

The FLASH 30



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POSTMASTER

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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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<u>LEHIGH VALLEY</u>	 Mike Bradley 610-282-4876 mkb1983@aol.com	Jerry Cropp g.cropp@att.net 610-777-5257	3rd Monday; 7:30 Call for location
<u>PHILADELPHIA</u>	 Ray Donovan 215-699-8355 rjdisi@aol.com	Jennifer Payne 215-361-7555 jjpayne3@netzero.net	Mariano's Lansdale PA Call Ray for Directions
<u>BRANDYWINE</u>	 Chuck Ott 302-378-7287 chucknsueo@yahoo.com	Ernie Leser 410-398-7308 ernstleser@verizon.net	See region article or call for location & time
<u>NORTH JERSEY</u>	 Tom Mulligan 973-962-0576 TPMUL@att.net	Art Herkomer 201-337-5319 Herk3000@aol.com	Call for date, time and location
<u>LONG ISLAND</u>	 Paul Parfrey 718-353-8138 WorksHealey@aol.com	Paul Parfrey 718-353-8138 WorksHealey@aol.com	3rd Friday; 8:00 Call for location

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Cover: Steve Jekogian's 1965 3000 Mark III.

Photo courtesy of Steve Jekogian.

RAMBLINGS

by Nigel Smart

I'm always amazed at the people you meet in the most unexpected places. There you are minding your own business and you turn around, usually with a spanner in your hand, and there someone is with a smiling face waiting to offer advice. This case, it was George Olsen and the place was Summit Point Raceway over Thanksgiving weekend.



I'd had a great Friday, the sun was shining, and the car was working quite well. I had the front end jacked up and was making a few adjustments when I heard, "Hello, Nigel. It's George Olsen, you remember me from the Healey Challenge?" After doing a double take, I replied, "What the h#\$* are you doing here? You're a long way away from Chicago." It seems George was out visiting friends and decided that he'd drop by for the weekend with his wife to watch the end of season racing. There's an enthusiast for you!

In true Healey style, George was a great friend for the weekend. He provided much needed support and helped me adjust the play on the clutch before it finally gave way. Another torn up clutch!

One bright spark came out of the weekend. Mike Orit of the Brandywine group was running his Elva, and but for a miss classed Porsche 911, would have won his race by a mile! With my car out, it was great to cheer on a fellow club member with so many other great cars and drivers running. Fantastic job, Mike!

As a footnote, George is building a 100 racecar and wanted some help with specs. I agreed to help

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Bruce and Inan Phillips

if he traded help on the 6-cylinder Healey racecar I'm building. The joke here is he currently drives a 6-cylinder racecar, and I drive a 4-cylinder. Friends trading help. Isn't that the way it's supposed to work?

I hope the holidays brought you all the parts you needed to do all those winter projects. The mild weather has me running down several projects including a front suspension rebuild and another new clutch and gearbox rebuild for the 100-4 racecar. It never ends! Still, with the weather holding up, there is ample time to get out and do some cool weather driving. Sorry for those further north, but here in rural PA, it's balmy weather for January.

Add a special date to your calendar. Jeff Johnk (AKA Healey Challenge fame), announced a Morgan, Triumph, Austin Healey Challenge race at this year's SVRA race in May at Road America. I think this is a not to be missed.

Hope you like the new logo for the 30th Anniversary of the club. Healey on.

To be continued in February's Flash...

OVERDRIVE

by Steve Jekogian

As I said in the November Flash, in 2007 we will celebrate the 30th anniversary of AHSTC and in August, the 30th consecutive Encounter will be held in New Jersey.



In 1976, five guys with Healeys thought of starting a local Healey club and to drive, have fun and interact. Well you know how ideas get bigger and more complicated as time passes. AHSTC was no different. Bi-Laws were developed which laid out the plan for the club and things got organized. The purpose and objectives of the club were written 30 years ago and still ring true today:

ARTICLE II: PURPOSES AND OBJECTIVES

2.01 To promote the preservation and appreciation of the Austin-Healey Marque;

2.02 To acquire and disseminate to all interested members of the organization and the general public the data in construction, design, engi-

neering, operation and performance history of the Austin Healey Marque;

2.03 To accumulate data on maintenance and repair techniques for the educational benefit of club members.

2.04 To generate good fellowship in and about the Marque and its ownership and interest through sponsorship and participation in awards and events relating to the Marque;

As the club grew, so did the expenses and the ways to communicate with each other. The newsletter was the centerpiece of the group disseminating information on meetings, events and car repair hints. The Flash, named in 1985, had a new glossy look and expanded Tech session articles, regional columns and advertisers. The E-Flash was started in 2005 to rave reviews as the event info and photos are very timely.

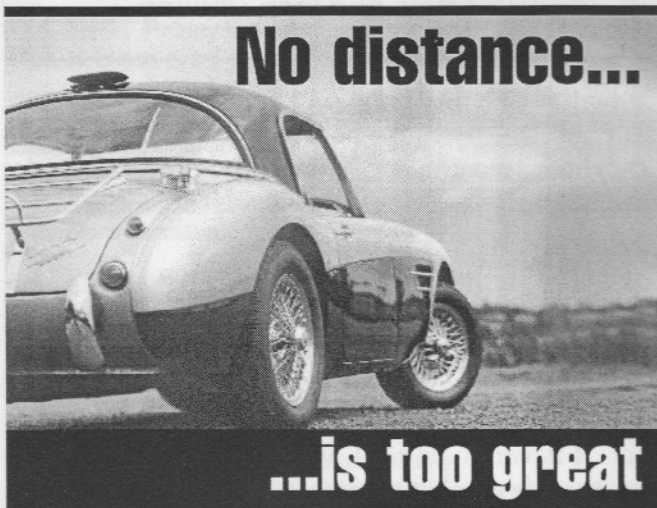
The club did grow over the 30 years and in the late 1980's almost 400 memberships, mostly families (so 700 to 800 people), were in the club. The most recent membership count has AHSTC at 340, down a dozen or so from 2005.

The club runs on the dues members pay, as well as proceeds from advertising in the Flash, regalia sales, and Encounter profits. While the club does have some savings from past Encounters, our income has just been covering the expenses which are Flash printing/postage and member rebates (\$5.00 of the \$30 membership fee goes to your region for local activities). For the past five years, the club has made a small profit based largely from Encounter profits. In 2006 the club had to run a deficit, as income did not cover the expenses.

The AHSTC board has not raised the membership dues since 1997; 10 years and you know from your own life how much more expensive things are now especially insurance and postage. So in 2007, the board reluctantly decided to increase dues by \$5.00. This increase and other savings for the Flash will enable the club to keep bringing you the events, activities, tech articles, information and Encounter that the original club members planned. The recent questionnaire members completed indicated you want more color in the Flash, tech articles and color photos and in 2007 you will see more to celebrate the 30th.

Want a color picture of your car in the Flash? E-mail it to AHSTCflash@aol.com

As always, thank you for being in the club and having a Healey.



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HISTORY OF THE CLUB

THE FIRST EIGHT YEARS

by Steve Jekogian

AHSTC had a tentative beginning with a group of five enthusiasts getting together at the home of Larry Verdekal in Camp Hill, Pa in September of 1976. Larry Verdekal set up the initial meeting by the simple expedient of stuffing his business card under the wiper blade of any Healey that he saw and organizing the gathering at his place. The Austin Healey Club of American and the Austin Healey Club, Pacific Centre existed but did not have events that could be regularly attended by people in these Northeast states. A monthly newsletter was initiated almost immediately as a means of tying the various people together and promoting new memberships through complimentary copies to interested parties. The newsletter consisted of a few typewritten, corner-stapled Xeroxed pages, consisting of "last meeting" and "next meeting" notes. By the end of 1976, John Morrison was the President of AHSTC (the club name was official at this point, proposed by Jeb Boyd), the club was meeting once a month at the Morrison residence, dues had been established and a preliminary set of bylaws had been written.

In March 1977, the club (comprised mainly of Harrisburg and York residents) was meeting at Dante's Restaurant and had officially approved the bylaws. Those bylaws defined the structure of the club, set up provisions for memberships, an annual participation award and set the club goal as one of preserving the Austin Healey marque. There was some discussion as to whether the club should be for the "big" Healeys alone but that idea was quickly overruled by a sense of commonality and comradeship for the Sprite owners who shared their admiration for the Austin Healey name. About this same point in time, the need for an official Parts Manager was identified and Jeb Boyd was volunteered for the position.

April 1977 saw the first "official" club event, consisting of a driving tour of about 55 miles from Harrisburg to the Hunt Valley Inn in Maryland. The "Hunt Valley Inn Tour" became the "Hunt Valley Inn Attempt", after inclement weather and mechanical issues forced a midway reversal in course.

Unbeknownst to those involved in AHSTC, another group of Healey owners was getting together in the Wilkes-Barre area of Pennsylvania

during the latter part of 1976. That group had similar ideas in mind and called themselves the "Tri-State Austin Healey Club" since they planned a "regionalized" club servicing Pennsylvania, Jersey and New York, AHSTC was likewise unknown to Mike Delevan, the force behind this new group. Mike and Ron Seferyn had talked about a club and actually got started with the help of George Null and Joan Null whom they contacted as the result of their mutual attendance of the "Healey East" meet at Cherry Hill, New Jersey in the summer of 1976. George and Joan, along with Mike, Don Olsen, Roger Ninotti, Lee Guth and a few others met in the fall of 1976 to kick off the club. At this point, the Nulls were traveling from York and were not aware that they lived right around the corner from the fledgling AHSTC. By the end of 1976, the Nulls had discovered Morrison and AHSTC; John Morrison and Mike Delevan soon began to exchange correspondence. Both groups seem to have gotten inspiration from that Cherry Hill meet of Pacific Centre's where the attendees saw Donald Healey, Fred Horner (then VP of British Leyland America) and Mike Dale (President of British Leyland).

June of 1977 saw the Tri-State club and its 35 or so members become a second "Region" of AHSTC which forced some major changes to the bylaws which did not then account for any group beyond Harrisburg. The region concept was adopted and Wilkes-Barre joined Harrisburg on the masthead with Mike Delevan as the region president. Wilkes-Barre continued to meet at Delevan's house. The newsletter, which had been a handy vehicle for information, also received a format change to include regional new inputs well as some standard columns like "Healey at Large".

July saw a change in the Harrisburg meeting place to the Knights of Columbus Hall in Camp Hill where it remained for an extended period of time. Also in July, the second tour event of 1977, to the Bavarian Summer Festival in Barnesville, PA was undertaken. The was renamed to "The Teutonic Torture Tour", due to the high temperatures, slow-moving traffic on rural roads, and consequent over-heated Healey cooling systems.

To be continued in February's Flash...

BRANDYWINE

by Ernie Leser

Happy New Year to all! Hope your Healey is tucked away in its snug garage. The annual election of officers on November 16 proceeded smoothly. No doubt this was due to the current slate being re-elected for 2007 and the influence of the S.A. Winter Lager. In case you forgot who's who, here is the line-up:



President: Chuck Ott
 Events Coordinator: Kris Garrett
 Treasurer: Pete Roberts
 Membership: Clint Hatton
 Sergeant at Arms: Sue Hatton
 Newsletter: Ernie Leser

The Christmas Party and gift exchange were very well attended with 18 Brandywiners enjoying the merriment. Our room at Buckley's Tavern on December 2 was full. After an excellent variety of food and drink, gifts were exchanged. The latter was no simple matter. Picking and exchanging involved both a card game and a Christmas story. It was amazing that in the end, each participant still did have a gift! A good time was had by all. The Hattons showed pictures of their new grandson Jason and related their adventures in Mexico. They plan to return to the warm climate after Christmas while the rest of us enjoy the winter weather (ha!).




We probably will have had our 2007 Events Planning Meeting (Thursday, Jan 18 at Matilda's) before you get this Flash. An Events schedule will be published in the Brandywine February Flash article.



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LEHIGH VALLEY

by Jerry Cropp

In November, Bob Messinger once again volunteered his shop and lift for a pre-winter checkup of our cars. Six Healeys and a Jag took advantage of his offer. Most were found to have oil on the undercarriage.



Reversing the trend of the national elections, the Lehigh Valley re-elected its officers from the year past. Mike Bradley will again be president; Ken Beck, VP; Phil Nase, treasurer; Bob Pritchett, secretary; and yours truly, editor.

Mike also announced that annual dues will be increasing by \$5 a year. Before you head for the door, that comes to less than .50 cents a month. And we're promised an upgraded Flash as a result.

Mike also noted that a committee has been formed to look into an affiliation with the Austin Healey Club of America. (As Yogi said, it's deja vu all over again.)

The annual Christmas Party was held at Mike Bradley's on December 2. A good time was had by

all, as evidenced by the pile of dirty dishes in Kathy Bradley's kitchen.

One final note: Giada di Laurentis, the chef on the Cooking Channel's "Everyday Italian" has been hyping a new show to air beginning on January 12. In the promo, she's behind the wheel of a big Healey, while rear screen projection flashes various beach, ski and resort scenes behind her. Normally, I'm more interested in her cleavage than her cooking, but this new show may (or may not) feature a big Healey. We'll have to wait and see.

Finally, here's hoping you all had a marvelous holiday season and that your stockings were stuffed with all kinds of Healey goodies.

nut (reverse thread), door shut finisher set (used condition), and top frame for late BN4. Contact Shawn Miller at stmiller96@hotmail.com.

100-6 OR 3000 Chassis to convert to Small Block Chevrolet. Do not need AH drivetrain. No rust buckets please. Jim Nicholas 570-342-7683 #128 or dgnicholasjbn@epix.net.

Working silver faced fuel gauge for 1959 Austin Healey. Contact Richard Ippoliti 908-832-2311 or ippoliti@nac.net.

Part for 1967 BJ8 steering box. Moss calls it a Rocker Shaft part #667-685 and is not available. Rob Vollers 908-507-8273

1962 3000 spare bonnets for design study; need several; will consider from stock to louvered or even alloy. Jim Elliott 718-808-2668 or jelliott2@nyc.rr.com. Please send photos & price.

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Austin Healey "nut" seeking pass. side door check

NORTH JERSEY

by Art Herkomer

As most of you know by now, we have a newly elected President to our North Jersey Club. A big and very appreciated welcome to Rich Ippoliti! Our November meeting was hosted at the home of Jim and Corrine Vollmuth on November 16. We had a good turnout in spite of the heavy rain and poor driving conditions. Along with most of the usual suspects who attended the meeting, a new face also appeared. On behalf of our North Jersey club, I would like to welcome our new member, Bruce Strazdon. Since the meeting did contain a quorum (10% of the region members), we were able to hold our annual elections and the following nominees were duly elected for the coming year 2007:

Rich Ippoliti - President

Art & Joan Herkomer - Newsletter Editors

*Marge Costa - Treasurer.

*I don't know if many of you are aware that Marge Costa has acted as our Treasurer for more than 25 years. I know most of you will agree that we should all give Marge a very big HIP - HIP -



HOORAY for her many years of service to the club in this capacity. In addition to serving, Marge has always made sure that the club has maintained more than sufficient money in the "kitty".

Allen Rosenberg has again, taken on the job of Chairman for the Encounter 2007 event. As many of you know, Allen (and Steve) have always "stepped up to the plate" for this position. I don't know how we would have ever hosted our past North Jersey Encounters if not for Steve Jokogian and Allen Rosenberg. So, let's give another HIP - HIP - HOORAY to Allen and Steve. Please note that we still have an open position for the office of Events Coordinator for all other events. Anyone who takes on this office gets to promote activities that he or she prefers. I would again like to thank Tom for the magnificent job he has done as past President and, especially, for his great and informative E-Flashes.

I recently pulled the motor out of my red Bugeye again (3rd time) to see if I could find the source of the never-ending oil leak. At long last, the mystery was solved. As suspected, it was the rear seal. I had dismissed this as a possible culprit in the past because I had the after-market seal kit installed by a professional Healey mechanic after the initial removal. Well, it seems that the

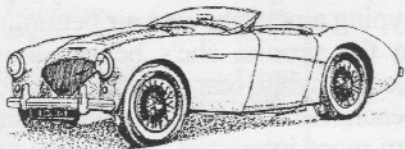
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professional did not use a high-grade silicon sealant that would have stood up to the heat and/or engine oil. Hopefully, it is now fixed, and I hope to have the car back on the road by next spring.

Our Holiday Party was hosted by Larry and Diane Gersten. Since there were over 30 people present, I won't list everyone, and a good time was had by all. The food was great and too much of it. Ginny and Allen brought along numerous pictures from their trip to Key West, Florida. We all sat around the dining room table ogling the "art work" on the bodies of the people in the pictures. Under the direction of Allen Rosenberg,

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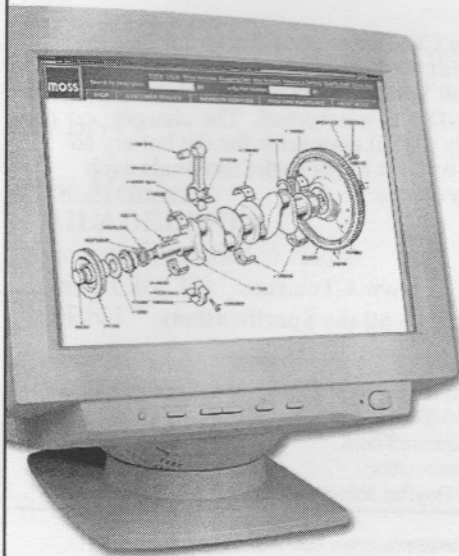
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our annual gift exchange went off without a hitch. The two most sought after items was one provided by Tom Mulligan; a plaque containing various Healey pins, and the other was a big Healey model 100-6, which I was fortunate enough to take home.

Hope 2007 finds all of you in good health.

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1960 BT7 - Mark I (four seater) by Jack White. Phone 703-652-1312 or email at jwhite@med-marc.com. Asking \$32,000 for this excellent driver and rust-free car with older but unblemished paint.

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PHILADELPHIA

by Jennifer Payne

Happy 2007 to you all. I hope your holidays were everything that holidays should be - overflowing with happiness, family, and food. We spent the holidays in Tennessee, and both John and I are of the considered opinion that winter with 60-degree days beats the heck out of winter with 40-degree days.



At the Philadelphia Region November monthly meeting, 20 attending members nominated and elected our regional officers and, surprise, there is no change from 2006 to 2007. Ray Donovan is President, Steve Kirlin is Treasurer, Jason Tickner is Events Coordinator and, yours truly, continues as Newsletter Scribe.


New Healey owners, Kevin and Gwendolen Klotz of Phoenixville, joined us at the meeting. They bought the Urban's BN4. And Jason Tickner brought photos of his most recent car purchase, a 1955 Lincoln Capri Sport Sedan.

Ray was a good president and shared the highlights of the most recent AHSTC Board meeting. One thing we discussed in detail, and that I want to share with all of you, is the need for a new Webmaster for the AHSTC website. Jason Urban has been doing this for years and loves being able to do it. But he lives wa-a-a-y out in the country and is trying to do it with phone modem access and it takes him fourteen forevers to do anything and forget uploading photos. He's willing to train and it only takes a bit of time on a monthly basis if you happen to have high-speed internet access. Please think about this and if you are interested, please feel free to contact Jason for infor-

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mation or any member of the AHSTC board. Phone numbers can be found in The FLASH.

Our December meeting was the December Holiday Party at Mike and Doris Bartell's. Unfortunately, at the last minute, John and I were unable to attend, but I know that everyone had a great time. It's always the people that make the party and we do know how to have a good time. If you weren't able to attend, plan now to make it a "must" in 2007.

Oh, by the way, in the "did you see it" department ... the Food Network is running an ad for a new show starting in January and Giada DiLaurentis is "driving" what John and I have identified as a 3000 Mk II in Healey Blue! They always show the ad during her regular show that comes on at 4:30. Watch for it.

The Philadelphia Region still meets on the 3rd Monday of the month at Mariano's Tavern on Broad Street in Lansdale at 7:00 PM. Come on out and join us. We have lots of fun and we only moderately embarrass newbies. Hope to see you there. And, I would like to wish all of you a happy, healthy, prosperous and Healey-filled 2007.

MEMBERSHIP

by Rick Brodeur

Let's welcome new members in the last 2 months.



Returning Members:

HARRISBURG

George Wagman III
York, PA

PHILADELPHIA

Richard Stover
Hatfield, PA
'59 BN4

New Members:

PHILADELPHIA

Kevin & Gwendolen Klotz
Spring City, PA
'59 BN4

Brian & Molly Pirolo
Perkasie, PA 18944
'61 BT7

BRANDYWINE

Michael Jennings
Bel Air, MD
'64 BJ8

NORTH JERSEY

Bruce & Maureen Strazdon
Cranford, NJ
'53 BN1

MaryAnne Steiner
Branchburg, NJ
'67 BJ8

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed, and I will send out a copy to any member who requests one. I prefer to send them out via email, but if that's not available to you just call or email me and I'll send out a paper copy.

My email address for the Club is membership@austin-healey-stc.org. If you have any questions about your membership or didn't receive your Flash, please contact me. Contacting me is the quickest way to solve a membership or mailing problem. My phone number and email address are on the inside front page and also on our web site.

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FLASH 01/03

LONG ISLAND

by Paul Parfrey

LI Region held its holiday party Dec. 2nd at the Irish Coffee Pub in East Islip. The food, the service and the ambience lived up to their reputation. We were provided with a cozy, private room conducive to good conversation and a great time. Thanks to Noel Gish for making the arrangements.

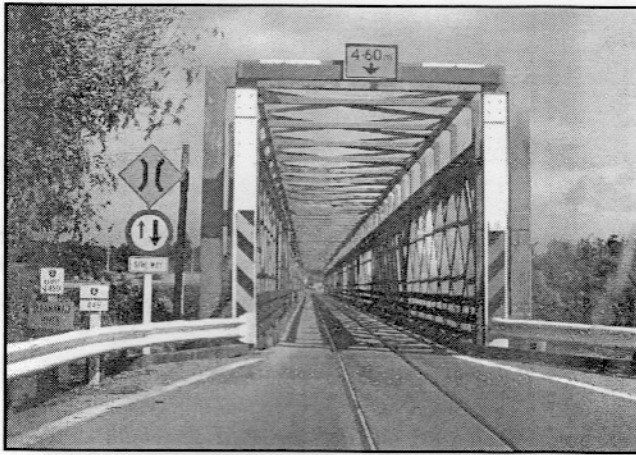


Recently I was reminded of the insular attitudes that exist in the old-car community. Our passion for one marque often narrows our appreciation of any other. As an example, MG owners are sometimes contemptuous of things Austin, unaware that all post-BMC engines are Austin. I was, however, gratified to see that Hemmings Sports and Exotic Car (Jan. 2007) had an interesting article entitled "2007 Endangered Species List" singing the praises of an eclectic group of cars including the early Toyota Celicas, Opel

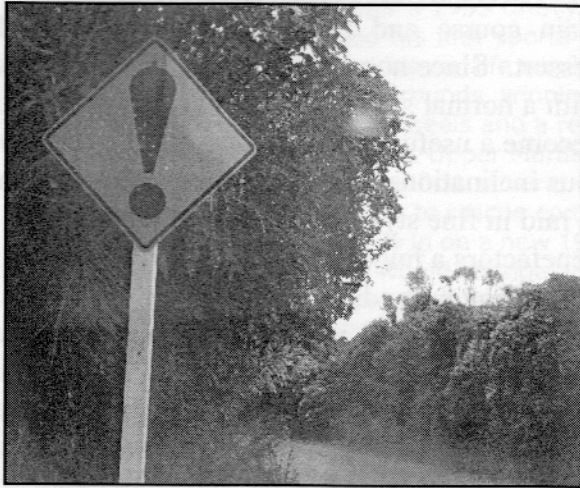
Manta, MG 1100, 1300/Austin America, and Alfa GTVs. Our local membership has and has had a wide-ranging collection of non-Healey automobiles including, but not limited to, an AMC Gremlin, AMC Matador, Saab Sonnet, Datsun 1600 roadster, Ford Fiestas, MGBs, Alfa Spyder and GTVs, TR7, Opel GT, and the more usual Jaguar XJ6, MGTD, MGTC and Chevrolet Corvette. We Healey owners tend to forget the humble origins of our favorite marque. The mechanical bits surrounded by Gerry Coker's sublime bodywork were sourced from Austin's mundane parts bin. Even Donald and Geoffrey were less than happy with BMC's decision to drop the 4-cylinder engine in favor of the C-series 6 residing in your 100-6 and later 3000s; and BMC chose the big Healey as a rally car, not because they saw its potential to dominate international rallying, but as a way to boost its lagging sales. The measure of the Austin Healey is what Healey, the BMC competitions department and private owners did with them. A case in point is the '65 Targa Florio where the Timo Makinen-Paul Hawkins rally car led a 3-litre Ferrari until ignition rotor trouble dropped it to a second place finish in class.

Purists often denigrate V-8s in Healeys yet Donald Healey himself made his career improving the breed (actually many breeds). Donald Healey wanted a fast tourer in the early 1960's but was disappointed with the sedate performance of Jensen's 4-litre Austin engined 541S (and you think your 3000 lump is big!). A small block Chevy engine and automatic gearbox cured that providing him an exhilarating fast tourer. Jensen redesigned the car soon after using a Chrysler V8 and some of the least attractive bodywork ever seen to produce the CV8. The attractive Jensen Interceptor was still sometime in the future. The bottom line is that cars are cars. (For information on Healey's modified 541S see *Thoroughbred and Classic Cars*, Feb. 1995.)

My son, James, and daughter-in-law, Laura, recently spent time on the South Island of New Zealand, even spying a Healey. Here are some interesting photos of driving conditions in rural New Zealand.



Railroad and road shared 1-lane bridge; "Give way to the train."



Exclamation sign "Caution"



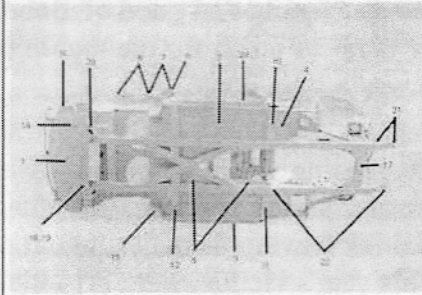
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HARRISBURG

by Don Hoffer

The November regular region meeting, as in years past, was supplanted by our regional awards banquet held for the 1st time in downtown Lancaster in an upscale venue called the 'Press Room' - a far cry from the days when this affair was held in tavern basements, back rooms - anyplace that would take us. With 2 Healeys parked conspicuously at the curb and the posh ambiance inside, you had to admit we'd come a long way for a bunch of gear heads. With a good turnout, hors d'oeuvres to die for and food presentation resembling a soiree at the Ritz, we did alright for ourselves.



The awards went as follows: "Sports & Touring" award to Jim and Linda Cox, "Most for the Marque" awards - 2 for Big Healeys went to

Mary Ann Waltz and Tammi & Shawn Miller and for Sprites - Bob and Pam Preston. The "Spark Plug" award recipient couldn't attend and will be revealed when this honor is bestowed upon him in January. The combined "awe- (you know what)" and "at-a-boy awards" were renamed the "Double Whammy" when Don Olsen won both. Proving once again that although we may have come a long way, we ain't there yet, we managed to spell his name wrong. The scribe has been detailed to retrieve the award for the appropriate redo in January. Last but not least, our most prestigious "Dick Waltz Memorial" award went to Liz Brockman, her family and good ol' Bob Cockrell who have done so much for the region that their selection was a slam dunk.

The venerable last blast of the year was another notable evening where in we invade en masse three normally serene residences to plunder their food and drink leaving them destitute for the holidays. This year's victims were Priscilla & Dave



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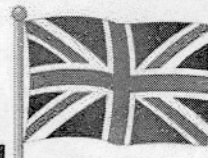
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Hooper for the 1st course, Liz Brockman's for the main course and Don & Glenda Zielke's for dessert. Since none of the above lives in a town with a normal street address, navigational skills become a useful talent. Spurred on by carnivorous inclinations, our group completed our annual raid in fine style and owe three masochistic benefactors a huge debt of Holiday gratitude - the raiding party did not go away hungry.

By the time you read this, old man winter will have you missing global warming, and you and your Healey will be awaiting the next driving season. The relatives will have departed leaving peaceful quiet in their wake and unless your wife goes berserk at some January white sale, your checking account may recover after all. 'Twas a good year for the region and sincere wishes that it was for all of you as well.

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In Loving Memory of a True Sports Car Guy

Robert Eshleman



Robert E. Eshleman, 73, of 1642 Old Forge Road, Anville, died Thursday, January 4, 2007 in the VA Medical Center in Lebanon. He was the husband of Kathleen "Sis" Stover Eshleman. Robert ("Esh") was the Grand Marshall of the 2005 4th Annual Hershey Vintage Hillclimb. Esh was a retired machinist, having worked for Dechert's Dynamics for 16 years, and later for Alcoa Aluminum for another 29 years, where he was an esteemed member of the Alcoa Sports Car Club. This experience served him well throughout his life as he repaired and customized countless cars, both foreign and domestic.

He was born on January 14, 1933 and educated in the Palmyra School system. After his high school graduation, Esh entered the U.S. Army, serving in Korea in the early 1950s. Upon his return, he married Kathleen ("Sis") in 1957. To that time, Esh was primarily interested in American cars, having owned a 1933 Ford 5-window coupe and later a 1955 Chevy. He was a charter member of the "Draggin" Dutchmen from Lebanon. He purchased his first sports car, a 1958 Austin-Healey 100-6, Type BN6 new from Ladd Motors in Lebanon, and his car life would be forever changed. He autocrossed this car in stock form at the Manheim Auction grounds, winning several trophies from 1959-1960. His only first place trophy cost him two new wire wheels and a rebuilt transmission! He and Sis traveled in the Healey in those days to sports car races at Upper Marlboro, MD, Vineland, NJ and Watkins Glen, NY.

Esh was associated with the first several Hershey Hillclimbs in a unique way—he rode with the wrecker crew from Ladd Motors to rescue competitors that had managed to go off course.

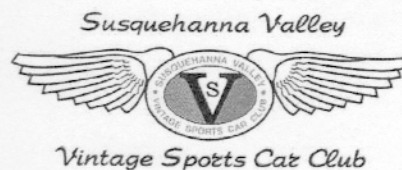
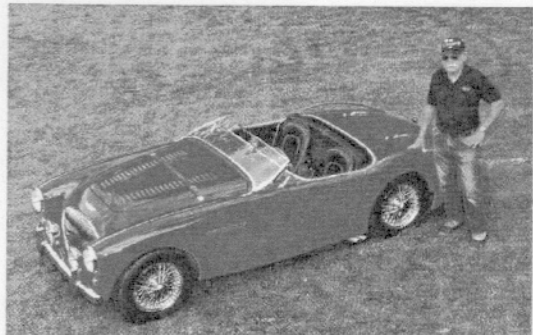
In 1962, Esh traded his Healy in on a new 1962 Corvette, and Kelly was born the same year. As it is with young families, hobbies would change and 2-seaters would become sedans. As Kelly grew, Esh contented himself with a new hobby, scuba diving. From 1975-1992, Esh dove all over the East Coast and in the Caribbean. He traveled to St. Thomas, Belize, Cozumel, the Bahamas, Alexander Bay, CN, and Lake Erie among other destinations.

Eventually, once Kelly left for college, the sports car bug returned and in 1987 Esh once again owned a 1957 Austin-Healey 100-6, Type BN4. This was replaced by a 1958 Austin-Healey 100-6, Type BN6 like his first car in 1989. In 1992, he bought a 1955 Austin-Healey 100, Type BN1 "LeMans Conversion". Soon after, a 1955 MGTF was added for Sis to use. Esh accomplished extensive restorations on each of these cars using the skills he picked up as a career machinist. To date, Esh has shown his cars at local, regional, and national events, winning 57 first place trophies. He has shown the 1955 BN1 at both the Lehigh and Greenwich Concours de Elegance shows, winning the "Bethlehem Star" and "Best English Car" awards respectively. This car was also featured in "Austin-Healey 100 & 3000", by John Heilig, published in 1995.

Over the years, Esh and Sis have been very active in the Austin-Healey Sports and Touring Club, the New England "T" Register, the Austin-Healey Club of America, and the Antique Automobile Club of America. Esh and Sis is one of the original charter members of Susquehanna Valley Vintage Sports Car Club. Esh also has been on the HVH Tech Crew since the very first year and was a major resource for this top notch team.

Esh was a great friend to all in the hobby. If you had a question, just ask. If you need a part, he either had it or can make it. Want to go for a Sunday run? Just give him a call! Once he found the Austin-Healey this Dutchman stopped "draggin" and started "flyin"!

The Susquehanna Valley Vintage Sports Car Club will miss one of our treasured charter members, he was a true car guy.



AUSTIN HEALEY SPORTS & TOURING CLUB

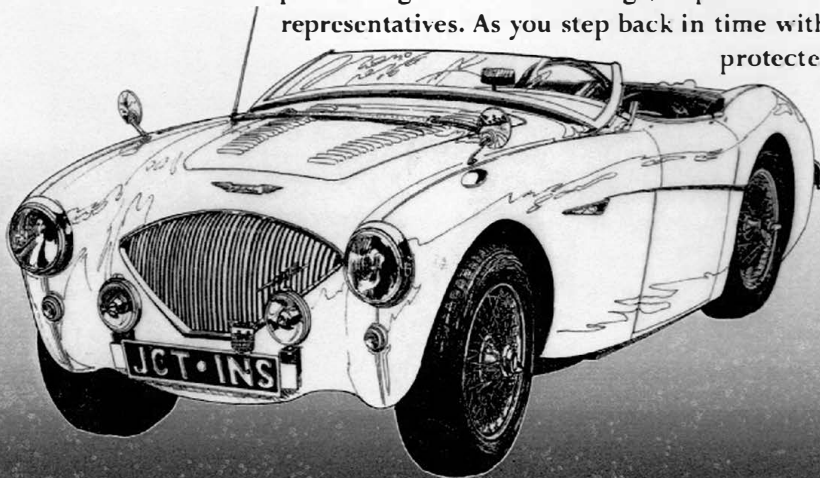
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