

# The FLASH



AUGUST 2020 | ISSUE 506

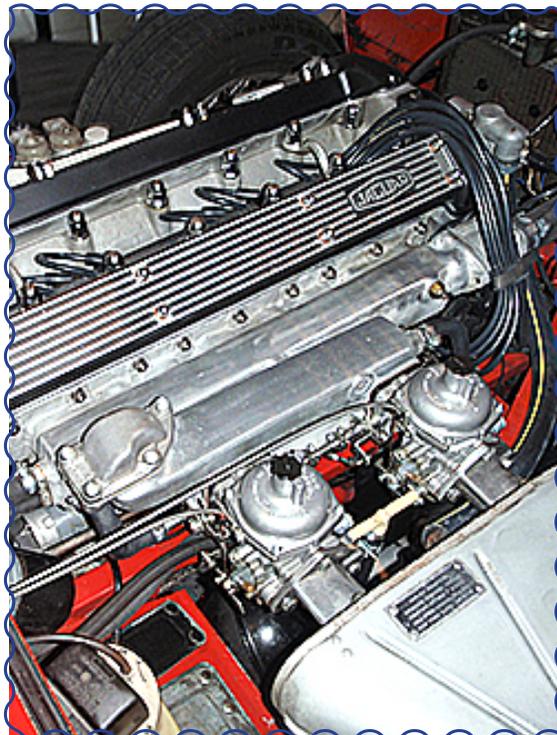
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Soon.*



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

AUGUST • 2020  
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# THE FLASH

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# What's In The Flash

By Steve Jekogian

Lot's in the Flash this month to keep you entertained. I hope you have been "socially distance " in the car this Summer. And wearing a mask in a Healey might be a good idea to cover up the "unburned hydrocarbons" emitted by or "historic vehicles".

***ENCOUNTER 2020 HAS BEED POSTPHONED TILL JULY 2021 due to the ongoing Pandemic. Please see the Encounter info in this issue.***

Don Schneider has been reminding us of how AHSTC was formed and what the Flash newsletter was talking about. One of Don's comments was about a column about " a member and how and why they bought a Healey.

Many people were interviewed or wrote about their Healey experience" and it was great reading. However, all the articles were from the Person perspective.

**Steve Feld, North Jersey region President  
and soon to be the President of AHSTC ( starting January 2021)**

Had a different perspective on the car ownership. His article is below and is great. What an interesting vision and approach to this "interaction with a car".



# MY LAST CUSTODIAN - THE SAGA OF MY DEMISE

Article by BN6 Anonymous

It was 50 years ago - the summer of 1970. Parked in a garage on Boston Ave., Youngstown, Ohio. Neglected, not having my flywheel caressed by my starter or petrol quenching my SUs. I was the leftover from a divorce where the jilted wife put a \$450 price on my head (and the rest of me). Finally, a college student, Steve Feld, appeared with the cash and drove me across the state line to Pennsylvania. I thought I had lost my identity but Steve restored it through the good office of Pauline Isaac, Justice of the Peace, Notary Public and no-tell, motel owner. After tracing my VIN number with tissue paper and a pencil, my identity was restored by the issuance of a PA title. This confirmed I was a 1959 Austin Healey 100-6, a BN6 two-seater.

Steve was a young, well-intentioned owner but inexperienced in the ways of my British character although willing to explore my inner self. I had some trepidation because he had limited funds and was looking for a good time with me. However, he showed his sincerity when he purchased the BMC factory workshop manual and Glenn's Austin and Austin Healey Repair and Tune-up Guide. In fact he still owns both and uses them today to keep my relatively younger cousin HBT7L4459 in good health. Unfortunately, these are the only paper evidence he still has of his time with me.

Although my health was basically sound, prior owners treated me like a used car. My off-side door bottom was cancerous; I had endured an air-filterectomy and an exhaustostomy (side exhaust); my nervous system had several synaptic problems (Steve called them "shorts"); my bladder (petrol tank) leaked; and my carburetor heat shields, trafficator, horn button and choke knob and cable all had been excised. The latter became obvious when Steve often had to push me and pop my clutch to get me started. Not the most pleasant way to get going in the morning!

Steve did his best with limited knowledge and funds to remedy some of my ills. I got new air filters; a rivetted, galvanized metal repair of my door; body putty to seal my bladder; a partial nerve transplant; insulation on my engine fuel lines; and a workable but inelegant vinyl horn button. He also tried to make me feel more handsome with a woodgrain dash (walnut veneer over Masonite). He treated me with new Dunlop radial tires from nearby Kuhn's Bus Service and Garage in Mt. Jackson. Mine were the first radial tires ever ordered by the elderly Mr. Kuhn who referred to them as "radios".

Alas, my age and prior mistreatment caused me to leave Steve stranded several times. Returning with his then girlfriend from an evening shopping trip, I had a stroke - my ignition coil failed. After overcoming his embarrassment, he restored my nervous impulses with a new coil from the local NAPA store. If someone had given me a cooling system flush and a better fan, I wouldn't have aborted his weekend plans at Geneva-on-the-Lake, Ohio. Of course, him trying to drive me without sufficient petrol several times is his own failing. I mean, really, petrol was less than 30 cents a gallon!

In addition to the efforts to heal my ailments, Steve also spared me from exposure to winter weather. While Steve was away at college, he stored me in a limestone mine which also served as a mushroom mine. I didn't see

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## ARTICLE | *My Last Custodian – The Saga of My Demise*

the mushrooms, but I did enjoy the constant temperature and humidity. I understand that this haven is still available for vehicle storage in a place called Wampum, PA.

In the second summer of my stay with Steve on the way home from his summer job, I felt a very abrupt, lumpy feeling in my gut. Steve nursed me to the nearest repair shop, a local Ford dealer. Not surprisingly, they did not understand my British character traits but did seem to think that I had a serious condition. Steve gingerly drove me 15 miles to his home. In his search for a diagnosis, he removed my oil pan and saw that my virility shaft was broken, my crankshaft, that is. It was cracked completely through near the flange for my flywheel. Fortunately, a transplant was available through a paid donor in Chicago named J.C. Whitney, not exactly a recognized purveyor of BMC parts. Unfortunately, the transplant was delayed due to a lorry drivers' strike so it was shipped eventually by motor coach. Mr. Kuhn came into my life again, as he allowed Steve to use his garage for the transplant operation. With my new spinning heart, I was on the road again – for a while.

On a beautiful August morning on my way to Steve's summer job, both Steve and I were astounded to encounter loose gravel mid-way on a sharp curve in the road. This astonishment coupled with the nearby freshly plowed agricultural field, caused Steve to lose control and my Dunlops to firmly grip the newly turned earth. I ended up on my bonnet and boot and Steve ended up thrown into the soft field. Fortunately, I was topless that morning and a cracked rib was the only human injury. I was not so lucky as that was the end of my operating existence. My wheels were still spinning as Steve stood up in the field. Steve's dad quickly and ignominiously disposed of what was left of me. I did have a further life, if you can call it that, at Wagner's Foreign Car salvage yard north of Pittsburgh where for a number of years I was stripped of parts by other Healey custodians. Not one to hold grudges, but I never have forgiven the Pennsylvania Department of Transportation for stopping its "tar and chipping" project in the middle of a curve. I guess it was quitting time the day before regardless of the consequences.

Looking down now from Healey Heaven, I appreciate all that my last custodian did for me in my final two years. All in all a short life well-lived even though I didn't make it to my mid-teens before I met my demise. I do take satisfaction in the positive role model I served for Steve. I like to think that in spite of my foibles, he developed a life-long passion for Healeys and has served as a proud custodian of my cousin, HBT7L4459. 



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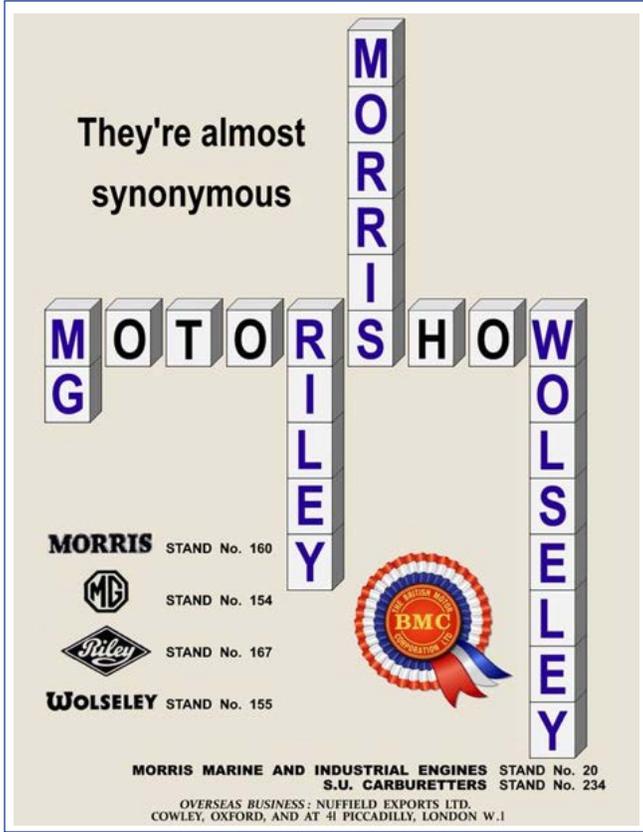
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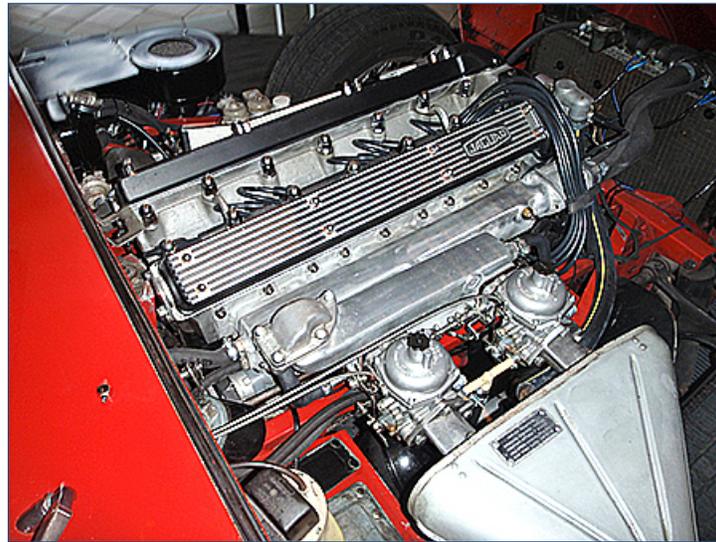
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# HARRISBURG REGION

By Fred Bennett



*Not exactly a Healey, but, yes, it has a Hemi!*



*The iconic Jaguar DOHC straight six!*

**S**onya and I have been driving the Healeys quite a bit in July, in spite of the intense heat. We usually go out early in the day and find a place to have an al fresco breakfast along the river or a mountain stream. We've worked in several morning hikes at some local parks as well. Still, we miss seeing our Healey friends during this long period of self-imposed isolation. By the time you read this, we will have hopefully seen some of you at the Annual Picnic or at the Import and Performance car show in Carlisle. So, no AHSTC news to report this month...

But, on the bright side, I was recently able to return as a volunteer on the Vehicle Detail Crew at the AACA Museum in Hershey mid-July. The Museum is now open for business and is very, very careful about social distancing, mask wearing, and frequent cleaning. So if you're itching to get out and enjoy some car activities, I highly recommend a visit. We have brought out some of the nicest vehicles in our vast collection, some of which have not been on display for years. We are also starting to put together our "Yeah, it's got a Hemi!" show, which is scheduled to officially open on September 12th. Along with the gorgeous Jag seen in the above photo, here are some of the cars from the show that are already on the floor:



1947 Konstant HOT Special Midget Racer

*This race car has had seven different owners and twenty different drivers over its career. Even though it is a small displacement engine, the Offie under that bonnet has hemispherical combustion chambers, which technically makes it a "Hemi."*



1988 Rolls Royce Corniche Convertible

*This absolutely pristine example is being prepped by the Detail Crew and will soon make its appearance in the exhibit. I was very surprised to learn that that big Rolls V-8 was an honest to goodness "Hemi."*

The Original Austin-Healey Parts Specialist

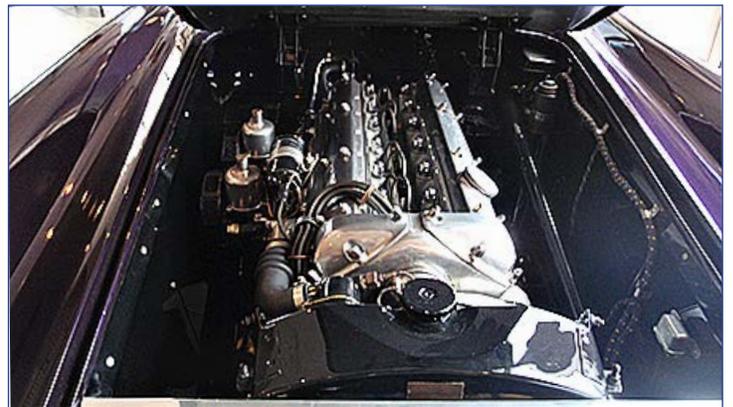
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A red Austin-Healey sports car is shown from a front-three-quarter view. The car has a chrome grille, round headlights, and a license plate that reads 'HMO 997'. The background is a stylized geometric pattern in shades of red, white, and grey.



1955 Flajole Custom Coupe

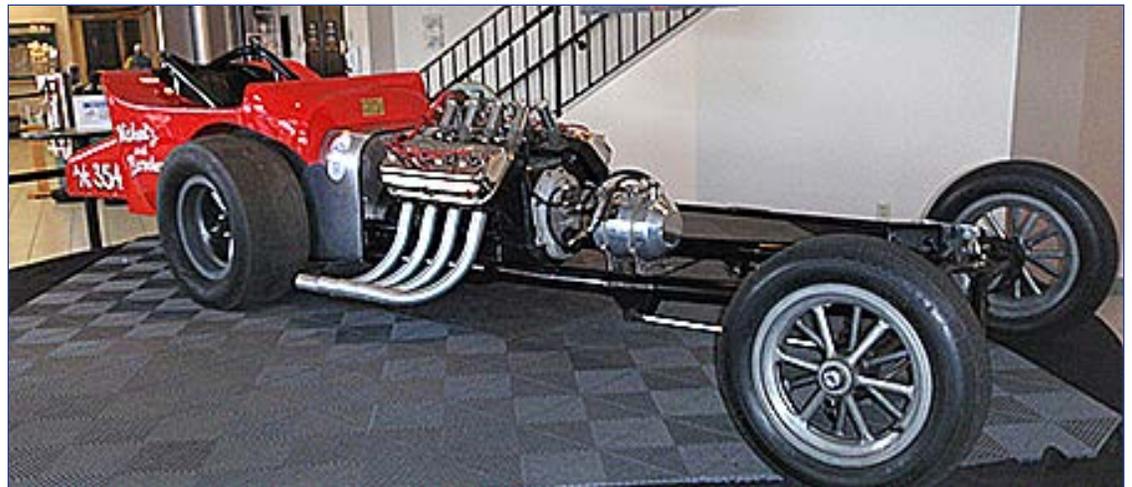


The Flajole's Jaguar XK-120 Engine

A fascinating one-off creation that took 7000 design hours and \$80,000 (in '55 bucks!) to complete. The car sits on an XK-120 chassis and uses the standard Jaguar running gear. It took the world of exotic concept cars by storm, as seen in the photo.



Finally, what would a discussion on Hemis be without a monster MOPAR Hemi?



1960s Era Dragster

This bad boy is fitted with a straight-up Chrysler 354 Hemi V-8 from a passenger car. The only modifications were changing the 4-barrel carburetion to fuel injection and installing a custom competition exhaust system. The comparatively diminutive Hemi takes full advantage of the era's competition classifications concerning displacement.

That's just the tip of the iceberg. The Museum will be featuring a wide variety of vehicles and marques that have appreciated the inherent advantages of a hemispherical combustion chamber throughout over more than a century of automobile engine innovation. Expect to see examples from companies as diverse as Renault, Peugeot, Porsche, Aston Martin, AC Bristol, and many more when the full exhibit opens on September 12th.

And the best part of the entire exhibit is that as a member of the Detail Crew I get to put my hands all over these beauties helping the staff get them ready for show time! Well, gotta go and polish that Jag E-Type one more time...



Yep, this Daimler that once belonged to the King of Thailand's got a Hemi, too!

Stay safe and well, and hope to see you all real soon! 

By Randy Alkins

# PHILADELPHIA

REGION



**W**e have been hit by a heat wave, which has caused many cancellations of various events, as I'm sure you are aware. We were supposed to have a Drive and Lunch today, Saturday, July 25, but with the prediction of 92 degrees temperature, we did not feel that anyone would want to venture out. We plan to reschedule a Drive and Lunch at Peace Valley Park in Doylestown in September.

We did have a Drive and Lunch on Sunday, June 28, which originated at Valley Forge Convention Center, and culminated after about an hour and a half drive at Warwick State Park in Chester County. It was well attended by 20 members who drove both Healeys and BJ9s to beat the heat. It was good to see so many members out enjoying each other's company, and again, no one seemed to want to leave. We drove through five covered bridges on the ride, which are unique features of Eastern Pennsylvania.

On Saturday, July 11, quite a few members met in Chalfont at the auction of member John Davies'



car and car-related equipment. The highlight of the auction was John's BN1, which was purchased by member Dave Siwa. Other members purchased various parts and tools. Many members may remember John Davies from both his working on their cars and his comradery at meetings and events.

A Zoom meeting was held in lieu of our regular meeting night, Monday, July 20. We have new members of our region, who are actually returning members, Dave and Sandy Ogletree. We welcome them back, and hope to see them often at meetings and events.

We were updated on Enclave 2022, which will be held September 18-24, 2022, at the Kalahari Resort in the Poconos. Look for details to be coming shortly. Summit, in Newport, RI, has been postponed until next year. I'm sure updates will be in the Flash. Encounter 2020 has been postponed until late summer, 2021.

Car events that may still be held include Red Mill Car Show in Red Mill, NJ, on Saturday, September 12. Additionally, Brits at the Beach in Ocean Grove, NJ, is scheduled for Saturday, September 26. Check the calendars for both events for viability.

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# Brandywine

Ernie Leser

REGION

Probably the biggest news from July is that the Encounter is postponed to July 14-18th, 2021. The corona virus does not seem to want to go away.

Having no Brandywine events to report on once again, I have continued to ask our members for contributions. In previous months, Chuck Ott and I wrote about our first Healeys. Last month's article entitled "Today's Gasoline- The Biggest Change Is The Price" was written by Mike Jennings.

The contribution for August comes from [Dave Ehret](#) and details the replacement of the pinion gear seal in his BN1.

*Enjoy!*

Shocks on my BN1. They had been leaking for some time and topping off the one shock was getting to be an annual event. While under the car, I noticed that the pinion seal was leaking and had been for some time. Gee, another project (Yes!!) So I ordered up the pinion seal a few weeks ago and sought advice on how best to replace it. With advice in hand, I decided that working without the benefit of a lift was not the best way to go. Brandywine member Jeff Lanno lives not too far away and does have a lift.

The Lanno's have hosted the Brandywine Christmas party and I have seen his lift (sweet). In a conversation, he said that he had replaced the pinion seals before on various cars and would help me with mine. Problem solved. So with the new pinion seal and a quart of 80-90 gear oil, we set up a time for me to come to his home. The Healey started right up after sitting for most of the spring/summer and ran great. We put the car up on the lift, and carefully marked the yoke. Everything needed to go back the way it came apart.

We disconnected the drive shaft and used a bungie cord to hold it out of the way. Next Jeff took a small file and marked the nut and flange to be sure the splines went back where they came from. The nut came off easily with the air gun. Once disassembled, he had a seal puller and the old pinion seal came right out. A quick cleaning of the area - greased the new seal and re inserted and



*Jeff Lanno removing the old pinion seal.*



*Rear axle with seal removed showing the splines.*



*The BN1 on the lift.*

tapped home.

Next the collar was lined up with the file marks and re inserted. Replaced the large nut and torqued to 140 ft. lbs. Jeff had a pipe wrench that was at least 3 feet long (did not know they came that big) to hold the collar while he applied to torque. Then re attached the drive shaft.

Once all together, we refilled the rear axle. The book calls for 2.7 US pints – and it took almost all of 2 pints. Guess it had been leaking for some time.

Many thanks to Jeff for the use of his lift and his expert help. Job well done!!

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*Stay safe, stay well, and stay sane.* 🇬🇧

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# Long Island

REGION  
By Paul Parfrey

“IT WAS JUST ONE OF THOSE THINGS, JUST ONE OF THOSE CRAZY FLINGS...  
ONE OF THOSE BELLS THAT NOW AND THEN RINGS.”

NO, ACTUALLY IT WASN'T. IT WAS JUST ANOTHER DAY IN THE PANDEMIC.  
(Apologies to Cole Porter.)

I'm writing about July 2020 for the August Flash. Encounter has been postponed to next year, July 2021. That relieved me of a difficult decision to likely not go to Encounter. Susan and I would have had to travel by plane or train, something I would ordinarily have enjoyed, not this year, however. We will miss seeing those we only see once a year, now to be two years.

July is the time for our annual Beach Run/Sunset Tour: a meeting at Oak Beach, followed by a drive to Robert Moses State Park on Fire Island, and then a bite to eat at a local diner. Well, hopefully next year. A search for photos of previous years' events brought back some happy memories for me. I have included some of the photos and perhaps they will do the same for you.

I came across a photo of Gary Moreau who drove a 100 with a 350 Chevy under the hood. Those of us coming from the west would meet in Bellmore and then take Ocean Parkway to Oak Beach. As Gary would say, we would do some "romping", accelerating singly or in groups up over the speed limit and then dropping back quickly to the legal limit. I used to say to Gary that a fair race would mean disconnecting 4 of his spark plugs.

*Anyway, enjoy the pictures and a drive down memory lane.*



2017



2010



Gary ready to "romp"



2013



2015



# North Jersey

By George Crombie

It seems like the hot and humid days of summer have finally arrived, and with a vengeance. We are in the middle of our third “official” heat wave in the past two or three weeks, and I, for one, am so done with the stickiness!

A couple of low-key local events were about all that we could muster up around here during the past few months; all with “social distancing protocols” being maintained. Denise, Sarah, and I met up with Allen and Ginny Rosenberg in Dunellen on Friday July 3rd for an ice cream in honor of Donald Healey’s 122nd birthday; DMH sent his regrets that he couldn’t make it... We had originally planned to hit Gronsky’s in High Bridge, but due to the lack of participants (and threatening weather), we opted for plan “B” and met in Dunellen on Route 28. Allen even drove his BN2, while the Crombie Clan arrived in air-conditioned comfort (three adults don’t fit in a two-seater roadster).

North Jersey held another ZOOM meeting on July 7th, with Steve Feld, Allen Rosenberg, Richard Ippoliti, Dennis Meehan, Sue & Ian Kessen, Frank Muratore, Steve Jekogian, and George Crombie all in attendance and sharing little bits and pieces of news and gossip. Frank informed all that he is now “Healey-less”; he traded in his Healey for a 1965 Jag E-Type. We assured him that his status as a member isn’t in jeopardy, as long as he could spell “Healey” correctly. It was also mentioned that the following Friday, the 10th, was billed as “Collector Car Appreciation Day”, whereupon a commitment was made by at least one member (who, me?) to get out and drive his car that day. Unfortunately, due to the rather typical British weather forecast for that day, plans were modified slightly, and I ended up taking the



CLUB | North Jersey

Sprite out for an hour or so on Thursday, instead. Also discussed was the fact that the Red Mill British Car Day in Clinton, NJ is still scheduled for SEPTEMBER 12TH. I think that the count of pre-registrations at the time were around 35 to 40. The Warren Multi-Marque Show has been cancelled for 2020, as has the Hellertown, PA show. More recently, Encounter 2020 has been “postponed” until 2021 (or has it been cancelled?), and Texas Healey Roundup (for those who haven’t had enough of this hot and humid weather – oh, but it’s a DRY heat) has also been postponed until sometime in 2021 (stay tuned). And I can attest to the fact that there is definitely a difference between a dry heat (around 40%) and humid at about 65 to 70%. However, hot is still hot n’est pas? Next month, I might just try some of the Spanish I learned almost 50 years ago! If I’m not mistaken, all (or damn near) the major events for the year have now fallen by the wayside, which just leaves a few of the smaller, local gatherings to sate our appetites.

Ralph Scarfoglio hosted another Cars & Crumpets; the one on July 5th had 25 or 26 cars, but the one scheduled for July 19th was cancelled, due (of course) to the hot and humid weather, that neither the cars nor the drivers should have been out playing in. The next few Cars & Crumpets are scheduled for: AUGUST 2nd and 16th; and SEPTEMBER 6th and 20th. At present, I think FALL FEST is still on for Sept. 27th. Until next time, keep the shiny side up, and the greasy side down...

AND watch for your e-Flashes!! 



# Lehigh Valley

Gerry Kunkle



**A**s I write this edition The Lehigh Valley Region again had no events cancelled because of the Covid-19 pandemic nor am I aware of any members who have the virus which is great news.

On a nice hot Sunday July 12, I took a drive thru Springtown over to Riegelsville on the Delaware River and south on Route 611 to where it meets 412. Returning towards Springtown I made turn on a short cut to Hellertown past the Knechts covered bridge built in 1873. This bridge is not too far away from the homes of former AHSTC club members Phil and Jane Nace and Jason and Holly Urban. Heading back home I stopped by DeSales University where our club member Bob Snyder works. I did not see his Healey in the parking lot. My drive totaled about 45 miles. In an e mail Bob said that he read my July Flash article and that he is driving his cars. The next sentence said that on the car front he bought Sue a BMW X3 SUV she always wanted.

On July 15 Bob Pritchett, Ken and Cindy Beck and I attended the British Car Club of the Lehigh Valley meeting. On the pre announced agenda was the Autumn Leaf festival and car show in the fall and the clubs support of the scholarships for students at the Pennsylvania College of Technology in Williamsport. I believe it was decided due to the Corona Virus that this would be an informal no charge show with only Keystone Region MG Club members and BCCLV members given the opportunity to attend. The car restoration program at the college that both clubs supported with two \$500 annual scholarships during the past several years will be suspended until it is clear that the classic car restoration classes will continue. Not included on the announced agenda was that the presidents of the clubs were in discussion about the merger of the two clubs. Each club has about 60 members of which about 25 individuals are members of both clubs. I suspect that this will be the trend in the future. From my recollection about six AHSTC Lehigh Valley Region members belong to the BCCLV.

Today July 26 I drove over to the Sunday swap meet at K & T Vintage Sports Cars. Even with today's heat there were about 30 vendors. Those that I know from the club that had parts for sale were Dave Siwa and Bob Pritchett. There were shade trees on the property for relief from the sun. I also saw Shawn and Tammy Miller. According to Dave he expected that Randy Alkins and Ray Donovan would be coming to the meet. There was a very nice square body



*Lehigh Valley covered bridge tour.*



*Bob Pritchett drove his Healey to the BCCLV meeting in July.*

REGION | *Lehigh Valley*

Sprite under the trees but I could not determine the owner who was selling face masks for \$5 a!!!!

I have a question. Does anyone read the Lehigh Valley section of the Flash? If so, I would like to acknowledge you and include your thoughts and comments. If no one contacts me I see no reason to continue this exercise. You can e mail me at [agkunkle@aol.com](mailto:agkunkle@aol.com) or call me at 610-867-6955. Thank You!

HOPE TO SEE ON THE ROAD.



*Dave Siwa at Swap Meet with his wares to sell.  
A very nice Sprite at the K & T swap meet.*



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# MEMBERS CORNER

By Rick Brodeur

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*We have no new members this month.*

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

*Contact me if you are having trouble with the website.*



---

## **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](mailto:kenbeck@rcn.com)**



# DRIVING LIGHTS

Article and images by Don Schneider



## MORE CLUB HISTORY

**T**he 1998 year began with the ongoing issues of the need for someone to be in charge of Regalia and the publication of *The Flash*. The BOD approved \$500 seed money for Rick Moses to get SPRITE RUSH 98 up and running. We had done this on several previous occasions and Rick always paid us back from the proceeds of his event.

In addition to being our corporate Treasurer, Jennifer Payne volunteered to take on the tough job of Regalia Coordinator. We were also about to try something new with Encounter, expanding the meet to 4 days beginning with an event on Wednesday evening.

Encounter chairman, Bob Preston, had Encounter plans well in hand focused on the many opportunities in Gettysburg, PA. The meet started with a ghost tour of downtown Gettysburg on Wednesday evening and there were 98 registrations for the four days. In total there were 130 registrations which was an exceptional turnout.

The Walkers, Tom and Tim, and the Garretts,, Kris and Steve, along with Del Border continued to excel in the gymkhana event. The Walkers and Garretts also cleaned up in the Funkhana. Do you remember Don Hoffer's cannon? It still exists, kept in Fred Bennett's barn and is periodically fired by Fred at the Harrisburg summer picnics. Originally it was powered by CO2 from a fire extinguisher. Now Fred uses propane and it can really send a waffle ball a good distance. For the record, Priscilla Hooper can indeed hit the broad side of a barn door with it.

The awards that year were civil war cannons mounted on a wood base and these were all handmade by Don Hoffer. This was a huge effort and a great cost saving move on his part. George Marincavage (NJ), Chris Becker, Bob Eshleman, Bruce Hurley and Jim Cox (all from the Hbg Region) claimed 1st place trophies in the popular car show.

At the awards banquet Allen Rosenberg was announced as the first recipient of the George Null Award which was instituted after his passing last year. Allen was thrilled, literally to tears! Allen certainly deserved this special recognition and was the first of many to receive our highest club recognition.

A photo of Donald Healey was featured on the cover of the November 1998 Flash. DMH was at the 1991 Encounter hosted by the Brandywine Region at the infamous Tabas (Mickey Rooney) Resort Hotel in Malvern, PA. This was probably the first and certainly the last time and of us saw DMH in person. Were you one of the fortunate to have seen him or received an autographed memory. I was fortunate to have him sign a drivers manual and my event shirt. I still have both, the shirt unused.

The December 1998 Flash had a photo of a youthful Don Schneider on the cover posing with his first Healey, a black 1960 Mark 1. The photo was taken on a vacant lot where we were about to build our first house outside of Lititz. The time was 1964 and this was part of a membership profile. Wow, where did the years go!

After several years of complete dedication Nina Null asked for relief from being *The Flash* editor. To my great surprise and relief, Denise and Nigel Smart volunteered for the job and they had just the right know-how and enthusiasm to take on this daunting task. This involved changing printers once again to one located nearer the Smarts West Chester home. Also after heated debate at the Board Meeting, dues were increased from \$25 to \$30 to cover the cost to go to 1st class mail to reduce delivery time. 🇬🇧

**Austin Healey Sports and Touring Club**  
**Statement of Financial Position**  
**As of December 31, 2019**

**ASSETS**

Current Assets		
Checking Accounts	\$	8,505
PayPal Account		29
Other Current Assets		
Certificates of Deposit		33,768
Total Current Assets		42,302
Fixed Assets		
Timing Equipment		2,277
Accumulated Depreciation		(2,277)
Total Fixed Assets		-
Other Assets		
Advances for Encounter		5,144
<b>TOTAL ASSETS</b>	<b>\$</b>	<b>47,446</b>

**LIABILITIES & EQUITY**

Current Liabilities		
Deferred Income	\$	3,938
Equity		
Net Assets - Unrestricted		39,901
Net Income		3,608
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>\$</b>	<b>47,446</b>

**Statement of Income And Expense**  
**January thru December 2019**

**INCOME**

Advertising	\$	3,715
Encounter income exceeds expense		1,144
Interest		773
Dues		8,145
Sales		1,046
Total Income		14,823
Cost of Goods Sold		378
Gross Income		14,445

**EXPENSE**

Board meetings		115
Flash services		5,500
Insurance		3,224
Membership		271
PO Box rental		82
Rebates to regions		1,375
Website fees		270
Total Expense		10,837
<b>INCOME EXCEEDS EXPENSE</b>	<b>\$</b>	<b>3,608</b>

**“HELLO FRANK, IT’S BILL MILLER.”**  
**“HOW WOULD YOU LIKE TO TAKE AN 82 YEAR OLD**  
**GRANDMA FOR A RIDE IN YOUR TR3?”**  
**THAT WAS THE START OF AN ADVENTURE THAT PUT A SMILE ON A FEW FACES.**

**T**im Draper, an airline pilot with Jet Blue, searching on line for a Triumph TR3 randomly finds Bill Miller’s phone number. Tim calls Bill and explains that he would like to hire a TR3 to take his 82 year old mom, Nance-Ellen Draper, for a ride. Bill is accustomed to people calling him wanting to buy or sell a car so this was an unusual request. Tim explains that his military dad, now deceased, was stationed in Germany in the late 50’s and that both his mom and dad had raced a Triumph TR3 in local events and helped organize the German-American Sports Car Club of Stuttgart (see article below: “TR3 Memories”) Wouldn't it be a thrill if his mom could go for a ride in a TR3 after all these years?

Knowing Frank Muratore has a 1960, single red TR3, Bill calls Frank and pops the question. Frank's immediate reaction is, “Yes!!! This is going to be terrific”. Frank contacts Tim, they meet at Frank’s house to check out the TR3 and they plan the ruse. Under the guise of picking up some Halloween goodies for grandson Max, Tim, wife Nicole, Max and grandma Nance will go to Delicious Orchards, in Colts Neck. Frank and Bill will meet them in the Delicious Orchards' parking lot and park the Triumph along Tim's Honda Odyssey. When they exit the store, Nance will surely notice the shiny red TR3 at which time Frank will approach her and ask he if she wants a ride.

It works perfectly. Nance sees the car and at first is a little taken aback; Tim encourages her to take a closer look at which time Frank and Bill approach the car. They start talking and Nance tells them she use to race a TR3 in her youth in Germany. Frank invites her to sit in the car and at first she is hesitant but when he opens the door she gets right in. Frank gets in the drivers side, turns the key, pushes the start button and off they go around the parking lot, out the driveway an onto Rt. 34. A left at the light and they are on Rt. 537 cruising the back roads of Colts Neck. Nance is thrilled to be in the car, wind in her hair and a big smile on her face.

They drive back to the parking lot to meet up with Bill and the Draper family. Nancy exits the Triumph and reminisces with Bill and Frank about her racing days in Germany, the German-American Sports Car Club, the trophies she won and even driving on the old Nurburgring race track.

It was a great day for our LBC’s; Nance is smiling, the Draper family is smiling and Bill and Frank couldn’t be happier. The TR3 is decommissioned now at it’s "winter home" in a garage Green Pond, NJ but we can’t wait for Spring to take Nance Draper out for another ride; maybe she’ll drive next time.



A close-up, high-angle shot of a classic car's front end. The image is dominated by two large, round, chrome-rimmed headlights with intricate lens patterns. The car's body is a light, metallic color, possibly silver or chrome, and the grille is partially visible on the left. The lighting is dramatic, highlighting the textures of the chrome and the glass of the headlights.

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## Encounter 2020 – Postponed to next year

Well, like many other car shows, Encounter 2020 has been canceled as a victim of the coronavirus. In the end, the hotel has cut back on staff to the point where they could no longer host our event, and the lack of registrations indicated that many people were going to stay away regardless. We thank Encounter 2020 co-chairs Tom and Diane Zaleski for their valiant efforts. If not for the global pandemic, we would be sitting back right now recalling the good times we had at Encounter 2020.

Encounter 2021 was originally to be hosted by Lehigh Valley / corporate, but the pandemic has put a damper on being able to plan this event. Brandywine region will instead host Encounter 2021. Encounter chair is a stressful job, and Tom and Diane have decided not to re-enlist after completion of their commitment. We appreciate their hard work to put together this Encounter that due to circumstances beyond anyone's control was not to be. Dave Ehret has stepped up to be the chairperson for Encounter 2021.

If you registered for Encounter 2020, you have the option to let your registration continue to Encounter 2021 or to get a refund of your Encounter 2020 registration fees. If you would like to keep your current registration, no action is required. If you would like a refund, please send an email with your name, mailing address and phone number to [hp\\_roberts@yahoo.com](mailto:hp_roberts@yahoo.com). If you prefer snail mail, send your request to: Encounter 2020 treasurer Pete Roberts, 21 Waterview Rd #2, Downingtown, PA 19335-1809. If you reserved a room at the Hilton, don't forget to cancel it.

Details of Encounter 2021 are still being finalized. Other venues are being considered, and we are also considering moving the date to late August, 2021. We will let you know when we have something definitive to share. In the meantime stay safe and remember that driving your Healey is a good way to practice social distancing!



# For Sale



There is a Devin fiberglass kit car from the 1950s here in Virginia Beach for sale. Currently mounted on a TR6 frame--no running gear. Stalled project. New-never completed. Contact Hank Giffen if interested at [hankgiffin@cox.net](mailto:hankgiffin@cox.net) designed for a V8 and there is a Buick 215 plus transmission available in Richmond to get it going.



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](mailto:rwade@rattlesnake-ridge.net)

## BUSINESS

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](mailto:Stevejekogian1@gmail.com)



Been collecting Healey parts since my first in 1972.  
• A 1960 BN7. Most parts are from current car. • 1959 BN6.

Side shift Trans and OD. Rotors, calipers and green pads. New from 1967 late Vin.

Front grill from BN6. Red leather seat covers, well used, but cheap. Side shift carpet for Trans tunnel, black '59 bug eye parts car with new fiber glass hood. And 998cc race engine, not complete. Another project car not finished.

Will send pictures to interested parties. I live on Pine rd. Near Welsh rd.

[Edwardwjackson@comcast.net](mailto:Edwardwjackson@comcast.net)



I have some parts for a BN1 that I am trying to sell and was wondering if I can post in your classified ads? The items I have are an oil pan, a clutch plate which is brand new in the box, an original oil filter assembly and a spoked wheel. All were from a 1956 BN1. Gary

*Gary B*

[gjbridi@gmail.com](mailto:gjbridi@gmail.com)

Gary J Bridi

Telford PA 18969

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Unique chassis rotisserie, well designed and constructed, for Austin Healey restoration work. Allows chassis to be at a comfortable work height and allows for turning chassis 45 degrees to expose the underside. Lockable caster wheels allows easy movement. Easy pick up on your way to/from Carlisle Import show.

\$400. *Don Schneider.* 717-333-2061 [dschneid@ptd.net](mailto:dschneid@ptd.net)

---

## WANTED

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](mailto:pis9@yahoo.com)

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

Contact: Paul at [pis9@yahoo.com](mailto:pis9@yahoo.com)



*Austin Healey  
Sports & Touring Club*



Embroidered Expandable Attache



Embroidered All Purpose  
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Embroidered Men's Core Soft Shell Jacket



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Value Fleece Full-Zip Jacket



Embroidered Structured Fitted Cotton Cap



Embroidered Fitted Knit Cap

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Or contact Ken & Cindy at [kenbeck@rcn.com](mailto:kenbeck@rcn.com)



# The Austin-Healey Sports & Touring Club

## MEMBERSHIP APPLICATION

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

YOUR NAME: \_\_\_\_\_  
(first) (mi) (last)

SPOUSE NAME: \_\_\_\_\_  
(or other members at this address)

STREET/PO BOX: \_\_\_\_\_ APT \_\_\_\_\_

CITY/COUNTRY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP+4: \_\_\_\_\_

### HEALEY(s) OWNED

Year Serial Number

|\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_| |\_|\_|

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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](mailto: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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for Location

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Watch E-Flash  
for Location

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Metropolitan DIner

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Watch E-Flash for Date,  
Time & Location

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Time & Location

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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](mailto: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](mailto:stevejekogian1@gmail.com)

## DISCLAIMER:

*The Austin-Healey Sports & Touring Club, its Board and members assume no responsibility for the accuracy of advertisements listed in this issue of The Flash.*

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