

The FLASH



SEPTEMBER 2020 | ISSUE 507



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

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THE FLASH

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What's In The Flash

By Steve Jekogian

It sure has been a challenging Summer with the COVID and all the events being cancelled.

We at AHSTC hope you are all staying well and getting out in the Healey. *The Flash* regional articles have shown a lot of creativity in car drives and social distancing and let's keep it up.

As many of the car shows and Encounter were cancelled donations to charities, like we normally do at Encounter, are down and this is at a time when charities and hospitals need it most.

One great event that has **NOT BEEN CANCELLED** is the America British Reliability Run (ABRR). It is scheduled for October 17th. Like ALL things in 2020 it of course is impacted by the Pandemic and limited capacity, closed restaurants, hotels, car museums. But it is going to happen for a 1 day drive to generate money for Shriners hospital for Children.

Dave Hutchison dave@ragtops.com and Dave and Ruth Kane rndkane@comcast.net have found a way to keep this great event for charity going and we all thank them for their effort.

There are three AHSTC teams on this year's event
Steve and Lynn Jekogian—Team name Running So Kids can Walk
Steve and Anne Feld Team Name Austin & Aston LTD
Bob and Sue Ott – Team Name Team Sprite

There were a limited number of spaces available and I do not know if they are filled, Dave Kane would know.

Check out the Shriners website and ways to donate to your favorite team or the Shriners in general.

<https://v/donate.lovetotherescue.org/team/310601>

See you out there!



HARRISBURG REGION

By Fred Bennett

Here we are in August with no end in sight to the craziness... yet. In spite of all that, the Harrisburg Region has been able to hold a few events while trying to create some sense of “normalcy.” Such was the case with our Annual Summer Picnic held at Bruce and Donna Brockman’s home. Sonya & I were out of town that weekend, but our fearless leader and inveterate cub reporter, Joe Spear, has filed the following report on the festivities:

“There were fourteen of us. Bruce and Donna were excellent hosts. Bruce met us with a draft beer in a frosted mug when Barb and I arrived 45 minutes late.

“They have a lovely home with a pool table and a swimming pool. A large enclosed deck with two ceiling fans kept everyone cool. Hamburgers and salads were provided by Bruce and Donna, peach cobbler from Priscilla



Hooper, brownies from Linda Hardy, and baked beans from Liz Brockman. Quite a nice spread!”

“There is both good news and bad from Corporate. The bad news is that we're losing members- the good news is that Brandywine is moving the location of Encounter 2021 to the Revere Hotel in Paradise. We had it there in 2011 and all agreed it's a great venue with everything on grounds, nice rooms and cozy tavern dining. We took a vote and it was UNANIMOUS not to hold Encounter in July and UNANIMOUS to hold it in September. Brandywine is looking at the second or last week in August. I conveyed the results of our poll to Chuck Ott and his response was, ‘Well, the last week in August is almost September.’ Can't disagree with that!”

Carlisle Import and Performance Show 2020

This event, which usually takes place in May, was rescheduled for August 15th for this year due to Covid concerns. The organizers hoped that attendance would be close to normal. Joe reported, “Carlisle was a wash out. Crowds were down, vendors were down, and cars were down. There were only three Healey's at our tent: Chuck Ott's, Skip and Linda Hardy's and ours.” A number of members were there but chose not to drive their Healeys, as the weather forecast was rather iffy.

Future Events

- October 10th- Hershey Car Show
- October 17th or 18th (rain date)- Tour de Brockman
Join us to see parts of Perry County.
- November 14th- Progressive Dinner
- December 12th- Awards Banquet at the Stockman Inn
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PHILADELPHIA REGION

Covid has taken its toll on car shows, car drives, and just plain everyday events. The heat has also prevented drives as conditions are not conducive to driving our Healeys. We are hoping for a mid-September Drive and Lunch to Peace Valley Park in Doylestown, and another event traversing a few covered bridges in Bucks County, ending with an outside lunch.

Dave Siwa has been busy resurrecting John Davies' BN1 that he purchased in July at the auction. He has so far rebuilt the brake system, including the master cylinder, a new clutch slave and cylinder, and changed all the fluids. His next venture will be to clean the cooling system of rusty water.

This time of near confinement does give us the opportunity to perfect our cars. Let me know what you plan to do or have done to your cars.

Leo Kob has removed and entirely rebuilt his cedar backyard deck. He sent pictures to me that showed a beautiful deck.

We look forward to getting together with fellow members for rides and lunch in the future. 



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Brandywine

Ernie Leser

REGION

I learned of the Austin Healey from my father in law, Dr. George S. Clark. In 1998 when I began dating my wife Astrid, I soon learned of his mania for the automobile. Their 2-year-old 1965 Austin Healey 3000 was bought used in central New Jersey, the same year my wife was born. It had been a daily driver until 1996 when an XJS arrived displacing the Healey to slumber on stands in the garage. Having had multiple Triumph motorbikes from the 60's and 70's, I too understood the fascination of the internal combustion fervor. I owned and rode 22 bikes to date with numerous cars. My workshop was always busy with something motorized. Every visit to my now in laws included lots of British reading material for the planned restoration of his 1965 Austin Healey BJ8. A real time journey to say the least; leather/gasoline/oil/grease/ozone, not in that order were our bond as well as his dear daughter Astrid! Years of discussions and road trips to check out parts locally and researching online all the spares that were going to be brought in for staging. Lots of emails and photos back and forth on the progress and of things to come. Assorted books and articles in our "collection" have been enjoyed learning about the history of the marque, still more to read and learn but what I really looked forward to was the seat time with my father in law and "seeing" his perspective. Fast forward to 2012 when we began the work of stripping/bagging bits and the remanufacturing process. The chassis/metal body work was prepped in Canada and painted by a local specialist. My wife, her father and I worked together to get the Healey mostly completed however he unexpectedly passed away late in 2016 just one month shy of his 80th birthday....So with the pressures of work, time spent with loved ones, and living life the Healey was eventually completed in 2019 with the help of multiple sources and many hands. All had been documented along the way. We have cataloged items from the freshening up in the early 1970's, to the complete reworking which we presently enjoy today. A new life for the 1965 single light-built for the driving pleasure of two. The family fun continues-two hands on the wheel and nose to the wind.

Best,

ROGER & ASTRID BONO

AHSTC-Brandywine



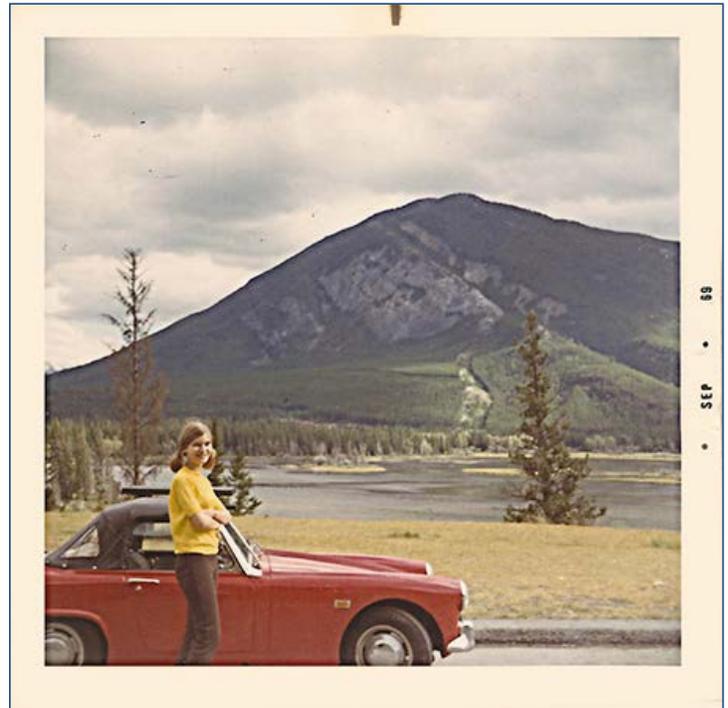
Long Island

By Paul Parfrey REGION

Procrastination: I admit it has taken me since March to get around to house cleaning. My wife has been after me since the pandemic began to no avail. Recently, she found a large envelope with some car repair bills from our honeymoon, which was 51 years ago. One of these bills is reproduced here. Notice the prices!

It was August of 1969 when we set off west on the Trans Canada Highway in our brand new Austin Healey Sprite. What could go wrong? Well, a lot! The clutch fork had snapped in two when I had had the car for just two weeks, and the car had made me an hour late for my wedding due to a wayward wire to the fuel pump. Now that I'm thinking on it, a muffler bracket let go on our first day in Canada.

I made a few wrong assumptions. Number 1 was if I buy a new car, I'll have less or no trouble. Hmm, not in 1969 and not with a British car. The British automobile industry was in turmoil, especially labor turmoil. The old joke was "The parts falling off this vehicle are of Quality British manufacture." I had much less trouble with my very used '65 BJ8 that I eventually traded in the Sprite for. My Sprite had this mark from the factory on the left side of the car. As best as I can describe it, it looked like there was debris on the car when it was painted. The blemish grew on me after awhile. I think the 1000 mile check up was performed perfunctorily at best and didn't include torquing the cylinder head and checking the engine manifold nuts for tightness. Things began to come loose before we reached Vancouver, British Columbia. The car had one service before we started and an oil change in Vancouver. On the way back, we made it as far as Calgary, Alberta with the car reluctant to start. The British Leyland dealer there wanted to show me how much my intake manifold carb moved up and down when he rocked it. He said



ITEM NO.	DESCRIPTION	AMOUNT PARTS	PROMISED	A.M.
	<i>Gaskets</i>	60		
	<i>Red</i>	65		
		30		
		30		
COOKE MOTORS LTD. BRITISH LEYLAND MG Austin JAGUAR *PHONE 262-6024* CALGARY 1 - 938 - 4th AVE. S.W. - ALBERTA		4229 SERVICE / LABOUR LUBE CHANGE OIL OIL FILTER WASH POLISH ROT. TIRES TEST BATT. CHGE. DIFF. CHGE. TRANS. INHL. BEARINGS WILE OHL.		
NAME	<i>P. Pastorek</i>	DATE	<i>Aug 22 1969</i>	
CHARGE TO	<i>Paul York</i>	PURCHASE DATE		
SELLING DEALER	<i>British Leyland</i>	YEAR	<i>1965</i>	
MODEL	<i>Sprite</i>	SERIAL NUMBER	<i>6581312</i>	
MOTOR NUMBER		TRAN. SERIAL		
MILEAGE		LICENSE		
CASH CHARGE		D.P.		
WARRANTY DEPOSIT		SERVICE SALESMAN		
OFFER #		MECH		
<i>Check carb adj. cap. is running rough & Replace Manifold & Carb Gaskets</i>				6.00
TOTAL PARTS		QTS. OIL LBS. LUBE ANTI-FREEZE TOTAL	TOTAL SHOP LABOUR BODY SHOP LABOUR TOTAL ACCESSORIES OIL, GREASE, ANTI-FREEZE	6.00
TOTAL SUB-LET		Tires & Tubes TOTAL PARTS		185
TOTAL TAX		TOTAL SUB-TOTAL		
TOTAL GASOLINE		TOTAL		

he was amazed that the car ran at all. The installation of new gaskets and removal of intake manifold cost us \$7.85, see bill.

Second wrong assumption was about how wide the continent was. Our trip became a marathon 12 hour a day ordeal. I dreamt I was driving every night. And then the sun would rise very early in the morning because of the higher latitude. So much for a good night's sleep.

Third, I didn't realize how very hot it would be across the plains of Manitoba, Saskatchewan and Alberta in August. The Sprite had no AC and while we were 22 years young, it was unbearable with the sun beating down on the mostly treeless plain. The top was down only in Ontario and the Rocky Mountains. On the plains, my sneaker would often stick to the pedal and when I removed my foot, the sneaker stayed stuck to the pedal.

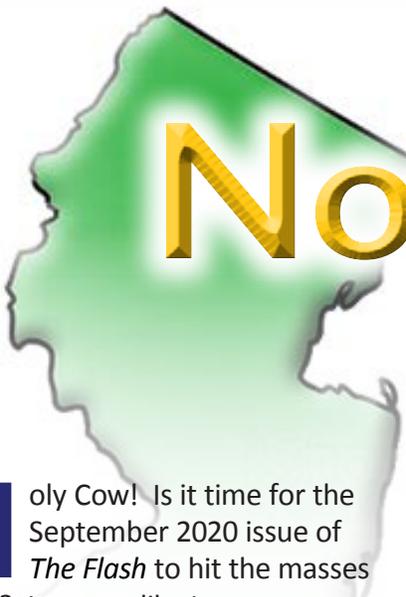
The fourth wrongheaded idea was in not realizing how empty Canada was. When we reached Sault Ste. Marie and turned north to go around Lake Huron and then Lake Superior, we left town and entered a vast conifer forest with a highway sign that read, "You are now entering the Arctic watershed. All rivers flow north to the Arctic Ocean." That was a bit of a shock. And finding motels and eateries wasn't always easy.

There are lots of road repairs in the summer. A sign would suddenly come up: ROAD ENDS. No warning sign "Road Ends Ahead", just ROAD ENDS right at the point where the pavement is missing. So you're traveling along at 60mph, and then sliding sideways to stop in gravel. Usually it was a drop that launched you into the air. They got me every time!

Our biggest misadventure occurred in the Canadian Rockies near sunset on our way home. The Sprite had been losing a little water and I kept topping it off. We visited a glacier in the afternoon that required a thousand foot or so climb and, of course, a thousand foot or so descent. Unbeknownst to fearless driver, the radiator had lost much of its coolant on this scenic stop. We were high in the mountains and the temperature was delightfully cool. The Sprite, though, overheated and we were soon on the side of the road with the afternoon sun declining. There was a mountain stream by the side of the road so I thought we'd let the car cool off and then fill up. A fellow in an old Sunbeam Alpine drove up and asked if we needed help. I stupidly said no, and related my plan of action. He said he would stay until we could get on our way. I asked him where he was going and he answered, "Alaska". I was incredulous and said so, with all our tribulations fresh in my mind. He replied that he'd rebuilt the engine and transmission, gone over everything, and he would drive that old car anywhere. Well, that's how I became once I had done so much restoration, maintenance, and repair to my cars. That's how I felt about my first Austin Healey, the misbegotten Sprite, by the time I traded it in, and how I feel about my BJ8 and my Midget. The driver isn't so good now but those old cars were and are the best.

I look back on that trip fondly now, and often wish we could do it again. For some reason, that idea doesn't thrill Susan. 





North Jersey

By George Crombie

Holy Cow! Is it time for the September 2020 issue of *The Flash* to hit the masses already? It seems like I no sooner get one article written and sent off to editor Steve Jekogian to work his magic on when the next one is due. Maybe it's due to the search for pictures (Steve just loves pictures!); or, more probably, it's my inherent affliction called "procrastination" rearing its ugly head yet again. It seems to happen around this time every month. Now, if I could just figure out why this phenomenon occurs...

The month of August, 2020 was full of cancelled events; however, North Jersey held another monthly ZOOM meeting on Tuesday the 11th, with Steve Feld, Bill Smith, Rudy Hyzer, Tom Mulligan, John Conklin, Larry Gersten, and George Crombie all in attendance. I did not notice that anyone had driven (or even arrived) in a Healey. Could this have been due to the weather? Um, probably not; more likely due to some insidious little bug called "COVID-19". The meeting focused on

a couple more local British car shows having been cancelled for the season, and a Cars & Crumpets gathering getting washed out. HOWEVER, Steve Feld and crew are still soldiering on with the 25th Annual (this year, folks!) Red Mill All British Car Show scheduled for Saturday, September 12th at the historic Red Mill Museum in Clinton, New Jersey. That ought to be just about the time you are reading this. I don't mind if you put your computer to rest and head on out there like RIGHT NOW! Steve can still use a few helping hands to pull this thing off. Social distancing protocols, masks, gloves, hand sanitizers, and cheerful waves from ten feet away are expected to be the norm for the day. The Red Mill Museum has been host to several open air concerts, as well as a benefit car



show at the end of July called “Wheels for the Wheel”, which Steve Feld and George Marinos attended. BritFest, FallFest, and more recently, Brits at the Village have all been cancelled for this year, so if you have hopes on attending an event this year, your options are quickly diminishing. More cancellations are sure to follow.

For those members who also belong to the AHCA, you may have noticed a spot on the August page of the AHCA calendar: A set of AUSTIN-HEALEY wings, with “Austin-Healey Day – wherever Healeys are found”. That’s all it said. Right in the middle of the month. No explanation. Being of the curious sort, I sent an e-mail to Reid Trummel: What is this? His response was that “The month of August looked so sad and lonely and devoid of activities, I just had to brighten it up!” Challenge accepted: Sarah and I had a Father-Daughter date and drove the Sprite out to Gronsky’s Milk House in High Bridge, NJ for a hot fudge sundae. We were caught by a few rain drops (I even had to turn on my wipers for a pass or two – must remember to wash the windscreen), but otherwise had an enjoyable time of it watching the Raritan River burble past and chatting with a couple of locals. Even made it home (about 35 minutes away) before it got too dark. All in all, a pleasant evening out. Keep your eyes peeled for a repeat next year, and plan to take advantage of little things like this to keep your spirits up. Sarah and I have been out in the Sprite two or three other time in the past few weeks; nothing big or fancy, just giving the Sprite some exercise and relaxing mind and soul. You should try it; it really works wonders!

I do hope you noticed (and read) the articles that Steve Feld (well, actually his first Healey) and Frank Muratore (giving a special ride to a special person) wrote in last month’s Flash. Great articles, both!

Until next time, don’t forget to keep up with what’s happening,

AND GET OUT AND ENJOY!!



Larry and Diane Gersten’s granddaughter Shalom in her Healey rocker. Look closely at the chair graphics.



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. To the left, a portion of the chrome grille is visible. The car's body is a light, metallic color, possibly silver or chrome. The lighting is dramatic, highlighting the textures of the chrome and the glass of the headlights.

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Lehigh Valley

Gerry Kunkle



The answer to my question is that some members do read the Lehigh Valley Region portion of *The Flash*. Thank You! So here goes.

Rick Brodeur our membership coordinator told us in a recent e mail that 265 issues of the August Flash were delivered, 236 were opened and 121 were clicks. Rick defines a click as when the reader clicks on a link in the email. For our email that's clicking on the link that opens the Flash. If I conclude correctly that means that only 121 members at best read some of *The Flash*. My article appeared on pages 18 and 19 so I feel quite grateful that seven readers plus one that I received today acknowledged that they read my article. Only one response was from the Lehigh Valley. George Crombie, Editor, New Jersey Region. says he gets some feedback but not often. He has to get in the mood to write the article and later rewrites the article after he takes a drive in his Sprite. I do the same except I drive the 100 or the 3000 in order to get some pictures.

On July I continued the Lehigh Valley Regions covered bridge tour. Returning through Springtown I stopped at the local Texaco station. As I pulled up the proprietor said that he did not have any gasoline. I asked the proprietor if he minded if I took some pictures. He said go ahead. I purchased local organic grown blue berries and tomatoes. The Texaco Star and SkyChief gas pumps were quite prominent and other advertisements for Pennzoil, Cooper Tires and Barber Shop. Also included a vintage circa 1950's Chevy truck and a flag "Do Not Tread on Me" (plus a Trump Pence banner). If you ever are in the Springtown area, on route 212



Lehigh Valley covered bridge tour continues.



You can trust your car to the man that wears the star!

and 412 look for the Klaums Farm and you also may wish for a photo op.

On Friday evening August 14 I got a call from Ken Beck asking if I was going to the import car show at Carlisle. I said no but when he said he and Cindy were going and he would be driving I changed my mind. The show featured Datsun Z and Renault automobiles. There were several vendors there that I said hello to which included Tom Buckus the British Tool Specialist. AHSTC was represented by the cars of Joe Spear and Chuck Ott. Kenny picked up a Healey gas tank from



Joe Spear and Chuck Ott Healey's at Carlisle.



TR6 and rest stop at Delaware Water Gap

Bob and I plan to a drive to Wannamaker, Kempton and Hawk Mountain in the Fall. In addition, I definitely will be driving my Healey to New Hope in September. Route 32 along the Delaware is spectacular. Anyone interested in either of these ventures? Contact me at agkunkle@aol.com or Bob at rjs_cpa@yahoo.com.

HOPE TO SEE YOU ON THE ROAD



MEMBERS CORNER

By Rick Brodeur

We have no new members this month.

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

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed or I can send out a copy to any member who requests one. My email address for the Club is membership@austin-healey-stc.org If you have any questions about your membership please contact me. Contacting me is the quickest way to solve a membership problem. My phone number and email address are on the inside front page of the Flash and on the web site.

WEBSITE INFORMATION

If you haven't signed up to the website you should so you can get access to member-only content. When you sign up on the website as a member I'll get an email. 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.



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DRIVING LIGHTS



Article and images by Don Schneider

CLUB HISTORY 🇬🇧 PART 5

January 1999 began with our second membership survey which was published in the Flash. This was a great way to get the survey out to all members in a timely way. All a member had to do was to answer the 30 questions and return the survey in the enclosed prepaid envelope.

Unfortunately only 25% of our members responded which was most disappointing. However, those who did respond indicated a high level of satisfaction with the club. Detailed results, by Region,, were published in the May 1999 Flash. Key points learned from the survey were:

- **The Flash** is the glue that holds the club together
- Tech articles are very important
- Colored photos are desired to enhance any article submitted
- Human interest articles are desired and enjoyed

In the spring, the Lehigh Valley Region had an evening drive to the Penske Indy Car Race Shop in Reading, PA. as a regional activity. This prompted me to make arrangements for the Harrisburg Region to tour this same facility at a later date. All who participated in these tours were awed. It is too bad that Roger Penske moved his race shops to one location in North Carolina a few years ago.

The Lehigh Valley Region was host for Encounter 1999 and Encounter chairs Tom Mantz, Debbie Lentz and Peter and Heather McMahan had a great location secured in the Pocono Mountain area. The event was held at the Chateau Resort and Conference Center in Tannersville, PA. The highlight for most attendees was the drive around the Pocono Raceway in our Healey's. This was truly a great experience. Although paced by a track vehicle, I remember approaching 100 mph on the long main straight in my red BJ8. My only concern was in my euphoria I forgot to engage OD and so my engine was turning some higher than normal revs and I was afraid to engage the OD at such a high speed. Nevertheless it was a real thrill going into turn one and motoring thru the infamous tunnel turn. The track has lots of banking and the pace was fast enough for our street cars.

Another new, innovative idea put forth for Encounter by Bob Messinger was to have a Car Comparison Clinic for those who wished to sign up and participate. The idea here was to trade cars, ie two people who agreed would drive each others' car about 15 miles to experience the drive-ability of a different car. I felt this was a novel idea but few people registered and it was not pursued further. Perhaps this idea could be revisited on a regional basis as a fun weekend activity. Also doing so in a large parking lot as opposed to public roads with traffic may make this idea more appealing. Perhaps something to think about.

Also of note, John Morrison registered our domain name: austin-healey-stc.org and initiated our website. We moved out of the 50's and 60's with this move. The survey indicated that about 50% of our membership had internet access at this time. Jason Urban took over maintenance of our web-site.

At the Encounter Awards Banquet, Del Border became the second recipient of the George Null Award.



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 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

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



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



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

Gary J Bridi

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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

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

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

Contact: Paul at pis9@yahoo.com



*Austin Healey
Sports & Touring Club*



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CONTRIBUTIONS

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

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