find, back the timing off a couple of degrees until the knock disappears or try a different brand of fuel.

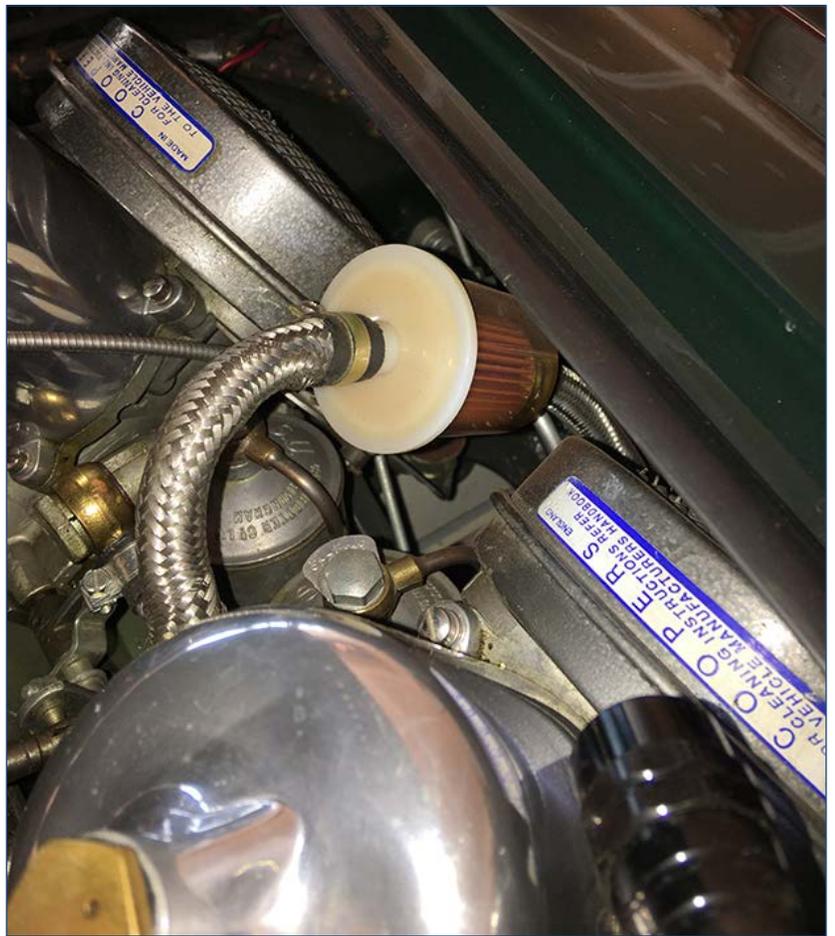
Now if you look carefully at today's gas pump it should show an octane rating described as (R+M)/2. Look at the decal in picture 1. This means the average of two octane numbers are shown. These two numbers are determined in the octane engine at different load and RPM conditions. The RESEARCH octane number or RON is measured at higher RPM with transient throttle openings. This would be similar to stepping on the gas slightly when on the interstate while going 60 mph. The

other octane rating is the MOTOR octane number or MON. This is measured at lower RPM and with a wide throttle opening. The comparison would be stepping hard on the gas when moving at 25 mph in third or top gear. The RON is typically quite a few numbers higher than the MON. A typical premium gasoline today may have an RON of 98 and a MON of 87 for an average $(R + M)/2$ of 92.5. Regular may be 93 RON, MON 82 for an $(R + M)/2 = 87.5$. The difference or spread between these numbers is called the “sensitivity” of the gasoline. Different engines have varying response to the two octane numbers. A more severe, high compression, turbo, lower speed engine may respond more towards a higher “motor” octane, whereas a fast-burn, high swirl, high revving four-valve engine may prefer a higher “research” number. Based on the fact that Healey engines are relatively low revving, high torque engines, I believe they are more sensitive to motor octane number than research octane number. If you experience knocking at low rpm/wide throttle operation, check your timing. If this is correct, try another brand of gasoline which may have a higher motor octane number or MON. Retarding the ignition a few degrees may also help.

The common octane rating used in the 50s and 60’s was just the RON; MON was generally not used. So a comparison of the fuel from the 60s with an RON of 100 with today’s $R + M/2$ of 93 for premium shows a difference, but not as much as the comparison between 100 and 93 would seem to indicate.

Perhaps the most significant change besides octane has been the elimination of lead from gasoline. Starting in 1975, lead has been eliminated from the gasoline. Premium gasoline of the 60s often contained 4.5 grams of tetra ethyl lead per gallon. The reduction in lead initially was to protect the noble metals in the catalyst and maintain its effectiveness. But there are other benefits. Lead is a neurotoxin, particularly affecting children and the elimination of lead from tailpipe emissions has reduced lead blood levels, especially in high population density areas.

In addition when using leaded gasoline, we used to have to change spark plugs frequently and we used to see heavy deposits on the valve mushrooms



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and in the combustion chamber. Most of this was lead derived deposits. Now spark plugs last up to 100,000 miles and engines can remain remarkably clean.

But lead additives provided refiners with a low cost octane boost. In addition, lead provided valve seats with valuable wear protection. There was a move after 1975 to use a manganese additive as an alternate but EPA said “no thank you”. So what is used as an octane booster today? Primarily, components that are more highly refined as well as Ethanol. A sophisticated refinery can literally “design” any type of fuel molecule they want, provided the economics are viable. These molecules can be shaped to provide certain characteristics, including higher octane, and/or improved volatility. Other means of increasing octane take the form of components with oxygen in them called oxygenates. Alcohols are examples of these types of components. For a long period a compound called MTBE or methyl tertiary butyl ether was used. This also met another EPA requirement to include oxygen in the fuel which reduces CO emissions in winter. However, in the event of underground tank leaks or spills, MTBE dissolves in groundwater and is a toxic pollutant. It has been banned in many states. Its replacement as an oxygenate and octane booster is ethyl alcohol or Ethanol, most of it derived from American corn. Ethanol is blended into gasoline at about 10% in most EPA air quality regulated zones. The gas pumps should have a label on them indicating that the gasoline is blended with Ethanol. A 10% ethanol blend would be called E10, E85 is 85% ethanol and 15% gasoline.

The lack of lead in gasoline raises the question as to how at risk are our engines without lead? This, in my opinion is not too severe a problem. Where this did turn out to be a major issue is in gasoline engines that were operating under wide throttle and high load conditions. In engines without hardened valve seats, the valve would wear the valve seat deeply into the cylinder head causing a problem called “valve seat recession.” Racing or hard driving of our cars could lead to a similar problem after several thousand miles. Valve seat recession occurs only when the exhaust valves get really hot due to high horsepower operation. Healey owners today drive fairly sedately and accumulate low annual mileage so the problem should not be too severe. You can tell if it is happening IF the valve clearances keep decreasing and you have to keep adjusting the valve clearances. Today’s engines all have hardened valve seats so they do not experience this problem. If you are overhauling your engine, consider having hardened valve seats installed in the head.

Gasoline’s volatility characteristics (how readily a fuel will vaporize) are adjusted according to the season, generally by blending in different amounts of liquid butane into the gasoline.. In carbureted cars, fuels with low volatility (summer blend fuel) will tend to cause hard starting during cold weather, and fuels with high volatility (winter blend fuel) will cause vapor lock and percolating in the carburetor float chambers when used in hot weather. Higher volatility fuels can also cause these same problems at high altitudes (by high, we mean over 5,000 above sea level) for older carbureted engines.

Ethanol can also cause a couple of performance issues. It is directionally more aggressive toward the rubber elastomers in the fuel system. What comes to mind is the rubber diaphragms in the SU fuel pump and carburetors. If your local gasoline contains ethanol, and most do, it would be good practice to replace/rebuild the pump periodically, say every 3 to 5 years as a precautionary step. Modern cars use rubber and gasket materials that are less affected by ethanol. The second issue is that ethanol containing gasolines are more likely to pick up accumulated dirt PLUS, they have a natural affinity for water in the fuel system. Accordingly these fuels are more likely to carry debris and moisture from the bottom of the fuel tank and carry it to the float chambers where it could accumulate. An inline gas filter that is replaced regularly is well worth while to prevent any problems. I show a picture of one I installed on my car for that very reason. (Picture 2 see the filter between the SU carbs).



Recently the levels of sulfur in gasoline have been reduced significantly to a maximum of 80 parts per million compared to levels which used to be much higher. This protects the catalyst and reduces acid rain emissions. No performance issue results from this change, just additional refining steps.

A question I often hear is “is there any difference between brands in the quality of gasoline ?” First of all, full disclosure, I am a retiree from a major oil company so consider that fact in my reply. In recent years, many of the automotive OEMs were dissatisfied with gasoline in the US primarily because it tended to form fuel derived deposits on valve mushrooms and on fuel injectors. These deposits are caused by the “heavier” i.e. larger molecular weight components in gasoline (and engine oil from the closed crankcase breather system) that are used to provide the higher octane referred to earlier. These fuel and oil molecules are “tarry” and tend to sludge and form deposits after the rest of the fuel is vaporized. Different refineries and crude oils produce gasoline with distinctly different composition. So gasoline can and does vary. While fuel injected engines are most sensitive to these types of deposits that favor the fuel injector nozzles and valve mushrooms, other engines also are susceptible to other problems. Deposits can also form on intake valves and in combustion chambers. At the very least, this affects the driveability of the engine by changing the geometry of the valves and combustion chamber, at worst, the octane requirement of the engine will increase because of the reduced combustion chamber volume and higher temperatures due to the insulating effect of the deposits. In extreme cases, the piston crown can actually collide with deposits that form in the “squish band” areas and cause engine damage.

Engine manufacturers sought improvements to the fuel to enable it to burn and leave fewer of these deposits, so the refining industry has adopted the use of ashless detergent additives which are effective. Gasoline entering the distribution pipelines is fungible (within octane grades) meaning it all meets certain specifications and is essentially similar and can be mixed. However, the detergent additives that reduce the engine deposits are injected at the truck loading rack when the trucks going to your local gas station are loaded with fuel. Refiners use different additives and can have different additive treat rates. This then is primarily what differentiates one brand of gasoline from the next. However, since 1995, detergent levels in finished gasoline have declined markedly. Picture #3 shows some valve mushrooms that operated on different gasolines. The differences are dramatic. The level of deposits shown here would accumulate over many thousands of miles and are more relevant to vehicles used in every day driving.

Region | Brandywine

After-treatment gasoline additives can be effective to reduce accumulated deposits. One of the best known is probably Techron, made by Chevron. So my answer to the question is “yes” there is a difference between brands.

The best quality gasolines are designated “Top Tier”. This is a standard established by six prominent auto makers to define a higher standard for fuel that burns cleanly and minimizes deposits on fuel injectors, valves and combustion chambers. Check it out at <http://www.toptiergas.com> Most non major brand gasoline is not designated “Top Tier.”

Use of a gasoline stabilizer such as “Sta-bil” is a good practice during winter storage. Gasoline will react with oxygen and form gummy deposits and sludge in the fuel system when it ages and the addition of stabilizer (which is an anti oxidant) to the fuel tank will reduce this tendency. Add the stabilizer just before you add gas to the tank and run the car a few minutes so the stabilized fuel gets through to the carburetors.

The electronic fuel/air systems on modern cars work extremely well, we just get in our cars and drive them. Younger drivers have never experienced the poor driveability cars used to have while warming up. Another benefit of modern fuel systems is they counteract any deficiency in the fuel in terms of its distillation curve. But Healeys with their SUs will run satisfactorily on today’s premium gasoline, even with all the differences from the fuel they used in their youth.

The author is a retired Technical Trainer for Chevron Global Lubricants and holds a Certified Lubricant Specialist certification from the Society of Tribologists and Lubrication Engineers (STLE). The above opinions are his personal opinions based on 30+ years in the field of fuels and lubricants. 



A special Austin-Healey in Australia.

Long Island

REGION

By Paul Parfrey

If you pay close attention to these pages, you would have noticed last month that the caption under the Austin Healey advertisement made no sense. That caption (It's baaaaack!) was supposed to go with a photo of my ex-MGBGT and myself. However, the photo was not published although its caption was. We all have different ways to cope with social distancing and sheltering in place. Getting involved with this project, the reawakening of this long neglected British car, was a way for me to cope. Trouble is it was like going down the rabbit hole and now I have to find a way out. You see, my garage is now scheduled to receive a new door and opener next week. The old door is too heavy and it has become a two-person job to open it manually. So now the MGBGT must vacate the driveway, the garage needs to be emptied, and the two cars inside moved out in just a few days. If you think that doesn't sound like much trouble, you don't realize that the MGBGT is apart, and that my garage is filled with a lot more stuff than the two cars in it.

Noel Gish was out and about with his BJ8 on June 6th, a D-Day ride out to Orient Point on Long Island's North Fork. Noel said it was a terrific driving afternoon for wearing covid masks, and practicing social distancing as he drove more than 6 feet apart in traffic at all times. See the photo of when he and Katie stopped for gas.

The young fellow who owns the MGBGT sent me photos of a car he found on the street in Greenpoint, Brooklyn. It's a Vanden Plas. Vanden Plas was a British builder of custom bodies for high-end cars in the '30s, and later a fancier model sold by Jaguar. The name also found its way to a high-end version of a MG1100, also known as an Austin America here, really a stretched mini but not too stretched. See photos.

If you folks want something different to read, you should help your newsletter editor (me) by sending me photos and a description of what you are doing during this pandemic period. 



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North Jersey

By George Crombie

The month of June, 2020, had its ups and downs. It even had a couple of British car-related events; and that, dear friends, is noteworthy! As you are well aware of, many events have been left by the wayside; some postponed until a later date, while others were just flat-out cancelled and thrown into the meat-grinder we call "life". The Red Mill All British Car Show in Clinton, scheduled for Saturday, June 6th falls into the former category (it has been rescheduled for September 12th); while the British Motorcar Gathering in Hellertown, PA (originally scheduled for Sunday June 14th, then rescheduled for September 13th, only to be officially cancelled as of a couple of weeks ago) falls into the latter. Steve Feld put together a revised list of cancelled and not (yet) activities that were current as of June 23rd, and sent the list out with his e-Flash on that date. I sure hope that you are keeping note of what and where to attend should the urge present itself.



Ralph Scarfogliero has held three Cars & Crumpets to date (with a fourth slated for Sunday, July 5th), with record numbers of LBCs attending, and the participants observing proper social-distancing protocol by wearing face coverings and staggering their parking. On June 7th, there were 34 or 35 (or 37?) LBCs, including 5 Land Rovers, which were the Featured Marque of the event. Among the many attendees were four kids, each of whom received a model of a British car as a keepsake. North Jersey Region Members attending included Bill Smith (TR6), Larry Gersten (AN5), Ralph Scarfogliero (100 Modified), Frank Valente (BJ8), Pat Venezia, Steve Feld (Aston Martin), Chris (AN5) and me (BJ9). As I mentioned: a record number of attendees at this one! Check out the pictures! On Father's Day, June

21st, Ralph counted 26 cars including Triumphs, Spitfires, Jags, MGs (including "a gorgeous MGA" according to Ralph), Lotus... He's even got a picture or two (maybe even more!) of this event, as well! Ralph sent a few notes pertaining to the Father's Day event:





“June 21, Father’s Day, brought out 26 LBCs. There were 5 Jags (a MK VII and a gorgeous red 3.8). One father who showed up in a ’61 MGA brought his daughter who received a model of her dad’s white MGA. We had many Triumphs (a TR3, TR6, TR7, and several Spitfires, including a striking yellow GT). Also, there were Minis, MGBs, Steve Feld’s BT7 Austin-Healey, Lotus, and two MGTDs; one sported a very rare Holly Carb set-up.”

On Tuesday, June 9th, the Region held its Monthly Meeting (again via ZOOM) with seven members attending, including Steve Feld (he “drove” his BT7; you could see it resting peacefully over Steve’s shoulder...), Tom Mulligan, John Conklin, Richard Ippoliti, Frank Dapiran, Dennis Meehan, and George Crombie (aka the “red neck”). My excuse is that “I didn’t know the camera was on!” Yeah, right! We had a bit of a discussion about the 25th annual Red Mill Show in Clinton this year. Even though it has been postponed until September (12th, to be precise), the hope (nay, the expectation!) is that it will be held as planned! Stay tuned, as only time will tell. As of ZOOM meeting time, there were 28 pre-registrations, with many more due to arrive as the masses become more accustomed to “the new normal”.



When you're given a 40-minute ZOOM time, expect the plug to be pulled at 39:59... GONE!

As I sit here hashing this thing out, it is Friday, June 26th, and I am reminded yet again that I am just a bit late in getting this article off to Steve Jekogian for the JULY 2020 FLASH. However, I do have an excuse (yes, again!): My daughter and I had to take a cruise in the AN9 Sprite to test a route out on some country backroads to check the feasibility of traversing these same roads next Friday when we head out that way to hit an ice cream stand in High Bridge, NJ to help Donald Healey celebrate his 122th birthday on July 3rd. I am sure that this will hit the presses too late to make a difference, but you can read all about it next month! Local folks will get a "heads-up" via e-Flash, and we'll see what happens from a spur-of-the-moment Ice Cream Social!

HAPPY BIRTHDAY, DMH!

Until next time... WATCH YOUR E-FLASHES!! 

Lehigh Valley

Gery Kunkle



The Lehigh Valley Region had no events cancelled because of the Covid-19 pandemic. As I write this edition I know of no events that have been scheduled in the future except Encounter 2020 hosted by the Brandywine Region scheduled at the Hilton Wilmington/Christiana in Newark, Delaware on September 30 – October 4.

Should any Lehigh Valley member wish to take a drive in their Healey the Philadelphia Region seems to schedule a cars and lunch gathering each month. If you are interested contact Randy Alkins (randyalkins@gmail.com). In the past when looking for something to do I have attended and enjoyed their meeting at the Cosmopolitan in North Wales or at the Washington's Crossing State Park car show in early July which may have passed since you receive this Flash.

I bring to your attention the July 2020 issue of Hemmings Motor News. It features a two page article, 75% pictures, titled DASHBOARD DESIGN - Race Ready - The dashboard of the Sebring veteran 1955 Austin Healey 100S was beautiful business. It is written by Mark J. McCourt with photography by David LaChance. I met David at least two times during the Driving for Kids - British Reliability Run to support charity hospitals in the Philadelphia Region. David can also be found with his Triumph Spitfire or Rover America at the Hemmings car show in upper New York State in late August. Having never driven a 100S and only seeing them at Enclave I



Healey loaded with cans for the Spring Valley Sportsmen.



Healey with can at end of ride.

never knew that the dash was modified to include a 90 – 230 – degree Fahrenheit oil temperature gauge. Also the speedometer and tachometer readings were extended above those provided in the 100.

Looking to get my 3000 out for a drive I put on my K&T Vintage Sports Car polo shirt and loaded up the car with bags of aluminum cans which I took to the Spring Valley Sportsmen’s club. They collect the cans and sell them to a recycler for money to support their feeder trout raising program. In the past the British Car Club of the Lehigh Valley held their picnic at the clubs pavilion.

I would like to thank Don Schneider DRIVING LIGHTS, Article and Images, Club History. It seems



Hemmings featured Austin – Healey 100S Dashboard.

that the membership numbers have decreased from 400 to less than 300 but the membership survey results have not changed in twenty five years. The key issues remain 20% of the club participated in club activities, (I believe that Lehigh Valley is now less than 10%): Membership is aging and seems to be more reluctant to travel too far for activities, (Unless you have a trailer) and the low level of participation is offset by the high level of satisfaction by those who participate (I still think this to be true).

HOPE TO SEE YOU ON THE ROAD. 🇬🇧



EJ and CH Lady Makena our Bulldog (English).

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DRIVING LIGHTS



Article and images by Don Schneider

MORE CLUB HISTORY

1997 was a milestone year. We began the year with 411 members which was the “high water” mark for membership. The corporate officers, Don Schneider, Jennifer Payne, Carol Skinner, John Morrison/Rick Brodeur and George and Nina Null, were elected to serve another two year term.

North Jersey member, Allen Hantman, began working to revise our Articles of Incorporation. This would prove to be very important as they established our tax free status with the IRS. The key point to qualify for this status was to emphasize the educational and informational aspects of our organization.

At the same time I was hard at work trying to complete the restoration of my Florida Green 100M. I had started this project in 1990 and after seven years the end was in sight. My objective was to enter the Concours of the Eastern U.S. held at Lehigh College in June and then to enter it for Concours judging at Encounter in August. I was familiar with the process having had my red BJ8 judged previously but this was special as I had done so much of the work myself. This was a test of perseverance but had also been a therapeutic break from my everyday work schedule.

Since our corporate treasury now had some cash thanks to our increased membership, Jennifer Payne proposed that we give each Region a \$5 rebate per paid member. This was quickly adopted and has been in place almost continuously since. This rebate gives each region some spending money for the year.

About this time I also had the idea of doing “human interest articles” on various members. Each Region was asked to provide two articles per year, a bio or auto bio as a way to better get to know the members. This worked well for a year or so but stopped a long while ago. Since we now have many new members, I suggest this idea be re-visited again now. I saw just last month that Ernie Lesser, Brandywine Region, provided a wonderful story about his youth with his first Healey. We should encourage this and I look for more articles like this. I urge the Board to pursue this; perhaps some small incentive would help get people to write about themselves. There is so much talent in this club, a lot that should be shared and better utilized.

At Encounter in Somerset NJ my 1956 100M was judged Gold by the team of Dave Ehret, Mike Haran and Jerry Palsgrove. George Marinos was the Chief Judge. Needless to say, after seven years of work, I was thrilled. I still get positive comments from club members and others on the car. It’s all in the rare, Florida Green/White color combination!

The high of Encounter was quickly dulled as my dear friend and mentor George Null passed away on Monday after the meet. George put up a valiant fight against lung cancer and the subsequent brain cancer. The September 1997 issue of the Flash has many articles giving personal tributes and insights into George from those who knew him well.

I felt strongly that the club should not forget George and proposed to the Board the George Null Award. I had a designer at work prepare the artwork necessary to make the laser cut image of George from the photo that is on the cover of the September issue of the Flash. I also wrote a memo for the Board providing guidelines for selecting a recipient of the Award. The George Null Award has been awarded every year since his passing to a most deserving member. This Award is the highest recognition our Club gives and the list of recipients is now a “Who’s Who” of dedicated AHSTC members.



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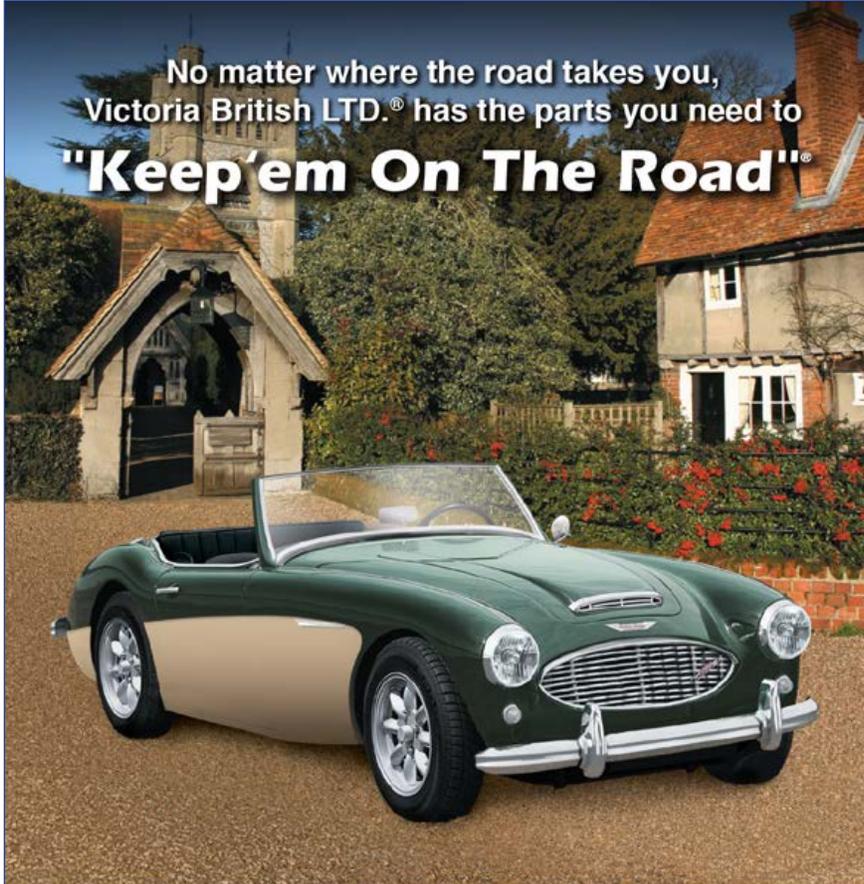
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Charity Auction

Encounter 2020 has surged ahead to 32 registrations as I write this. Yes, Encounter is still on, and still in the discounted registration window. The registration form is in the Flash.

As with previous Encounters, there will be a charity auction this year. The charity chosen for Encounter 2020 is the American Diabetes Association. It seems that just about every member of our group has had or known someone who has had diabetes, Type 1, Type 2 or gestational. With government funding reduced and the large amount of people affected, we decided to choose this charity for 2020. In previous years, regions and individuals have stepped up to donate items to the auction. I hope we can count on you to do the same this year. If you plan to donate something, please contact Charity Auction Chairperson Buzz Marshall at buzzmar@frontier.com, or call him at 610-513-6660.

You also have the chance to win Encounter registration #1, and 4 nights of hotel stay during the event. The raffle tickets are available on the registration form. The drawing for the winner will be held soon after the early registration closes on July 30.

Of course the hotel staff will be meticulously cleaning, and we will be planning each event with social distancing in mind. Please consider signing up now. The registration form can be found on the AHSTC website, or in this issue of the Flash. 

ENCOUNTER 2020
healey
AHSTC Brandywine Region

FALL OF 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 "ENC20" for special rate of \$139/night plus tax
- or Hilton's special Encounter 2020 group reservation page online at

<https://www.hilton.com/en/hi/groups/personalized/I/ILGCHHF-ENC20-20200930/index.jhtml>



WED Sept 30th Step back in time to the era of early electric and steam automobiles at the [Marshall Steam Museum at Auburn Heights](#). Space is limited – First 75 people to sign up get to ride in a steam-powered vehicle!

THU October 1st

- Morning rallye through beautiful Brandywine countryside
- "Tour of Italy" Luncheon
- Afternoon tech session
- Evening auction to benefit the American Diabetes Association

FRI October 2nd

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

SAT October 3rd

- Morning Funkhana
- Popular car show
- Event Banquet



ENCOUNTER 2020



AHSTC Brandywine Region



***“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 September 30th
5 PM TO 8:30 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!**

\$20
Per chance



WIN
\$550 value

FREE Hotel room for four nights*
FREE Breakfast*
FREE Event Registration **No. 001**

* Two people for 4-night stay — Taxes and incidental charges not included

30 Sept - 4 Oct 2020

Hilton Wilmington/Christiana, Newark, Delaware

FOR DETAILS

Email: brandywineahstc@austin-healey-stc.org

Use Subject Line: FREE FREE FREE

ENCOUNTER 2020



AHSTC Brandywine Region

Celebrating 75 Years of the Healey Marque

Agenda for Encounter 2020

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 8:00	Marshall Steam Museum
Museum Bus Return	8:30	Return to hotel
DAY TWO - (Thursday)		
Breakfast Schedule (Hilton Vouchers)	6:30 to 10:30	E'central restaurant
Registration Open	9-11 & 2-4	Hotel Lobby
Regalia Open	9 to 12	Lavender Room
Rallye School	8:30	Lavender Room
Rallye	9 to 1	Depart & Return to Parking Lot
Chef's Table - "Tour of Italy" Luncheon	1 to 2:30	Le Chameleon Ballroom
Hospitality	1 to 5	Parlor 184
Tech Session	2:30 to 3:30	Lavender Room
Reception & Charity Auction	7 to 10	Le Chameleon Ballroom
DAY THREE (Friday)		
Breakfast Schedule (Hilton Vouchers)	6:30 to 10:30	E'central restaurant
Registration Open	9-11 & 2-4	Hotel Main Floor
Regalia Open	9 to 12	Lavender 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	Le Chameleon Ballroom
DAY FOUR - (Saturday)		
Breakfast Schedule (Hilton Vouchers)	7 to 10:30	E'central restaurant
Registration Open	10 to 2	Hotel Main Floor
Regalia Open	9 to 12	Le Chameleon Ballroom
Funkhana	8 to 10	Hotel Parking Lot
Concours Judging	9 to 12	Hotel Parking Lot
Tech Session	11 to 12	Le Chameleon Ballroom
Hospitality Open	1 to 5	Parlor 184
Popular Car Show	12 to 3	Hotel Parking Lot
Regalia Open	1 to 4	Le Chameleon Ballroom
Event Banquet & Dancing	6 to 10	Le Chameleon Ballroom





Come Celebrate Seventy-Five Years of
Donald Healey Automobiles!

ENCOUNTER 2020

Newark Delaware

September 30 thru October 4, 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
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- Free Admission to All Tech Sessions, Rallye & Khanas
- Thursday Charity Auction/Social with One Complimentary Beverage plus Cheeses, Fruit & Vegetable crudites
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Hotel Registration:

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

Online Registration Site:

<https://www.hilton.com/en/hi/groups/personalized/1/LGCHHF-ENC20-20200930/index.jhtml>

Phone: 302 454-1500 for reservations.

Mention Group Code: "ENC20" to get the special rate of \$139 plus taxes. Deadline for this rate: 1 September '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 9/30 _____ Thursday 10/01
 _____ Friday 10/02 _____ Saturday 10/03

REGISTRATION FEES:

\$75 if postmarked by July 30, 2020 _____
 \$95 if postmarked after July 30, 2020 _____
 Extra Cars _____ @ \$10 each _____
 Extra Adult**(same household)** _____ @ \$20 each _____

WED 9/30 Marshall Steam Museum

All _____ @ \$65 _____

THURS 10/1 Chef's Table "Tour of Italy" Luncheon

All _____ @ \$30 _____

FRI 10/2 Summer Buffet Dinner/Valve Cover Race

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

SAT 10/3 Awards Banquet

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

OTHER:

SAT 10/3 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: August 1, 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:

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1978 red MGB. Well maintained, garage kept, interior and top good, best offer-need to empty garage. Phone 570-275-1736 (Danville, PA area) ask for Elizabeth



Healey 100-4 Displayed at America on Wheels museum. Dennis Welch modified to M+ specs. NO RUST. Mods and photos available. Docile on street yet lapped LRPARK 1:09 \$87000.

Bob Wade 610-905-8311. rwade@rattlesnake-ridge.net

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Austin Healey 100 Parts wanted for restoration: Any part, mechanical, interior, electrical, body. No part too small to help in my restoration.

Contact: Paul at pis9@yahoo.com

Austin Healey Sprite: Wanted: Seats. Front bumper .Rivergate 5spd kit.

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CORPORATE VICE PRESIDENT

Steve Feld
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Stevenergy@optonline.net

CORPORATE MEMBERSHIP

Rick Brodeur
215-536-6912

membership@austin-healey-stc.org

CORPORATE SECRETARY

Del Border
717-235-1086

delborder@comcast.net

HARRISBURG REGION

President

Joe Spear
717-272-8343

bjsppear1@verizon.net

Editors

Fred Bennett
(717) 635-8083

Quitewaterpaddler@gmail.com

Meetings

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

LEHIGH VALLEY REGION

President

Ken Beck

kenbeck@rcn.com

Editor

Gerry Kunkle

agkunkle@aol.com

Meetings

3rd Monday
Watch E-Flash
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PHILADELPHIA REGION

President

Dave Siwa
215-918-1648

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

NORTH JERSEY REGION

President

Steve Feld
973-206-1973

stevenergy@optonline.net

Editor

George Crombie
908-243-0693

george_crombie@yahoo.com

Meetings

Watch E-Flash for Date,
Time & Location

LONG ISLAND REGION

President

Paul Parfrey
718-353-8138

workshealey@aol.com

Editor

Paul Parfrey
718-353-8138

workshealey@aol.com

Meetings

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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.

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