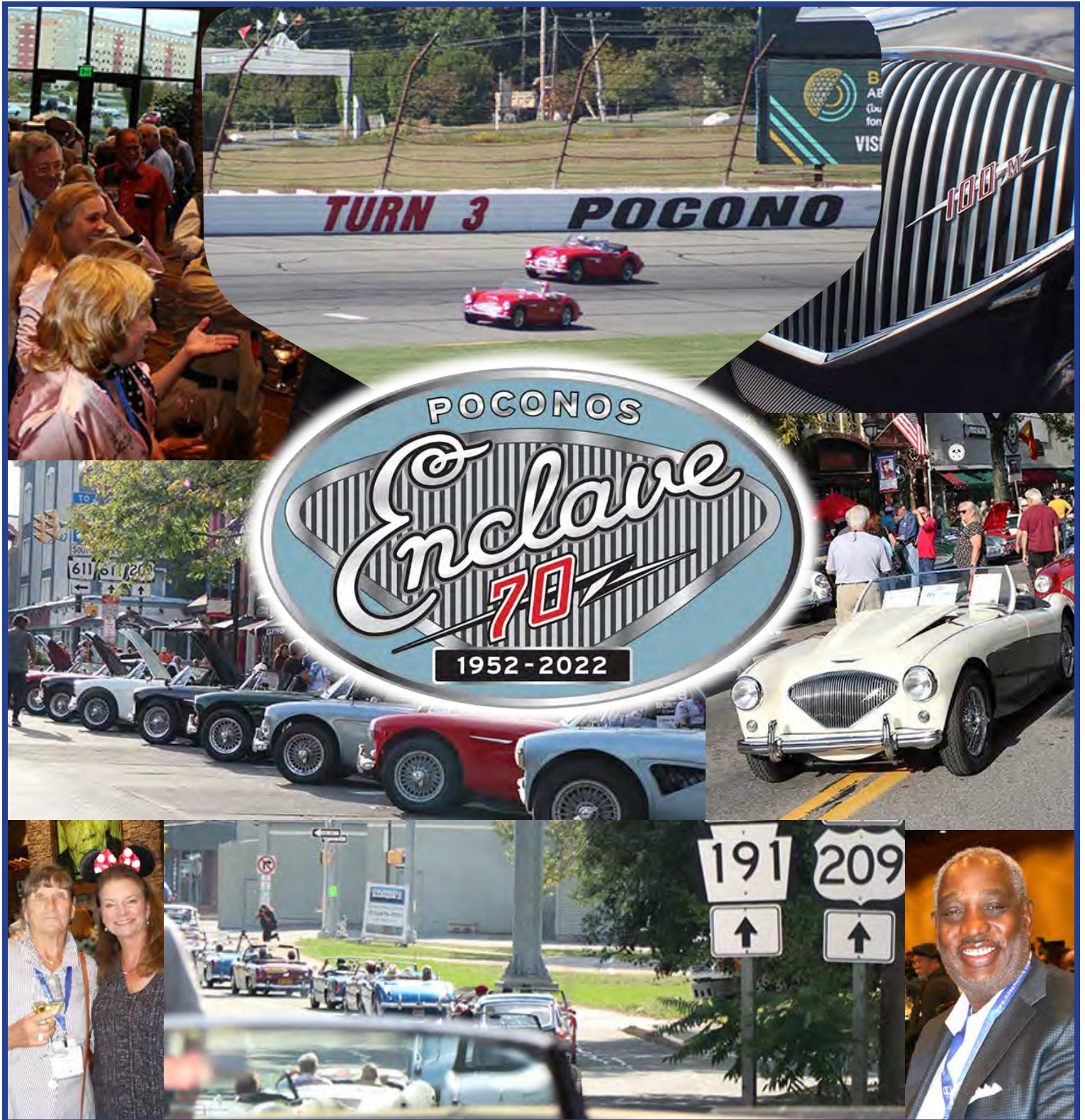


The FLASH



OCTOBER 2022 | ISSUE 530



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

OCTOBER • 2022

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THE FLASH

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Image summary of events during Enclave 2022.

ACTIVE LINKS;
TABLE OF CONTENTS,
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What's In The Flash

By Steve Jekogian

Enclave was MORE, MORE, MORE. The cover photos say it all!
More Austin-Healey 100's than I have ever seen –about 50
More Cars in the car show—about 200
More people in the Hospitality room about 500
More cars on the race Track about 200
More “one of a kind” cars in the hotel lobby, and a boat
More fun times and people.
More Concours cars judged –10
More money raised for charity –over \$15,000



Enclave was an event three years in the making. I want to thank Allen Rosenberg, Steve Feld, Peter Sturtevant, Linda Hakala, Bruce Ketchen and Ted Cryer, for all their long and hard work planning this event. I was honored to work with them and the many other volunteers who made it all happen.

This *Flash* and the November *Flash* will cover the results of Enclave and many of the regional reports do a great job highlighting the event as well.

Check out the following Enclave photos

Drone shot of Car show <https://fb.watch/fMw1UQAeoi/>

<https://we.tl/t-VvjLQZB2PU>

<https://www.youtube.com/watch?v=yrN38ciscSI>

Photos on our web site Austin-Healey Sports & Touring Club (austin-healey-stc.org)

Photos To view photos produced by VIP Studios Mount Pocono,

please visit the website WWW.VIPSTUDIOSINC.COM click on all galleries to locate your favorite.



ENCLAVE



The lobby filled with “one of a kind” cars.



How cutie is she, color coordinated to their car.



The queen in front of Joe Costas Cornet Cream 1953. That paint color was a one year only for the Queen's coronation.



You don't see these guys together much anymore.
Left to right; Dennis Meehan, Joe Costa, Walt Mainberger, Bob Pense, Steve Jekogian.



HARRISBURG REGION

By Pam Preston and Fred Sherk

ENCLAVE 2022 in the Poconos is in the books and it was one to remember. The Kalahari Resort is a massive facility, and it was more than sufficient to host the almost 300 cars and 600 people in attendance. The weather was good for most of the activities, and the North Jersey Region, along with New England AHCA did a tremendous job.



Seeing Double

Harrisburg Region was well represented at ENCLAVE. Attendees included Bob & Pam Preston, Dave & Priscilla Hooper, Joe & Barb Spear, Fred & Donna Sherk, Jim & Linda Cox, Jon & Edie Arndt, Bruce & Sue Hurley, Susan Nalley, George Wagman, Don & Flora Schneider, Skip & Linda Hardy, Tim & Debbie Plesz, Shawn & Tammi Miller, and Paul & Dee Zimmerman.



Rare100s



Special Edition CoronetCream



JohnArndtetc

The highlight of the week was the popular car show on the main street in Stroudsburg, which was closed for the event. The procession of all those Healeys was a sight to behold and the townsfolk seemed to enjoy the excitement.



Priscilla and Dave on Track

Another highlight was getting in three laps on Pocono Speedway in our Healeys. Even though we weren't traveling quite as fast as the "professionals," it was still very exciting.



George Wagman Rescue

Skip and Linda Hardy survived some electrical gremlins, but a new battery got them through. George Wagman had a starter/solenoid failure at his last fuel stop on the way home and a push start got him home safely. Everyone else avoided significant car issues. As the old saying goes, "A great time was had by all!"

Bob Preston, ENCOUNTER 2023 chairman, wrapped up the awards banquet promoting our region's hosting of the event next August in Hershey.

“Flooring the Bugeye at Pocono Raceway!”

By Fred Sherk



FredBurnsUpTrack

My experience on the Pocono Speedway was the highlight of Enclave for me. The request to run at 50-60 mph lasted about 200 yards. I floored the Bugeye to keep up with the big cars. I maxed out at about 80 on the straights, if my speed is correct. Turn one is more steeply banked than turns two and three, and I drove in the second groove in turn one. I loved it and I am still smiling from the experience. I was so fast my wife's photos are merely a “pansy-ass blue” streak.

UPCOMING EVENTS

(times and details to follow soon)

October 17 – Regular meeting at the Hillside Café

October 22 – Fall Drive (Rain date October 23rd)...Drive followed by meal stop at a restaurant

November 19 – Fall Banquet 4:00 pm at the Railroad House in Marietta *This is a date change from previously announced.

December 10 – Progressive Dinner in Lancaster



Dear Healey Exhibitors,

We only just learned this morning that our planned Healey exhibit at the AACA Museum Inc. in Hershey was postponed until November 2023 without them ever contacting us.

This decision by the Museum was apparently made nearly a year ago due to Covid disruptions, but they failed to notify AH-STC about the change. The Museum's current curator attributed this to a miscommunication between the previous assistant curator and us. Fortunately the oversight was discovered now, before you brought your cars in for the exhibit this November.

Thank you all for graciously and generously agreeing to offer your outstanding Healeys for our club's display. We hope that this unexpected change in scheduling does not result in significant inconvenience to you, and we would certainly like to include all the selected cars in the AACA Museum exhibit when it finally does open in 2023. Please do not hesitate to contact us if you have any questions or concerns.

Thanks!

Fred Sherk & Fred Bennett



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As I write this, Marlyn and I have been diagnosed with Covid, as we just returned from our trip down the Columbia and Snake Rivers, but I'll do my best to give you some information. The weather now seems decent to take our Healeys out. The beginning of the month was still brutally hot, but it is improving.

On Monday, September 5, Dave Siwa and I drove our cars to the Morrisville, PA, Labor Day event. The event was both a car show and a town festival. At the show we met up with Nick and Alice Ferrant, Mike Stein, and Mike Raupp. The show consisted of both American and foreign vehicles. My Healey BT7 won British cars division Best of Show. Nick's Bugeye won Best in his division. The show was sponsored by Bucks County British Cars.

On Saturday, September 10, Dave, Bob Ott, and I ventured to the Wheels and Wings Car and Airplane Show in Bluebell, PA. There we met Rob Morrow, Nick Ludovic, and Mike Stein. We parked on the field while airplane fun rides were offered to the public. As we walked around, Dave explained some of the details of the airplanes. At the end of the event, awards were presented. Rob Morrow won Best of Class, Dave won Best of Class, and I won Best of Class for our Healeys. The show was very well attended, and was a money-maker for Angel Flight Air, which was a good cause.

Although we were not able to attend Enclave, I was in touch with members who were, and they enjoyed themselves.

On Saturday, October 8, the Brits at the Village will be held in Peddler's Village in Lahaska, PA. It's always a good show, so try to come out.

We are still planning to have the Dave Markel tour in Skippack on Saturday, October 29, beginning at 11 a.m. If you have not registered to go, please do so, as it promises to be an excellent day and tour. 



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North Jersey

By George Crombie

All indications are that this is **The ENCLAVE** Edition, rehashing and regurgitating all things Enclave related whether you were there or not. This year's Encounter/Conclave (a.k.a. "Enclave") was held from Sunday September 18th through Friday the 23rd at the Kalahari Resort in the Pocono Mountains of Pennsylvania. This was a big (the highest Registration number I saw was 323) and busy event, with well over 600 participants from the U.S., Canada, Iceland, Hong Kong, and the U.K. If you were not on hand for this event, I seriously doubt that you have ever seen this many Austin-Healeys in one place at one time. It was awesome!

The event kicked off about noon on Sunday, with Registration from noon to five pm, and Hospitality just across the hall from noon until 11 pm. After dinner (on your own; plenty of places to choose from, both at the facility and in the surrounding towns), there was an Opening Night Social which was geared towards covering the basics of the upcoming week's activities. The evening finished off with the first round of Hot Wheels Racing competition from around 9 pm until the rooster crowed sometime after 11.

Monday morning started way too early, as it usually does at these things, with the Hospitality room opening up at 7 am; Hot Wheels Racing and event Registration opening at 7:30, and Rally School set for 8:30, with first car off close to 9:15. Concours Pre-judging and a couple of Tech Sessions, followed by another round of Preliminary Hot Wheels action finished off the rest of the afternoon. After dinner (on our own), the always entertaining Valve Cover Racing (no "junior" racers this year!) ran from around 7:30 until close to 10 pm.

Along with Hospitality (7 am to 11 pm), Hot Wheels Quarter Finals (7:30 am to 9 am), and Registration for late arrivals (8:30 am to 9 am), Tuesday saw the Concours Judging of 8 cars (my notes indicate 3 Gold; 2 Silver; and 3 Bronze, but I could be off a bit) lasting pretty much all day, with the Funkhana going from around 9 am until just after lunch time. English Tea was poured, along with snacks and scones, from 2 pm to around 3:30. AHCA Delegates Meeting, AHSTC Board Meeting, more Hot Wheels Racing, and a Tech Session focusing on Specialized Oils finished off the rest of the afternoon and brought us up to the annual BBQ

Buffet, which was followed by the Charity Auction. The results of the auction will be addressed elsewhere in this issue of The FLASH (but I can tell you that the auction did okay). There were three big-ticket items (the 1966 Sprite AN8; a Frederique Constant Healey watch; and an opportunity to chauffeur a Formula 1 race driver next summer in the Parade des Pilotes in Montreal, Canada prior to the start of the



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Canadian Grand Prix) which did really well for the charities.

Wednesday again started off a bit on the early side (I'm a 9 am kind of guy, mostly), with Hospitality opening up at 7 am, and Hot Wheels Semifinals from 9 to 10 am, while the masses headed off for a few hours at the Pocono Racetrack to try to satisfy their need for speed, before taking their own Healeys onto the track for some "parade laps". Following the Racetrack experience, the hordes of Healeys (hey, that sounds pretty cool, doesn't it?) headed to the outskirts of Stroudsburg to the staging lot to queue up for the short parade into downtown Stroudsburg for the Car Show on Main Street. The



PA State Police actually shut down a few blocks of the state road that is Main Street for us to display our Healeys for the enjoyment of the citizenry and merchants of historic Stroudsburg. The evening wrapped up with more Hot Wheels Racing, and a Tech Session hosted by Blair Harber on his three very early Austin-Healey 100s and some of their unique features.

Thursday, our final full day of this unique experience, came way too soon for some of us. Wednesday night into Thursday a cold front blew in, bringing howling winds, copious amounts of rain, and plummeting temps. Aside from Hospitality (closing early, at 5 pm), and the Hot Wheels Finals from 9 to 10 am, the Gymkhana was on tap (sure, okay; the pun was intended)

for the morning starting around 9 am and running until 1 pm. However, due to the winds blowing over the canopies and sending some of the little Sprites flying overhead like kites while many of the spectators watching from canoes and kayaks were struggling to ride the rapids, the driving event was delayed a couple of hours until the worst of the monsoon blew itself out. If I'm exaggerating, it's not by much – you should have been there. There were a couple of "on your own" scenic driving tours that one could participate in, but it is doubtful that the wipers on any of the Healeys could keep up with either the deluge or the accompanying defogging of the demisters. Another Tech Session (#5, if you're counting) presented by David Silberkleit, founder and CFO of BUGEYEGUYS (and also the proud new owner of #501, the very first Sprite Mk I) and Jeff Porada, owner of The Winners Circle, was all about Sprites and how to make them go faster and more comfortably. The night, and the event, wrapped up with a cocktail hour, followed by the Awards Banquet. I tried taking notes of the awards winners, but soon found that it was a lost cause. I'm sure that all of the results are listed elsewhere in this issue of The FLASH.

By Friday morning, the temps were in the 40s, and there was still a very brisk and bitter wind slicing down from the north (it felt like it was coming down from north of Canada) as the attendees finished packing up and loading their various modes of transport back to home base to start the process of drying out. Several local folks put in a lot of time and effort organizing and pulling off this event, and they are due buckets of kudos and accolades. Many, many thanks go out to Steve Feld, Allen Rosenberg, Steve Jekogian, Larry Gersten, Sue Kessen, Ian Kessen, Diane Gersten, Ann Feld, Ginny Rosenberg, Lynn Jekogian, and many, many more who sacrificed so much of their time in order that the rest of us could enjoy ENCLAVE 2022 in the Poconos to the fullest. The New England Region of the AHCA also had numerous volunteers who worked themselves ragged so we could kick back (for the most part) and enjoy the experience of a lifetime. Thank you ALL!

Now for a few quick notes: The "goodie bag" was a great touch; full of very informative information (duh!). It was a "must read". The Hot Wheels racing was, in my opinion, a bit over-done. The competition went on and on, taking up parts of every day, and preventing some folks from getting out and participating in other events. Of course, with daughter Gypsy Sarah being eliminated in the very first heat, and wife Denise and I being shut down in our first race the following morning, we managed to park our racers and blow off the rest of the races. There were also numerous complaints regarding the quality of the various Hot Wheels Austin-Healeys, what with



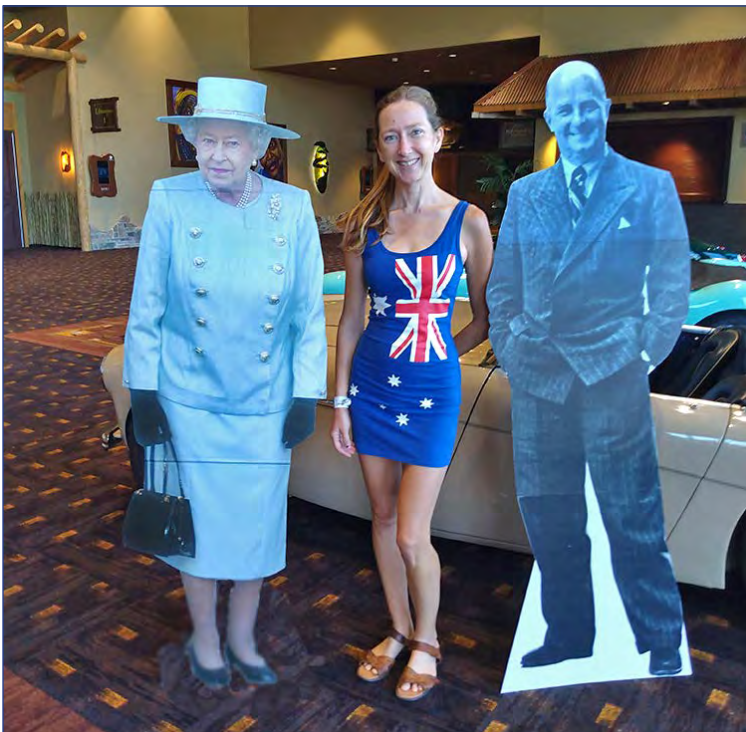
bent axles and sticking wheels; it was kind of hard to put up a good race. Mattel should have issued a massive recall for these defective derelicts. The English Tea on Tuesday afternoon was a great hit. I'm told that the scones were "to die for", and Denise discovered the "correct" (British) way to tea (straight, like bourbon or Scotch or...) sans milk or cream (Denise says "tough, I like it with milk!"), and, like Denise, the British Tea Master, Nigel, Earl Grey is the tea of choice. Silly me; I was under the impression that English Breakfast Tea would have been the preferred choice. Or maybe that is reserved for morning tea, and here they were in the afternoon. The Charity Auction that evening was quite successful and entertaining, with the auctioneer moving things right along.

On Wednesday, a very busy day, many folks headed out to the Pocono Raceway to enjoy the loud noises and aromas of burning tires and high grade fossil fuels. As my BN2 was giving me operating issues, I opted to hang around home base and start the tedious process of trying to figure out "how the heck am I going to get all of this stuff home??" conundrum. The Car Show Staging area on the outskirts of Stroudsburg in the early afternoon, was a bit chaotic in the beginning. This, I think, was primarily due to too many cars (imagine that!) arriving too early and jockeying for proper position, and compounded by a few drivers who weren't exactly sure just which model of Healey they were piloting. Then came the short parade into town on Main Street. A few interlopers who ignored instructions from the police also managed to disrupt the proceedings. By the time I got onto Main Street, the generator on my BN2 was screaming and howling in protest and sounding like a tortured banshee, while the temperature gauge needle had long since crossed the line. Literally. It was climbing deeper and deeper into the "oil" territory. Earlier in the morning, Ralph Scarfogliero had been



pinched by the local constable and received a citation (as had a few other folks) for "creating a nuisance" (you'll have to get the whole story from Ralph or one of the others). Now, Ralph, being the great guy that he is, even gave the arresting officer a ride out of town (actually out to the racetrack) in his Modified 100 to show the Bobbie that he was not to be messed with. But, as in almost any fairy tale, all ended well and happily ever after and all that.

As mentioned earlier, the Gymkhana on Thursday morning was pretty much a washout, but, just like the typical Brit, stiff





upper lips and carry on they did. The Awards Banquet on Thursday night was a gala affair, with most of the attendees dressed in 1950s and 60s attire. I missed most of the awards, and had a hard time hearing the rest of them, so you'll have to read about the results elsewhere. This is not to diminish the accomplishments made by so many, and "congratulations" are due to all involved.

With all of this, it is almost hard to realize that other events happened from the end of August until the present. Fall Fest on the 10th of September was followed by Cars & Crumpets on Sunday the 11th, which in turn was followed by North Jersey Region's monthly club meeting at the Vintage Tavern in Gillette on Tuesday, the 13th with the following members in attendance: Allen & Ginny Rosenberg, Bob Jankowitz, Ian & Sue Kessen, Dennis Meehan, John Moore, Jim Vollmuth, Rudy Hyzer, Steve Feld, Theo Padavano, Paul Rust, and George, Denise, and Sarah Crombie. Brits on the Beach in Ocean Grove was next up, with a few members attending on Saturday, the 17th. After Enclave, Ralph hosted another Cars & Crumpets in Morris Plains on Sunday, September 25th.

October will start off with our monthly club meeting on the 6th, which is on a Thursday (make note of this!!) in order to fit in with a scheduling conflict. Saturday, October 8th will be Brits at Peddlers Village in Lahaska, PA (just off Route 202), and then Cars & Crumpets the following day on the 9th. The Fall Tour is tentatively scheduled for Sunday, October 16th; more on this will be available in a future e-Flash, so stay tuned. The final C & C of the season is slated for Sunday, the 23rd of October. November brings us the monthly club meeting on Tuesday the 8th; while we can look forward to the next Polar Run and the Regional Holiday Party, both in early December. As always, do stay tuned to the e-Flashes sent out by Steve Feld for all the latest info and gossip.

Pardon me while I head off to the garage to address the myriad of maladies that have afflicted my BN2 since our run out to the Poconos.



Long Island

By Paul Parfrey REGION

Murphy's Law: I joined the club in 1980. I have attended every **Encounter** and **ENCLAVE** starting in 1984 except maybe two: one held in the very western part of Pennsylvania years ago, and this year's. However, Bob Shaffsick (whom I have rarely seen since he moved from Long Island years ago) attended this year's Enclave, and I am very sorry that I missed the chance to see him. He drove his BJ8 down to the Poconos from his home in Port Jervis, NY without incident.

It's Nice to Have Friends: The one problem he encountered occurred in the parking lot of the hotel when one of his battery terminals refused to get a grip on its assigned battery post. He no sooner raised his trunk lid than he was surrounded by three or four Healey owners ready to take on the repair. One went to get a new terminal packed away in his trunk, and another produced a suitable wrench, and in less than five minutes they had the car ready for action. These fellows should show up around my house!

Upon Bob's return from Enclave, he and I had a great phone conversation. We have to keep in touch, and maybe even meet up at the next **Encounter!**





Mike Haran brought his newly repainted Sprite to ENCLAVE, down from New Hampshire with his Subaru Crosstrek and his little trailer. The rig makes the trip, no matter where to, a little longer as it limits his speed to no more than 60 mph; otherwise the tail wags the dog. His biggest problem was traffic. Mike and Bob hooked up to make a team of driver and navigator in the rally.

Both Mike and Bob also drove on the Pocono Racetrack. I would have loved a chance to do that too. Bob Squillari, at his vacation home in the Poconos, also stopped by Enclave.

The Bowies, Lucas Bowie and his wife Maureen, who is one of Mike's daughters, also attended Enclave. They won first prize in the Funkhana. They ran it once with Dad's Sprite and once in Lucas' Mini, and don't know which run netted them the trophy. Maybe the judges thought they just tried the hardest.

The Bowies not only came in first in the Funkhana but also had the best hard luck story. Maureen is a teacher and had to be back at work on Wednesday. The plan was to leave after the charity auction. Lucas and Maureen left late and the Mini sustained a flat tire on their way home. OK, get out the lug wrench. The problem, though, was that the outer diameter of the wrench socket was too big to go inside the recess in the wheel. The solution was a flatbed tow truck ride home. They arrived home at 7 AM, just about time to make it to work!

Come back next month to find out about what's new with Rich Miot and George Robinson! And anyone else who would like to add to our article, please send me your input.



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APR09

Brandywine

Ernie Leser
by Substitute Editor Chuck Ott

REGION

Once again I find myself adding substitute newsletter editor to my region president title. Our regular faithful reporter, Ernie Leser, was not able to attend Enclave 2022, so the duties fall to me. For Brandywine region, Enclave began with a caravan to Enclave on Sunday, led by Road Captain Tom Jaagus. I was not able to participate, but reports were that the caravan went smoothly and the dinner at Barley Creek brewery was very good. A good contingent of Brandywine region members attended Enclave, arriving and departing at different times. If I tried to mention all of them I would miss some, so I won't even try.

The weather on Wednesday was perfect, and several members did the parade laps of the Pocono raceway that day. After the parade laps, a small group headed to Stroudsburg where the car show was being held. We decided to go to a local tavern for lunch, and parked our cars in the lot where staging was to be done for the car show. Teddy's Tavern turned out to be a kind of a dive bar, but they served good food. While I believe our group and the other Healey participants who found this place made the bar way more crowded than usual, they worked hard and handled things just fine. After lunch the cars were lined up based on car class and were eventually led to the closed main streets of Stroudsburg for display. It was quite a feat to park 250+ Healeys along the streets, but the organizers made it work. Once everyone was in their spot it was time to stroll down the streets admiring all of the Healeys there.



Unfortunately, I had to leave after the car show so I don't have much else to report. Congratulations to the North Jersey group and all others who participated to make this a successful event.

FUTURE EVENTS

Saturday, October 8 — Bar B Q at the Leser residence, 1pm.

Friday, November 4 — Holiday party at the Lanno residence, 6pm.

Thursday, December 15 — Brandywine Region Elections, Stoney's Pub, 7pm.



Brandywine

— Dave Ehret

RADNOR HUNT ROAD RALLY

Pete Roberts and I again took my B18 to the Radnor Hunt Road Rally on Saturday September 10th. This is part of the Radnor Hunt Concours d'Elegance — an annual affair to the benefit of the Thorncroft Equestrian Center. We gathered at 8 AM and watched as 25 riders and hounds were off on a fox hunt. The rally participants were warned to be on the lookout for horses, hounds, and foxes as we left the starting point. There were about 75 cars participating in this 60 mile rally — a non-timed event with 5 check points and 44 questions along the way.

The route had several interesting stops. The first one is the American Treasure Museum in Oaks, Pa. This was a collection of many Wurlitzer organs, vintage radios, music boxes, and telephones. The museum included a collection of vintage cars and trucks of all makes and models. All of this was just a bit over whelming. The second stop was the John James Audubon Center.

The center houses a collection of Audubon's works and information about his conservation efforts. The next stop was Tifosi Motors in Downingtown, Pa. This is a restoration and sales company and the featured car was the Ferrari Monza SP2 on display. This is a limited edition of 499 cars with a sticker price of \$1.3 million. It sold out before the production began. Current prices are reported to be in the \$3 million range. Interesting "car" with no wipers or top. I wonder where the groceries go?

All in all, it was a good rally that ended at La Laconda restaurant in Edgemont where a great buffet lunch was served. We only missed one turn and answered about half of the questions — and had a fun Saturday morning. All for a good cause.



Pete Roberts



MEMBERS CORNER

By Rick Brodeur

New or returning member since the last newsletter:

Lehigh Valley
Peter & Heather McMahon
Stroudsburg, PA
'57 BN4

North Jersey
Nachman Kanovsky
Englewood, NJ
'67 BJ8

Brandywine
Don & Carolyn Avellino
Malvern, PA
'59 Sprite

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.

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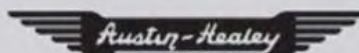
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Letter to the Editor



Attending Enclave 2022 in my 1956 BN2

by George Crombie

As some of you may remember, I had taken my BN2 out to K & T Vintage Sports Cars in PA earlier this Spring to have some serious front-end work done on it, with the main intention of having it ready and reliable enough to drive it out to this year's Enclave at The Kalahari Resort in the Pocono Mountains in PA. This destination, according to AAA, was only about 74 miles from my home in Bridgewater, NJ, and was projected to take right at 2 hours, while staying off major highways; the busiest road being Route 31 N from around Clinton, NJ to where that road intersects with Route 46 W around Buttsville, NJ, the home of the infamous Hot Dog Johnny's road-side hot dog stand on Route 46 E. This proposition was certainly within reason.

At any rate, I did get my BN2 back home a few weeks ago, and took it out locally several times over that time to kind of shake her down and get reacquainted with her squirrely clutch. I did have fuel pump issues a couple of times (no "ticking" when I switched on the key), but then the pump would kick in after turning the key off and on a couple of times. The generator also started acting up, emitting a horrendous scream, especially when cold (and later, almost all the time). The overdrive doesn't work, either (funny, it was working just fine the last time I used it – some 18 or so years ago). The brakes started going soft on me the last time I had it out for a couple of hours, but they still slowed the car down; it just took a little bit longer to do it. All that being said, I felt that I could nurse the BN2 out to the Kalahari, spend the week, and probably drive it back home.

Sarah flew up from Knoxville, TN on Monday, September 12th for a visit and to drive out to Enclave with Denise and me. I knew that she was eager for a ride in the BN2, so later that afternoon, we got ready to go cruising. Only the Healey wouldn't start; the fuel pump wasn't delivering again, and no matter what I did could I convince it to start chattering. I had no choice but to walk away. Tuesday morning, I tried again, with the same results: Nothing. While Sarah was out taking a walk in the park across the road, I headed over to my local NAPA store and bought a replacement pump. When I got home, I pushed the BN2 out of the garage, jacked up the rear, and pulled off the left rear wheel. By this time, Sarah was back home, having finished her walk. I crawled under the rear and asked her to do me a favor, "just for the hell of it, turn the key on, will you?" The fuel pump started chattering away just as slick as you please. She said, "You just gotta have the right touch, Old man." I put everything back together, washed up, and we took a test drive for an hour or so.

On Wednesday morning, as Sarah was about to start off for Massachusetts in Denise's Chevy Cruze, she asked me if the idiot display always registered "low tire." I said, "No, does it say which tire?" She said, "No, but I can pull the car up to the air compressor." As soon as she pulled the Cruze up to the compressor, I saw a screw head in the treads of the left front tire. As I started airing up the tire, I happened to glance at the back of the BN2 right in front of Denise's car and noticed that the exhaust pipe was laying on the floor of the garage. "This can't be good," I thought. I wiggled the tailpipe which was very loose, and determined that at least one of the hangers had broken. We took the Cruze over to Mavis Discount Tire and left it to have the flat repaired. Meanwhile, Sarah and I headed back home to address the BN2's exhaust issue. Sure enough, two broken hangers. I found a new one in my spare parts box, and we proceeded to pull off the broken one and bolt on the replacement. Then I clipped down a coat hanger and wired up the tail end at the other broken hanger. After putting away the tools and washing up, I found a second replacement hanger, but by then I was done screwing around with the Healey. Of course, after this repair, we just naturally had to take the BN2 out for another test drive to see if the exhaust system would stay attached. Our test

drive took us out to Mavis, where we picked up the Cruze and Sarah was soon on her way up to Western Mass.

During our September club meeting on the 13th, fellow member Paul Rust mentioned to me that he was interested in caravanning out to The Kalahari with me, driving his newly acquired BJ8 with his wife, Eileen following along in his chase vehicle. Plans were made to meet up at Wegmans on Route 202 South in Bridgewater, around 10:30 am for the leisurely drive out to the Poconos, with a scheduled stop at Hot Dog Johnny's for lunch around 11:30. I got to Wegmans a little early (certainly can't be late to my own party, can I?), with Denise and Sarah arriving in my chase vehicle (Chevy Equinox with tow bar – just in case) just after 10:30. Paul and Eileen came cruising in about 15 minutes or so later. It seems that Paul had experienced a minor malfunction with his BJ8 a few minutes after leaving home, as he disappeared in a puff of smoke. Apparently, the trickle-charger on Paul's Healey shorted out, and let all the smoke go free. Paul managed to get the problem rectified, figuring that was easier to do than trying to pull over, stop the car, and bail out before cooking. Too many steps involved in that solution; much simpler and quicker to give the trickle-charger a yank.

After morning greetings and passing out route directions, we headed south on Route 202, then a right turn onto Old York Road and we cruised into Whitehouse Station where we picked up Route 22 West towards Clinton. Catching Route 31 North out of Clinton, we followed that up to where it merges with Route 46, and took a left to head west. A few miles before the junction with 46, our trip almost came to a sudden end, as some inattentive motorist, travelling in the wrong lane, almost ran into my BN2 head-on. I had a few random thoughts trip over each other as I commenced cussing out the other driver; amongst them were: What a wasted effort it was, getting the BN2 in shape for this trip; Daughter Sarah should have stayed riding in the Chevy where she would have been safer; I hope the others can get out of the way; and, Damn, this is gonna hurt! But fortunately, the other driver must have seen my wildly gesticulating (I actually had to look that word up) arm motions and heard me cussing them out, and gave me enough room to squeeze by. We all had a bit of a chuckle about that when we got to Johnny's and checked to make sure all our limbs were still intact and attached. I found out that the brake lights on the BN2 were not working, either. And to think we had really just gotten underway, and had another hour plus to go. The rest of the trip, however, was rather uneventful, and we arrived at The Kalahari a little after 1 pm.

We all hit Registration and registered for the event and then checked in at The Kalahari. As our rooms weren't ready, we stopped off at Hospitality for a bit before heading outside to check out some of the cars in the parking lot and chat with other attendees.

To wrap this all up, my BN2 made it out to The Kalahari under its own power; made it to the Car Show in downtown Stroudsburg; and made it back home to Bridgewater, with only a few minor problems that will need to be addressed in the next couple of weeks. Top priority on my list is the issue with the generator. Second issue should be the lack of brake lights. After that, I think the non-working overdrive will need to be fixed before taking the Healey out on any more runs at speeds greater than 55 MPH. Following that, I probably have another two dozen or so issues to address. Apparently, the work on this car will probably never end. At least not in my life time. Oh well.



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To the Enclave co-chairs

Just a note of sincere thanks for your efforts, dedication and patience. You, along with the New England group and all of the “assistants” pulled off a great event for Healey lovers. I heard great feedback and very few complaints throughout the five days.

I’m convinced that AHSTC members are the fun group - the most friendly, helpful and generous of marque enthusiasts.

The next, (if ever) Enclave team will be challenged to reach the high bar you’ve set. Again, thanks for your efforts; it was a job well done. And now you can relax.....

Regards, John Heffron

Congratulations. The Joyzee bouys and goils did it again. The work you put into Enclave showed in the results. You did a fantastic job, as usual. It surely will go down in the books as one of the best if not the best gathering of Healey enthusiasts in the US with almost 300 Healeys and 600 participants. The car show in Stroudsburg was a highlight second only to the awards banquet.

Joe Spear

LETTER FROM POCONO UNITED WAY

On behalf of the Pocono Mountains United Way community, I would like to thank you and express my gratitude for the amazing support from the different groups and individuals who came to the Pocono Mountains to celebrate the history and comradery of Austin Healey. From the financial support raised by the auctions to the money spent on local businesses, you made a huge impact on Monroe County! I hope you had as much fun as I did, and I look forward to seeing you back here soon.

Sincerely,
Todd Nemura

For more information about us: <https://poconounitedway.org/>

To contribute to our efforts to fight for the health, education, and financial mobility of everyone: <https://poconounitedway.org/donate-now/>

We are ALL better off when we LIVE UNITED

The winner of the Sprite in the auction was Tom Brabson, a Sprite owner, who got it for his daughter.



A close-up photograph of a classic car's front end, featuring a chrome grille with vertical slats, a round headlight with a ribbed lens, and a chrome hood ornament. The car is painted a vibrant blue. The image is partially obscured by a dark blue overlay on the right side where the text is located.

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GEORGE NULL CLUB PERSON OF THE YEAR AWARD

Congratulations and thanks to Ray Donovan from the Philadelphia Region who received the 2022 George Null club person of the year award.

Ray has been a key member of AHSTC. He was president of Phila region, AHSTC President, working on the club web site, and was co-chair of Enclave 2015.

Ray is now actively racing in Vintage Sports cars. A great guy, Ray has always promoted the club and the marque, and this is a well-deserved award.

Ray thanks for all you work in and for the club.

Ray receives the award from AHSTC President John Herron.





Celebrating the 70th Anniversary of the Austin-Healey introduction at the Earls Court Motor Show sponsored by



PREVIOUS HONOREES

Allen Rosenberg	1998	Trish Woglom	2010
Del Border	1999	Paul Parfrey	2011
Steve Jekogian	2000	Rick Brodeur	2012
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Baird Foster	2002	Leo Kob	2014
Mike Haran	2003	Paul Woglom	2015
Nigel Smart	2004	John Heffron	2016
Don Schneider	2005	Joe Spears	2017
Don Hoffer	2006	Mark Goodman	2018
Ken Beck	2007	Gerry Kunkle	2019
Bob and Pam Preston	2008	Ray Donavon	2022
Larry Gersten	2009		



Enclave Funkhana

By Steve & Lynn Jekogian

The Enclave Funkhana was in a word, Fun. The theme of the event on Tuesday morning was based on the activities of Donald Healey and Gerry Coker prior to the Earls Court Motor Show in 1952.

It was part history test and part timed driving event. Correct answers to the questions help their score, wrong answers were a penalty.

Twenty nine cars ran the event, which asked the drivers and navigators to follow the course, answer the questions in the fastest time possible.

Can you answer these questions, Correctly?

1. What is the correct speed Donald achieved on Ostende-Jabbeke Highway according to the sign Gerry Coker displayed at Earls Court.
 - a. 101.2 b.102.1 c. 107.5 d.111.7
2. Pick the original sign Gerry Coker prepared for the Earls Court front bumper?
 - a. Austin Healey 100 b. Healey 100 c. Healey Hundred
3. Park your car in the space representing the road entrance where the Healey stand was near at the 1952 Earl's Court Motor show
 - a. Warwick Road b. Queensburgh road c. Earls Court Road
4. Out of car, meet with Leonard Lord agree on cars name. Pick the correct bonnet logo
 - A . Austin Healey b. Austin-Healey 100 c. Austin-Healey

The winners of the funkhana could answer the questions.

1. *Maureen and Lucas Bowie*
2. *Bryan & Ford Johnson*

HONORABLE MENTION

Ric Anderson & Jessica Earp
 Shawn & Tammy Miller
 Jeff Porada & Nancy Bacon
 Rick and Pauline Thomas





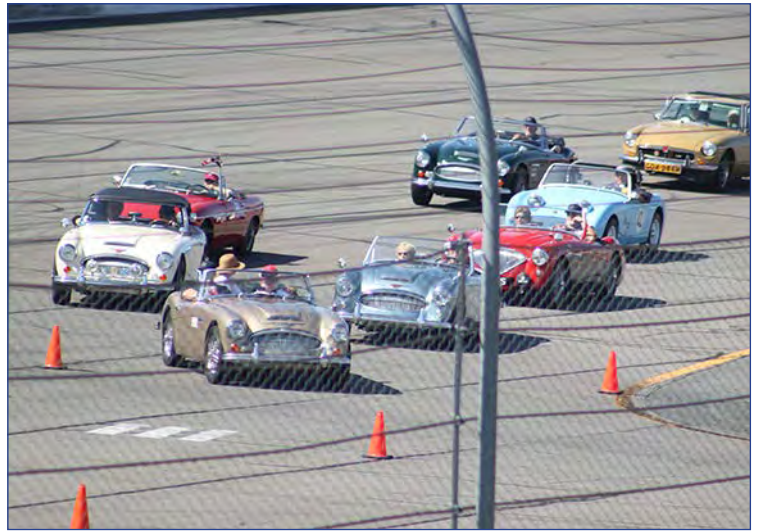
Pocono Raceway Parade Laps



Pocono Raceway Parade Laps



Pocono Raceway Parade Laps





Enclave Rallye

It seemed like an easy task when I was asked to plan the Rallye for our Enclave event. That was until I was told that there could be 180 participants. That meant that I would have to have two routes to handle all those Healeys. As I had already planned one route, I made the decision to use the same route in the opposite direction. That way cars would be passing in opposite directions and no one would know who was right. (We never told anyone that there were two Routes.) Each was approximately 42 miles and had 65 questions to answer. Rallyes were called Alpine Rallye and Mille Miglia Rallye after several Rallyes that Donald Healey competed in.

As it happens, we only had 80 cars show up on Rallye Day. It was an absolutely beautiful day, clear and sunny. We sent cars out every 30 seconds alternating routes. Cars were already finishing the Rallye and we were still sending cars out. All answers to the questions were visible from 90 degrees and were in order. There were lots of Chevrons to count, and I found that navigators didn't know that S was STRAIGHT(not South) and TL was Traffic Light (these instructions were all given in Rallye School.)

The best question was "What Color is the BLUE boat?" I had answers of Green, Red and White. Even if you didn't see the boat, a good guess would have been BLUE.

WINNERS WERE ALPINE RALLY

- 1. Paul & Trish Woglom*
- 2. Howard Collins and Neil Weinmann*

HONORABLE MENTION
David & Pam Jamieson
Chuck and Monique Reeves
Neil Anderson Bill Cavtrall

MILLE MIGLIA
1. John & Lisa Scott
2. George & Lisa Baxter

HONORABLE MENTION
Dave & Barb Siwa
Brett & Jullie Miller
Trevor & Jackie Jessie





Valve Cover Races

By Steve Feld

Valve Cover Race was held on Monday night of Enclave. A total of 22 cars raced – 14 four-cylinder racers and 8 six-cylinder racers. We had expected many more since 52 persons indicated on their registration forms that they would have racers. Nonetheless, the competition was spirited to say the least. Special thanks to Jim Cox who served as a superb Emcee and to Theo Padavano and Tim Plesz who had their eyesight tested as slow motion videographers to decide photo finishes – and there were many of them!

Ian Kessen from North Jersey AHSTC won both the four-cylinder competition as well as the People’s Choice Award by receiving the most votes from the spectators. John Seaman from Wisconsin won the six-cylinder competition.



Ian Kessen’s People’s Choice racer

THE COMPLETE LIST OF WINNERS;

FOUR-CYLINDER:

- 1st Ian Kessen
- 2nd Joe Spear

HONORABLE MENTION Paulette Lowsdale and George Crombie

SIX-CYLINDER:

- 1st John Seamon
- 2nd Pete Sturtevant

HONORABLE MENTION Cheryl Harvey and Ed Neumeyer

PEOPLE’S CHOICE: Ian Kessen



Ian Kessen – Winner 4-cylinder Competition



John Seamon – Winner 6-cylinder Competition

More Enclave!



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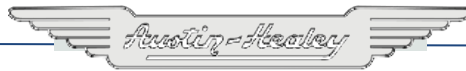


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membership@austin-healey-stc.org

CORPORATE SECRETARY

Del Border
717-235-1086

delborder@comcast.net

HARRISBURG REGION

President

Pam Preston
717 392-5380

rpreston1609@comcast.net

Editors

Fred Bennett
(717) 635-8083

Quitewaterpaddler@gmail.com

Meetings

3rd Tuesday, 6:30PM
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LEHIGH VALLEY REGION

President

Ken Beck
kenbeck@rcn.com

Editor

Gerry Kunkle
agkunkle@aol.com

Meetings

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PHILADELPHIA REGION

President

Dave Siwa
215-918-1648

dbsiwa@verizon.net

Editor

Randy Alkins
215-343-2785

randyalkins@gmail.com

Meetings

3rd Monday, 7pm
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BRANDYWINE REGION

President

Chuck Ott
215-896-9874

chucknsueo@yahoo.com

Editor

Ernie Lesser
410-398-7308

ernstleser@verizon.net

Meetings

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NORTH JERSEY REGION

President

Steve Feld
973-206-1973

stevenegy@optonline.net

Editor

George Crombie
908-243-0693

george_crombie@yahoo.com

com Meetings

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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,
Time & Location

CORPORATE TREASURER

Gerry Kunkle
610-867-6955

agkunkle@aol.com

FLASH EDITOR

Steve Jekogian
201-213-8217

Stevejekogian1@gmail.com

REGALIA

Ken Beck

kenbeck@rcn.com



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