

The FLASH



MAY 2024 | ISSUE 547



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

MAY • 2024

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

Send Ad and/or information to Tom Mulligan

tpmul48@gmail.com

AHSTC Events webpage;

<https://austin-healey-stc.org/calendar.html>

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ON THE COVER
Stylized Springtime AH Car Show.

What's In The Flash

By Tom Mulligan

ENCOUNTER – Encounter 2024 Registration is open. The Philadelphia Region will host this year in Ocean City NJ. See the enclosed flyer, registration form, and more information about the event from the Encounter Chairs. Registration is also available on-line.

<https://www.austin-healey-stc.org/show.html>

ADVERTISERS – AH Spares has contributed an article on their recent acquisition of the Healey BN1 formerly owned by Roger Moment. It's an interesting story with great photos.

AUCTION REPORT – This month it's "The Top and The Healey it Rode in on". Fans of modified Healeys may enjoy this month's auction selections – a car and a hardtop. The car is a highly modified BT7 - not quite a "works" replica but with many of the features. The top is identical to the one on the car, albeit a separate auction. Check out the links and read the comments.

CONTEST – The new contest is underway and the answer to the April question and those who got it correct are in this month's issue. Check out the new question and engage the whole family.

FOR SALE – There is a nice looking BJ8 for sale, in the Classified Section, by a Club member who has owned it for 43 years!

TECH ARTICLE – Chuck Ott has contributed an interesting article, and story, about installing camber adjustment bushings in his BJ8. I have heard about these for years but it's great to read about hands-on experience. *Thanks Chuck.*





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PRESIDENTIAL RUMINATIONS

Steve Feld AHSTC President

All of us have heard of the 80/20 rule. It is attributed to the Italian economist Vilfredo Pareto circa 1895. Basically, the rule recognizes the large imbalance of output vs. input. In other words, a minority of causes, inputs, or efforts usually lead to the majority of the results, outputs, or effects.

In 1979, a British author even published a book about the rule, *The 80/20 Principle*, and many management consultants use it to show how to improve productivity and effectiveness (and sell their services!).

What does the Pareto Rule have to do with AHSTC or Austin Healeys?
I'm glad you asked. To wit:

- 80% of the club's value is produced by 20% of its members.
- 80% of members use 20% of their modern BJ9's features.
- 80% of the time members use 20% of the tools they own.
- 80% of a city's traffic is on 20% of its roads.
- 80% of the energy in a combustion engine produces 20% output.
- 80% of Healey repair costs involve 20% of its parts.
- 80% of projects get completed in the last 20% of the time before an event.
- 20% of sections in the workshop manual account for 80% of its usage.
- 20% of your time leads to 80% of your happiness.
- 20% of your old parts consume 80% of your storage space.
- 20% of the population causes 80% of car crashes.
- 20% of your wrenching time yields 80% of completed repairs.
- 20% of work hazards produce 80% of injuries.
- 20% of members are 80% of participants in club activities.

You may, and probably do, have your own variations on these examples of the 80/20 rule. Also you may believe that the 80% and the 20% should be reversed in some of these items.

Nonetheless, I leave you with the question: What 20% of the things you do with your Healey provides 80% of your enjoyment with your Healey? Just do the 20%!



HARRISBURG

REGION
Pam Frazier

Mtg at Hillside Cafe—4/16/2024—Seven members in attendance—Fred Sherk, Pam Preston, Pam Frazier, Skip and Linda Hardy, Shawn Miller, and Brian Kopp.
Members Shawn Miller and Pam Frazier drove their Healeys to tonight's meeting.

LISTING OF UPCOMING EVENTS:

Sat, May 4 - Coffee, Cars & Conversation at Jim Mack's, 5745 Lincoln Hwy (PA462) York - 10:00 am with the Lanco MG Club.

Fri. & Sat., May 10-11 - Carlisle Import & Performance—Sharing a large tent on the show field with two other car clubs—LANCO MG Club and Keystone British Car Club. Bring a chair. Lunch on your own.

Tues, May 21 - Harrisburg Region Meeting at the Hillside Cafe, 6:30 p.m.

Sunday, May 26, - Covered Bridge Drive, 1:00 p.m. start with LANCO MG Club.

Saturday, June 1 - Movie Night at The Preston's.

Saturday, June 8, 10:00 a.m. - Coffee, Cars & Conversation hosted by Rob Shingle and Jim Keener at their garage car collection. A don't miss event!

Sunday, June 9, 10:00 a.m. - 2:00 p.m. - 30th British Motorcar Show, The Hellertown Show, Alfred J. Fritchman Reservoir Park, 3400 Reservoir Rd, Hellertown, PA - See photo of attached flyer.

Thursday, June 13, 11:00 a.m., Joint Club Picnic with LANCO MG and Central PA Triumph Club, Rocky Ridge Park, "Pheasant Pavilion", 3699 Deining Rd, York, PA. Bring your own lunch and a dessert to share.

Bill Smith Memorial Summer Cruise In June 15, 2024 @ 8:00 a.m. – 3:00 p.m. AACAMuseum, Hershey, PA. <https://www.aacamuseum.org/event/cruise-in/>



The upcoming weather from Sunday on appears to be top-down Healey drives. We are planning our first tech session on Thursday, May 2, to assess the non-start issue with Terry McNelis' BN2. We addressed the no-start issue last year and found loose wires on the key switch and then tightened them. However, the gremlin of ignition wiring has returned.

Upcoming events of interest include:

- **The Roadster Rallye on the Boardwalk in Ocean City, NJ**, on Saturday, May .11.
- Also occurring that day, in **Morrisville, PA**, will be the **Bridge Street Vintage Car Show** from 4:30 p.m. to 8 p.m.
- **Saturday, May 25, the Spirit of Princeton Memorial Day Parade** will be held from 10 a.m. to 11:30 a.m. for those interested in joining the parade. For details, 609-439-0144.
- **On Saturday, June 1, the Red Mill British car show** will be held in Clinton, NJ.
- **Also, on Saturday, June 1, the Hope Lodge British Car and Cycle show** will be held in Ft. Washington.
- **On Sunday, June 9, the British Motor Car Gathering will be held in Hellertown, PA.**

We hope to see you at some of these shows to promote our cars.

A new place in New Hope, PA, Ace Café, is a legendary motor sports café, originally founded in London, UK. They host weekly car and bike shows throughout the year.

We are hoping to have more details about these shows.

THE NEXT MEETING WILL BE HELD AT THE METROPOLITAN RESTAURANT
ON MONDAY, MAY 20, BEGINNING AT 6:30 P.M.



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North Jersey

By George Crombie

Abaker's dozen (I think that's what they call "13") Regional Club members arrived at The Vintage Tavern in Gillette, NJ on the evening of Tuesday, April 9th, fully prepared to partake of (and even try to instigate) a bit of merrymaking during the North Jersey's monthly meeting. Attending the meeting were Richard Ippoliti, Steve Feld (BT7), Rudy Hyzer, Paul Olson, Patrick Venezia, George & Sarah Crombie, Ralph Scarfogliero, Paul Rust, Allen Rosenberg, Ian & Sue Kessen, and Jim Vollmuth, with Bob Jankowitz stopping in just long enough to swap a couple of tires with Jim. Speaking of swapping, this meeting just happened to be our Regional Spring Cleaning and Swap Event. I would hazard to guess a few items changed hands and found new homes. During the meeting, we went over the Calendar of Events (as we know it so far) for this year, up to the date and time of our Regional Holiday Party. Hint: Saturday, December 7th starting at 5:00 pm. Even the restaurant on Route 10; but the name and address escape me at the present. Stay tuned until next month for more details. I am not allowed to reveal too much information at any given time, kind of in the job description or so I'm told.

THE UPCOMING MAY MEETING (ON MAY 14TH) MAY JUST FEATURE A SORT OF "LIST & TELL", where the attendees list the three to five cars they just "gotta have" and why (why not?) they were chosen. Not that we're nosey or anything sinister like that; we're just curious as to how your mind(s) work. If you buy that, I've got a gently used fan belt for a Healey Hundred that's looking for a new home...

Steve Feld, Paul Olson, and Allen Rosenberg (someone had to bring the bagels and help supervise) stopped over at my place for a couple of hours on Saturday, April 6th to try to figure out and remedy the issues I've been having with the brakes on my BN2. The mechanics (Steve and Paul) dug right in and pulled the front drums off, cleaned them up, and were even kind enough to reassemble them, leaving me with the super important task of pumping the pedal (down; up; repeat as told...). As reported at the April meeting, the operation seemed to be a success... I'm sorry; was that a typo? I test-drove the BN2 on a couple of short half-hour or so local drives, and the brakes seemed to be working okay, with a little more travel to the pedal that bleeding them might take care of. But alas; after two more longer drives, the brakes were beginning to lock back up again, with the hydraulic pressure building up until the brakes weren't releasing. I guess that's better than not having any breaks at all.

Next up, member Nachman Kanovsky hosted several members from a few local clubs to his warehouse just outside of Montecello, NY on Sunday, April 14th for coffee and donuts, and to check out his stable of classic cars. Tom Mulligan, John Conklin, Steve & Ann Feld, Denise, Sarah, and George Crombie from the North Jersey Region made the trek to South Fallsburg, NY. It's hard to figure out Nachman's tastes, as his collection is mostly British (MGC; BJ8 Healey; Lotus: Triumph; Jag; Sunbeam; a Rover saloon), but he also has a Volvo P 1800, a Corvair convertible, a couple of motorcycles... and a place to store them ALL! Very impressive, indeed! Thank you for sharing, Nachman. *(See photos below)*

Coming up next will be **KEN & CINDI BECK'S ANNUAL OPEN HOUSE AND SWAP MEET AT K&T VINTAGE MOTORCARS IN BETHLEHEM, PA** on Saturday, April 27th;

the **BRITISH CHALLENGE RALLY** (put on by the Triumph club again this year) on Saturday, May 4th;

CARLISLE PERFORMANCE AND IMPORTS AT THE FAIRGROUNDS IN CARLISLE, PA on May 10th, and 11th (Friday & Saturday).

THE MONTHLY CLUB MEETING FOR MAY WILL BE HELD ON TUESDAY, MAY 14TH.

I'll catch up with these events next time...





Long Island REGION

By Paul Parfrey

I am including some photos that Bob Maichin sent me of his wife Barbara, that are among his favorites. I recently spoke to him on the phone, and he is a little overwhelmed by everything that must be done and decisions that must be made.

I also received photos from LI member Rich Miot from this year's Easter Parade in Garden City. I am very glad that he got to go. That was always one of my favorite events to attend.

Now the next events to look forward to in May are:

1. **May 18 – AACA Vanderbilt Cup Region Auto Show LI State Veteran's Home at Stony Brook – Nichols Road.**
2. **May 19 – Bayport Aerodrome Society Wings and Wheels Show – Tedd Krummeck, one of our members is a regular volunteer at the Society and expects to be helping out at the show again this year. Mary Ann Sekelsky also often lends a hand at that show.**
3. **May 19 ALSO! – The US Merchant Marine Academy Auto Show at Kings Point.**
I will send out an email soon with more details.

A while ago, Tom Abbe sent me a photo of a Simca Abarth. When I first received it, I didn't know what to do with it. He also had sent me a picture of a Cobra and one of the field of racing cars at the starting line. I used those two in the LI article two months ago but after I sent off the copy to the editor, I remembered that I had a roster of all the cars in that race. I looked it over and found a Simca Abarth 1300 was entered and placed 15th. The engine was 1300 cc and had over 130 hp.

Healeys are showing up on British television of late. There was a 100 driven by a main character on an episode of Funny Woman, and two BJ8s were in an episode of Sister Boniface. This has not been shown yet on US TV, but I became aware of it when it was written up recently in Revcounter. And this exposure is not just happening in British shows but in other parts of the Commonwealth. Ms. Fisher herself drives one in Ms. Fisher's Modern Murder Mysteries, a show from Australia. The time is the 1960s and Ms. Perigrene Fisher inherits a 1962 BJ7 from her aunt Phryne who was the main character in Miss Fisher's Murder Mysteries. Aunt Phryne was an independently wealthy, liberated woman in

the late 1920s who drove a 1923 Hispano Suiza. To have inherited the Hispano would have really been something, but a Healey is good too. In the later series, Ms. Fisher has a budding relationship with a young, handsome police detective. There is a scene early on where our heroine asks the detective if he wants to drive the Healey. He answers with an emphatic "Yes!" "Just don't stack it", she responds (that was a new expression for me!). I enjoy the shows themselves and there is the bonus of plenty of Healey sightings!



Bob and Barbara Maichin



Barbara Maichin



Rich Miot with his MGB.



E-type Jaguar at Easter Parade.



Simca-Abarth



Perigrene Fisher with her Hispano Suiza



Perigrene Fisher with her BJ7 Healey.



Brandywine

Ernie Leser

REGION

Saturday, April 13th found several members at Chuck Ott's "Taj Garage" (Garage Mahal?) for a Tech Session. A number of possible repair projects were anticipated. As usual however, time constraints narrowed these down a bit.

The cold air return cable on Chuck Ott's BJ8 needed to be re-attached to the dashboard knob.

Both the original cable and a replacement one proved to be difficult to attach to the knob. This work will have to be continued in the future.

The friction door check assembly was repaired on one door of Buzz Marshall's BJ8. A stripped nut on the other door check assembly prevented its repair for the time being. A new voltage meter gauge was successfully installed on the lower dash rim of Buzz's car. This complements an earlier alternator installation.

Members attending the event were: Penny Haase, Jim Martin, Steve Keating, Buzz Marshall, Chuck Ott, and Ernie Leser.

As an aside, we were able to inspect the Ott's new Subaru Ascent and their new RV camper trailer. Both very nice vehicles. Chuck and his family have several vacations planned, including a road trip to Washington state.

Thank you, Chuck, for an informative and fun event.



Jim, Chuck, Penny, Steve with Chuck's BJ8.



Chuck at work on his car.

UPCOMING EVENTS

May, Sat 11th. Carlisle Import Show.

Remember to register with AHSTC if you plan to attend. Contact is Chuck Ott ([302-378-7287](tel:302-378-7287)).

June, Sat. 15th. Maryland Eastern Shore tour and lunch. David Maule is contact ([302-945-2952](tel:302-945-2952)).

July, Sat. 20th. Chester County tour and picnic. Buzz Marshall is contact ([610-513-6660](tel:610-513-6660)).



Buzz and his BJ8.



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Lehigh Valley

Bruce Lawrence



"TASTE THE WINE"

The Lehigh Region was off to a great start of the 2024 driving season with a fun trip on April 20th to a wine tasting at an outdoor wine house known as Cellar Beast. This well-known commercial winery is located on Ash Circle just off Lizard Creek Road (PA 895) in Andreas, PA. (The website link for Cellar Beast is <https://www.cellarbeastwine.com>).

Attendees from our Lehigh Region were Bob and Sue Snyder, Joe and Nancy McGavin, Ken and Sue Weidner, and included our regional president Ken Beck and his wife Cindy.



Our members enjoyed a scenic drive to the winery by driving North on Route PA 309 from Cedar Crest Plaza in Allentown.

After arriving, the group enjoyed a special presentation by the owner of Cellar Beast who is a knowledgeable and qualified wine sommelier. He talked extensively about the winery's own wines and led a personalized tour of the facilities. Members tasted almost ten different house wines, which by all accounts, were excellent. A food truck was also available. It served our members hot wood-fired baked pizza that proved to be a delicious accompaniment for the Cellar Beast wines.

Thank you, Joe McGavin, for organizing this great day of scenic driving, wine tasting and member camaraderie. A special thanks goes to Bob Snyder for providing Flash with the photographs and description of this terrific Cellar Beast event!



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A H Spares Acquires Roger Moment's Pristine BN1 Healey

A H SPARES ACQUIRES ROGER MOMENT'S PRISTINE AUSTIN HEALEY BN1: A MASTERPIECE OF CLASSIC CAR RESTORATION

We are beyond excited to announce that we are now the proud custodians of Roger Moment's concours award winning BN1 as featured on the front cover of his recent book and within the Austin Healey Restoration Guidebook.



Roger Moment's original Austin Healey BN1 with its new owners at A H Spares



FINDING THE RIGHT SUCCESSOR FOR A CHERISHED CLASSIC

Roger has been on the hunt for a suitable individual to take on the ownership and meticulous upkeep of his pride and joy for some years. He wanted to verify that the next custodian would ensure the car be kept in its extremely original state.

The car has been Roger's lifetime work, and he wanted the car to be viewed and admired by many and not hidden in a private collection.

A Scenic Colorado Drive with Roger Momen's Original Austin

AN UNFORGETTABLE MEETING WITH THE HEALEY GURU

In October 2023, **Jon Hill and John Lee both travelled to visit Roger** at his home in Colorado, USA. It was a true delight to have a conversation with the Healey Guru himself and personally have our copies of **his book** signed.

One of the highlights of the trip was the opportunity to ride in and drive Roger's car through the picturesque Colorado countryside; a breathtaking American landscape to appreciate while cruising in an authentic British classic.

After receiving such warm hospitality from Roger and his wife, Lilly, and experiencing the exhilarating drive of a well-maintained BN1 that has been cherished for 50 years, there is no

better place to take care of such an iconic car than A H Spares - the original Austin Healey parts specialist.

We can't even begin to express how honoured we are that Roger has entrusted us with the pleasure and responsibility of the custodianship of his BN1 and for the car's next chapter of its history.

- **John Lee**



Delivery Day! Offloading Roger Moment's BN1 at A H Spares



A new home after a journey of 4,000 miles

I have never seen another Healey 100 with this level of originality. I am in awe of the car every time I look at it and the level of detail that Roger has gone to over the 49 the years of owning the car.

- Jon Hill

UNRIVALLED AUTHENTICITY: A TIME-CAPSULE TO 1955 CRAFTSMANSHIP

The car's level of detail is such that it is the same as when it rolled off the production line back on the 15th July 1955!

All the nuts, bolts and washers are originals with correct markings. All components and casting numbers correspond to the date the car was built. The colours and trim materials are spot on with original 1950's Kar-Vel carpets.

There is no stone unturned, no detail overlooked. In essence the car is a masterpiece in every aspect and a pure joy to behold.



purchased by a US serviceman. About a year later, after returning to the USA, he sold the car to its second owner to raise money for college. As the third owner Roger purchased the car in 1974 with 48,500 miles on the odometer.

The first restoration Roger commenced was between 1975 and 1982 which was mainly cosmetic. The second was a complete strip down between 1990 and 1991. The third and final restoration occurred during 2000 to 2001 which encompassed a great deal of additional research, the locating of many NOS (New Old Stock) parts and the manufacture of many parts which are either not currently available or are incorrect in appearance. Roger did 95% of the work himself.

This level of involvement and dedication has resulted in Roger gaining an extensive knowledge not only about the individual components, but also the design, engineering, and manufacturing at British Motor Company (BMC), Jensen and other English component suppliers of the 1950's.

A WORD FROM ROGER

At this point in my life (I'm 86, but still in good health) I started thinking about how I might find a suitable custodian for my car when the time came to part with it. Restoring it to its unusually accurate state of originality, with attention to details that most people would not pay attention to (such as fasteners with their original markings and coding), was a long and tedious process. This involved much research, locating the "right bits", disassembling to preserve some electrical items that had their correct dates of manufacture, and also accurately reproducing many unique pieces such as rubber gaskets and the paper-over-wire demister hoses. I wanted to find a future owner who would truly appreciate the car, not just for its beauty, but more importantly for what it represents – a true example of the 'British motoring industry back in the 1950s.

"When Jon Hill saw the photo of the car on the cover of my recent book on Healeys, he contacted me to learn more about it and during our communication exchanges, I felt that he and A-H Spares would be the perfect custodians for it and would treat it as I have. They understand what effort has gone into restoring it and appreciate how exceptional it is. I also hope that others will enjoy seeing it at shows when Jon will have

it on display.

- Roger Moment



SHOWCASING A MASTERPIECE: EXPERIENCE THE UNMATCHED BEAUTY OF ROGER'S BN1

It is not every day that you can view a car that has benefited from the number of dedicated years of research, sourcing of O.E. parts plus the love and care from one of, if not the world's highest regarded experts in the Austin Healey community. We want to be able to share this with everyone so will be making sure that all can join in the pleasure of experiencing such a unique car.

Roger's BN1 will be on show in our showroom/museum so come pay us a visit. Not only that, but we will also be displaying the car at future shows and events for all to see and enjoy.

Over the coming months we will be running features on some of the details that makes this BN1 so special as it just would not be deserving or possible to try and sum up all of Roger's dedicated years of work in just a couple of newsletters.





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MEMBERS CORNER

By Rick Brodeur

We have 1 new member this month.

Harrisburg
Scott Kocevar
Hummelstown, PA
'64 BJ7, '65 BJ8

A reminder: the Member's Only area of the website is available to members. Initial passwords are set up and you'll be prompted to change it when you log in.

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.

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 ahstc.qbstores.com/ and Buy, Buy, Buy
Questions/concerns contact: Ken Beck • Email: kenbeck@rcn.com



Tech Tips & Clips

CAMBER ADJUSTMENT WITH OFFSET BUSHINGS

Article and images provided by Chuck Ott

The camber on the front wheels my BJ8 was positive, meaning the top of the wheel tilts out instead of the wheel being straight up and down. Too much positive camber will wear the outside of your front tires, and that is what was happening in my case. Unfortunately, there is no camber adjustment on the BJ8. The frame is supposed to be set up so that the camber angle is zero or slightly negative. Accident damage or frame repair can change the camber angles. Both of my front tires were showing noticeable wear on the outside of the tread after only 4,000 miles. Using a string with weight hung from the top of the tire confirmed the top of each of the front tires to be tilting out - positive camber. I knew that the driver's side had accident damage, but somehow the passenger side had a positive camber angle as well.

The lower control arm is essentially fixed, not easily adjusted. The upper control arm is the lever shock on these cars. There are adjustable shock mounts available to move the shock in and out to adjust camber, but that seemed like too extreme of a solution for me. Moss Motors sells special eccentric bushings for attaching the kingpin top to the shock arm. Rotating these bushings with the off-center bolt hole will move the top of the kingpin in or out, adjusting the camber angle. The Moss part number is 282-308, and interestingly, these bushings are used on 100, 100-6, 3000, MGB and Sprite models. The instructions indicate that for the Sprite they go on the lower control arm, so you need 4 per side instead of 2 per side on the big Healey. I decided to give it a try.

The first step is to jack up the front end and remove the front wheel. I jacked it up in the center, raising both sides. For safety, jack stands were installed to supplement the support of the jack. Once I removed the wheel, I covered the splined hub with a plastic grocery bag to keep the grease off my clothes. From here the steps were:

- Remove the center bolt that holds the two shock arm sides together.
- Remove the cotter pin and castle nut from the bushing bolt.
- Put a jack underneath the lower control arm.
- Put a jack or jack stand under the splined hub to prevent the hub assembly from pivoting down and stretching the flexible brake line when you remove the bushing bolt.
- Jack up the control arm to take the load from the bushing bolt.
- Remove the bushing bolt. I used a drift punch to tap the bolt out of the bushing.
- Remove the bushings. To do this I lowered the jack supporting the control arm, to drop the kingpin top out of the shock arm. A little bit of leverage with a pry bar was needed to disengage the kingpin top from the shock arm. To remove the bushings, I put a screwdriver through the inside of the rear bushing to contact the back side of the front bushing and tapped it with a hammer to drive it out of the kingpin assembly. Then I put the screwdriver in the side with no bushing and tapped out the bushing on the other side.
- At this point I cleaned up all the bolts, threads, and bushing surfaces prior to reassembly.
- Install the new eccentric bushings in with the hole toward the center of the car, which moves the top of the kingpin inwards, thus tilting the tire inwards. I greased the bushing bolt then put it through the bushings to line up the holes on both sides, then removed it.
- Adjust the jack so that the holes in the shock arm line up with the holes in the bushing, then tap the bolt through the shock arm and bushing.
- Once the bushing bolt is through, put the shock arm connecting bolt back in and put the castle nut on the bushing bolt and tighten it, then tighten the shock arm connecting bolt.
- Put a new cotter pin in the castle nut, and the job for that side is done. I removed the plastic bag cover and greased the splines and threads on the hub before reinstalling the wheel.

As seen in the photos, the driver's side is still slightly positive camber after this procedure, but better than before. Measuring from the top of the tire to the bottom, it went from 7mm to 3mm of space at the bottom. The passenger's side is now completely vertical, going from 4mm to 0 mm. My conclusion is that these offset bushings can correct a small amount of positive camber, so they may be the solution for you depending on how far your camber is out.



1 Noticeable wear on the outside tire tread after only 4,000 miles.



2 Bag over the splined hub protects you from grease marks!



3 Only two bolts need to be removed to replace the top kingpin bushings.



4 Kingpin separated from shock arm.



5 Old concentric rubber bushings compared to new eccentric polymer bushings.



6 New eccentric bushings in place. Note they are currently installed to move the top of the wheel outward. I rotated them toward the center of the car to bring the top of the wheel inward.



7 New camber adjusting bushings installed!



8 Driver side camber was the worst, 7mm outward tilt before bushings installed.



- 9 Driver side bushings brought the camber down to 3mm from 7mm.



- 10 Passenger side was out 4mm to start, with the new bushings installed it is exactly at 0mm, as it should be.



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ENCOUNTER 2024

Back to the Boardwalk

Ocean City, New Jersey
September 15-18, 2024



Scene from the Encounter 2019 show
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ENCOUNTER 2024 FEATURING NOT-SO-TECHY TECH SESSIONS

‘DOWN THE SHORE
SEPTEMBER 15-19, 2024

By: Trish Woglom & Leo Kob, Encounter 2024 Co-chairs

We are excited the following two programs will be included in this year's agenda:

GOODWOOD FESTIVAL

From 1948 until 1966 the Goodwood circuit was British motor racing's spiritual home. Numerous classic auto races were staged, perhaps best known for its Tourist Trophy for sports cars- only a smidge below LeMans in prestige for Europe's major manufacturers, and the Glover Trophy for Grand Prix cars. Held on Easter Monday, drivers from Juan Manuel Fangio and Sterling Moss in the 1950's to Jim Clark and Graham Hill through the 1960's competed.

The circuit was established by Freddie March (later named the 9th Duke of Richmond), himself a Brooklands winner.

The Goodwood estate comprises over 11,000 acres, located close to the cathedral city of Chichester. The first Duke of Richmond bought the property in 1697 to enjoy foxhunting with the nearby Charlton Hunt. Records indicate a dwelling there dated back to 1570. Subsequent Dukes improved the estate, which at one time included 200 employee cottages.

Frederick, 9th Duke of Richmond, Lennox, Gordon & Aubigny, was passionate about motorcars, trained as a mechanic on the shop floor of Bentley, and became a racing driver. He won the Brooklands Double 12 Race in 1931. During World War II he served in the Royal Air Force (RAF). In 1948, he turned the RAF Westhampnett airfield's perimeter road that connects all the planes' staging pads into the Goodwood Motor Circuit. Events were held until 1966. His grandson, Charles (Earl of March) founded the Festival of Speed in 1994, followed by the Goodwood Revival Meeting in 1998. This Revival is a magical step back in time to the romance and glamor



The Wogloms & Donovans dressed to the nine.



Famed RAF Westhampnett circuit.



EVENTS | ENCOUNTER

of motor racing as it used to be during Goodwood's heyday.

The festival is defined by period dress: tweeds and tribes for men, furs, and frocks for the ladies. No 'modern' cars are allowed. It is also famed for its war bird flying displays in recognition of Goodwood's history as a wartime fighter base. The Revival is staged at the Goodwood Motor Circuit in mid-September, having become one of the biggest historic motorsports in the world.

The Donovan's and Woglom's attended this epic event last year. Ray will present their experiences and tons of photos as one of our Encounter Tech Sessions at the Flanders Hotel.

PREPARATION AND PRESENTATION FOR CONCOURS EVENTS

Established in 1950, the Pebble Beach Concours d'Elegance was actually a side-show to the newly established SCCA sanctioned West Coast Races at Pebble Beach. The prime mover, Sterling Edwards, had spent several years promoting the idea to the Collier brothers who were behind much of post WW II road-racing on the East Coast. He introduced them to the principle of Del Monte Properties Company (now Pebble Beach Company), and the Pebble Beach Road Race was born in the Del Monte Forest. The concours was added to underscore



1924 Rolls-Royce Silver Ghost by Barker, Pebble Beach 2023.



Ed and Melissa enjoying the Brass Era cars at the Audrain Concours after judging the post-war sports cars.

a more social and genteel aspect of motorsports, patterned after European events initiated in Paris.

Truth be told, Sterling had developed his own marque, anticipating manufacture in San Francisco: "Win [the race] on Sunday, sell big on Monday." His R-26 Special Sport Roadster didn't fare well in the big race (won by Phil Hill's Jaguar XK 120), garnering 14th place. Although not officially entering the concours, he lined up in the procession and was judged on the show field and was awarded an amazing first place trophy! Being a very persistent racer, he continued competing, winning overall in 1953 driving a Ferrari 340M rather than a car of his own creation. His R-26 was never sold to the public.

The treacherous road course was closed in 1957 after the death of Ernie McAfee. A purpose-built circuit was opened in Laguna Seca shortly afterward. Pebble Beach consequently became a competition of elegance only, staged on the infamous golf links. In 1998 the Pebble Beach Tour d'Elegance was instituted to reestablish the driving side of this event, drawing huge crowds during the week. Approximately 15,000 people attend this event annually. In 2006, the field was reduced from 227 to 175 cars spotted on the 18th fairway to allow more time to judge each car. In 2001, the Preservation Class category was added to include unmolested 'barn find' cars.

Our tech session speakers, Edward and Melissa Sweaney, own Proper Noise Ltd. located in Mount Penn, PA. It prepared a 1924 Rolls Royce Silver Ghost Barker Tourer last August for preservation class at Pebble. It had not been shown for over 65 years. Their challenge was to maintain originality, a much more challenging effort than simply restoring all a vehicle's finishes or replacing original parts. Not only did it garner second in class but completed the 70-mile Pebble Beach Tour.... not a small feat for a preservation car sporting nine-decades-old technology.

Proper Noise has evolved over the last 8 years, expanding its offerings to include support for concours and driving events throughout the US, such as the newly formed Audrain Concours d'Elegance and Tour d'Elegance, which hosted its first event in 2019 in Newport, RI. This past Fall Proper Noise began extending that service to international markets, specifically Italian events such as the Mille Miglia and the Coppa d'Oro delle Dolomiti. Ed & Melissa's tech session will focus on car preparation and logistics at Pebble Beach and these prestigious events, followed by pointers and guidelines for future participants.

If you ever wanted to attend a major event like Goodwood Revival, Pebble Beach, Mille Miglia or the Coppa d'Oro delle Dolomiti, don't miss listening to these folks that have been there. You'll gain insight as to what it is like and what to expect.

Don't delay your registration to reserve your condo at the Flanders!!!!

Recall: Complimentary wine & beer are included in the sponsored meal prices.



Austin Healey 3000 in front of The Breakers, Newport, RI





Austin Healey Sports & Touring Club ENCOUNTER 2024

September 15-19 • Ocean City, NJ • www.ahstc.org

Last Name _____ First Name _____ Spouse/Guest _____

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City _____ State _____ ZIP _____

Phone (Home) _____ (Cell) _____ Is this your 1st Encounter? (Y / N)

Region/Club Affiliation _____ Email _____

Car(s) you are bringing to the event – “**Back to the Boardwalk in Ocean City, NJ**”

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

Registration Instructions

Or register online: ahstc.org/registration.html

Registration fee Includes:

- One show car, 2 adults, and all children under 21 (Additional cars/adults on a single registration are extra)
- Free access to our Hospitality Room daily
- Sunday's Welcome Movie & Trivia Night (*space limited*)
- Monday's Wine & Cheese Social/Charity Auction
- Free admission to all tech sessions and driving events

Make check payable to “AHSTC Encounter”

Mail check **with completed registration form** to:

Encounter 2024
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Rate includes secured adjacent Healey parking for one car. (Additional cars \$10/day).

Condos cannot be reserved before obtaining your Encounter registration number.

To reserve, call 609-399-1000 and mention “Austin Healey Club.” Provide your Encounter registration number to receive the special event condo rate.

CIRCLE your expected arrival date: 9/15 9/16 9/17 9/18

Will you need flea market space? Yes / No

Will you need regalia space? Yes / No

Will you need trailer parking? Yes / No

Registration Fees

\$79 postmarked by 6-1-24 \$ _____

\$99 postmarked after 6-1-24 \$ _____

Additional cars same household @ \$20 each \$ _____

Additional adults same household \$29 each \$ _____

Sunday 9/15 — FREE Welcome Event: Movie and Trivia Night at The Flanders Hotel with light refreshments.

_____ No. of adults attending (*Free, but space limited to 100*)

Tuesday 9/17 Buffet BBQ Dinner (Valve Cover Races) **

_____ No. of adults @ \$47 each \$ _____

Wednesday 9/18 Awards Banquet **

_____ No. of adults @ \$60 each \$ _____

Meals: Chicken _____ Beef _____ Fish _____ Veg _____

Mon 9:30am – Rallye Yes _____ No _____

Tues 1pm – Ladies Lunch Yes _____ No _____
[order/ pay at restaurant]

Tues 8am – Gymkhana Yes _____ No _____

Wed 7am – Funkhane Yes _____ No _____

Wed 11:30 am – Car Show Yes _____ No _____

Tricky Tray Auction Tickets – 7 for \$5 \$ _____

Concours Judging Fee @ 250/car

NOTE: Must be preapproved for Concours \$ _____

EVENT LOGO GOLF SHIRTS (Blue)

@ \$35 S-M-L-XL / \$36 for 2XL / \$38 for 3XL \$ _____

MEN'S: _____ S _____ M _____ L _____ XL _____ 2XL _____ 3XL

WOMEN'S: _____ S _____ M _____ L _____ XL _____ 2XL _____ 3XL

EVENT LOGO CAPS (Tan) @ \$20 each \$ _____

TOTAL REMITTANCE (U.S.) \$ _____

**** Complimentary beer & wine at all club-sponsored meals held at The Flanders Hotel**

NO REFUNDS AFTER AUGUST 1

THE FLASH ENCOUNTER 2024 CONTEST

WOULD YOU LIKE TO HAVE SOME FUN AND WIN \$100 CASH? WHO WOULDN'T?

This year's Contest theme will be *"Celebrities Who Have Owned a Healey."*

Starting with the January 2024 issue of The Flash, each month's issue through July, leading up to Encounter 2024, will feature a clue.

The clue will be published on this page each month. Click the link to the AHSTC website beneath the clue and provide your guess on that web page*. The answer and the names of those members who guessed the correct celebrity will also be published here in subsequent months, along with a new clue for the following month.

AHSTC members in good standing, who correctly guess the celebrity will be entered into a drawing to determine the cash prize winner. The more months you enter the correct answer, the greater your chances of winning.

So, open each issue of *The Flash*, share the question with your family, and join the fun.

This month's Clue: ***She was the Princess of the silver screen.***

www.austin-healey-stc.org/contest.html

**The answers for each month's question must be entered by the 25th of the month in which the Flash is published. There is only one correct answer for each clue.*

Directors and Officers of AHSTC are not eligible to win.

Last month's clue: Last month's clue: As a young actor he totaled a 55 Chevy!

Answer: **Harrison Ford who, in the classic film American Graffiti, played drag racer Bob Falfa who totaled his 55 Chevy in the final scene.**



CONTEST WINNERS APRIL

[Ray Slavinski](#)
[Nicholas Ludovic](#)
[Robert Carnahan](#)
[Steve Kirlin](#)
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[Alice Ferrant](#)
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AUCTION REPORT

By Tom Mulligan



I really like the look of this 1960 modified BT7. It was converted to right-hand drive and modified further for vintage racing in the 90's. It has a great stance, and it apparently has all aluminum body panels. The photos depict a serious restoration when it was converted. And check out the details on the triple Weber installation! To my eye it appears to have held up very well since the build. Apparently, bidders liked it as well since it sold for \$63K on Bring a Trailer, including the buyer's premium. Love it or hate it, this car could not be built for the selling price.

Check it out here:

[Modified 1960 Austin-Healey 3000 BT7 Mk I for sale on BaT Auctions - sold for \\$60,000 on January 26, 2024 \(Lot #134,533\) | Bring a Trailer](#)



AUCTION REPORT

By Tom Mulligan



If you were inclined to build a car with the look of the above 1960 BT7, you might need a top. While this one doesn't have the little rear vent in the roof, it appears to be a good starting point.

It is said to have come from a 1961 3000 Mk I. The close-up photos reveal some weather strip deterioration but, overall, it appears to be in good shape. It sold on BaT for \$5,250 including the buyer's premium. Now all you need are the aluminum body panels and that trick Weber set up!

Check out the auction and comments here:

[No Reserve: Removable Hardtop for Austin-Healey for sale on BaT Auctions - sold for \\$5,001 on February 20, 2024 \(Lot #137,035\) | Bring a Trailer](#)





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

Directory

OFFICERS & DIRECTORS

CORPORATE PRESIDENT

Steve Feld
(973) 525-9054
stevenergy@optonline.net

CORPORATE TREASURER

Robert Snyder
(610) 392-5376
rjs_cpa@yahoo.com

REGALIA

Ken Beck
(610) 739-3897
kenbeck@rcn.com

CORPORATE VICE PRESIDENT

Dave Siwa
(215) 534-3980
dbsiwa@verizon.net

CORPORATE MEMBERSHIP

Rick Brodeur
(215) 536-6912
membership@austin-healey-stc.org

ADVERTISING COORDINATOR

Tim Plesz
(724) 244-2405
ahstcflash@outlook.com

CORPORATE SECRETARY

Rudy Hyzer
(908) 432-9821
hyzer50@gmail.com

FLASH EDITOR

Tom Mulligan
(973) 670-9153
tpmul48@gmail.com

WEBSITE COORDINATOR

Joe McGavin
610 867 8889
joe@joemcgavin.com

HARRISBURG REGION

President
Pam Preston
717 392-5380
rpreston1609@comcast.net

Editor
Pam Frazier
717 763 0441
pfrazmech@netscape.net

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

LEHIGH VALLEY REGION

President
Ken Beck
610 739 3897
kenbeck@rcn.com

Editor
Bruce Lawrence
(908) 328-4493
blawrence530@gmail.com

Meetings
3rd Monday
Watch E-Flash for Location

PHILADELPHIA REGION

“President (acting)”
Dave Siwa
(215) 534-3980
dbsiwa@verizon.net

Editor
Randy Alkins
215-343-2785
randyalkins@gmail.com

Meetings
Watch E-Flash for Date,
Time & Location

BRANDYWINE REGION

President
Chuck Ott
(302) 378 7287
chucknsueo@yahoo.com

Editor
Ernie Leser
410-398-7308
ernstleser@verizon.net

Meetings
Watch E-Flash for Date,
Time & Location

NORTH JERSEY REGION

President
Steve Feld
(973) 525-9054
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
Watch E-Flash for Date,
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