

The FLASH



**OFFICIAL PUBLICATION OF THE
AUSTIN HEALEY SPORTS AND TOURING CLUB**

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POSTMASTER

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CONTRIBUTIONS

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

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The Austin Healey Sports & Touring Club is a non-profit Pennsylvania corporation; dedicated to the preservation of the Austin Healey marque. **Contact Rick Brodeur or a region president (see contact information this page) to inquire about how to become a member.**

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







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	LEHIGH VALLEY REGION President: Mike Bradley 610-282-4876 mkb1983@aol.com	Jerry Cropp 610-777-5257 g.cropp@att.net	3rd Monday; 7:30 PM Call for location.
	PHILADELPHIA REGION President: Ray Donovan 215-699-8355 rjdisi@aol.com	Jennifer Payne 215-361-7555 jjpayne3@netzero.net	Call for date, time Mariano's, Lansdale, PA. Call Ray for directions.
	BRANDYWINE REGION President: Chuck Ott 302-378-7287 chucksueo@yahoo.com	Ernie Leser 410-398-7308 ernstleser@verizon.net	See region article or call for date, time and location.
	NORTH JERSEY REGION President: Richard Ippoliti 908-832-2311 ippoliti@nac.net	Art & Joan Herkomer 201-337-5319 Herk3000@aol.com	Call for date, time and location.
	LONG ISLAND REGION President: Paul Parfrey 718-353-8138 WorksHealey@aol.com	Paul Parfrey 718-353-8138 WorksHealey@aol.com	3rd Friday; 8:00 PM Call for location.

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Big Healey with hard top

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Mark Goodman

RAMBLINGS

By Nigel Smart



Hello fellow enthusiasts. Over the last few years I've been amazed at the number of driving tours that seem to be going on in Europe. These have been organized by both professional groups and private groups and seem to reflect a point in time when many of our number are retired, in the process of retiring or just have disposable income!

I know friends of ours from Ontario are planning another visit to the UK this year, and the Grassroots Motorsports group (Classic Motorsports) look like they are running another tour to coincide with the Goodwood Revival meet. It must be nice!

Looking through the adverts in Classic and Sports Car, there are tours in Ireland, Germany, Italy, England, Scotland and Wales. Also, the number of firms offering Classic hire car rental is similarly multiplying. I guess the only downside is gas at \$9/gallon.

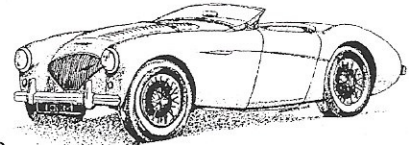
Along the same theme, there's a company

called "Classic Car Paintings" offering classic car murals! Amazing! You can find them at www.mural-murals.com

Well, I hope you're busy in the garage preparing the old girl(s) for this year's driving season.

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MEMBERSHIP

By Rick Brodeur

Let's welcome our new members this month.

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Glenmoore, PA

'63 BJ7



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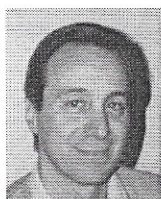
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The Flash, February 2008

OVERDRIVE

By Steve Jekogian



On Saturday, February 2 your regional Presidents and Board of Directors met at Roadsters & Ragtops Restoration Shop (thanks Mike Engard and Rick Broader). The main

discussion was, of course, the Flash going electronic, finally, and being delivered via e-mail as it was done in January. The Club has been trying to move the Flash electronically for the past few years for four reasons:

- 1) Faster delivery
- 2) Color photos
- 3) More pages and articles
- 4) To save money

By going electronic, we hope to reduce membership dues or better yet provide each region with more money. Right now, printing and mailing the Flash costs you \$11,000 of the Club's roughly \$17,000 operating expenses (that's 64%). Our goal is to reduce that expense and provide each region President with more money to use for local events for you. We could also reduce dues.

Most members have been asking for the Flash to go electronic and most of us belong to other clubs that distribute their newsletters via e-mail, and we print them out if we want to keep them. Some people have told me they save the newsletters electronically.

Let me add another perhaps more important reason to go electronic: RESOURCES.

Global warming is real, and we are causing it. Ink, printing electricity, paper, mailing, trucks, and mailmen are not helping and then you recycle the Flash after a 15 minute reading. Come on, at some point we have to realize that the things we do are having a negative impact. Is the paper Flash, over 60,000 printed pages a year, through the mail really worth it?

THE AHSTC BOARD NEEDS YOUR HELP. I need your help.

The Board has asked you if you want e-delivery or paper and we have not heard from all of you. Over the past year, about half have said they want e-delivery and no paper, and half

printed Flash.

The Club will still make paper copies available by mail to members who do not have internet or a printer or do not want to be bothered printing it or going online. But the Flash may not be in the folded-over "booklet/magazine" format it is in now. It could be a double sided Xerox copy.

I, Steve Jekogian, the guy who has every copy of the Flash printed, told Nigel to take me off the mailing list. I ONLY WANT ELECTRONIC FLASH. Yes, I will save the Club money and the world pollution. How about you?

Please e-mail me or your President NOW and tell him YES, I WANT ONLY ELECTRONIC FLASH. If we get enough members that demand/want electronic Flash, Nigel suggested issuing a really nice end of summer/Encounter wrap-up collectable color **printed** Flash with lots of pictures of your cars and events. So vote now.
Steve: Steve.jekogian@spcorp.com
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Lehigh Valley:

Mike Bradley mkb1983@aol.com

Philadelphia:

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Brandywine:

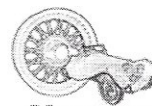
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PHILADELPHIA

By Al Tocchi

Well I am a bit behind on my Flash article for the month, but I'm now sitting through a day of jury duty which may give me some much needed time to catch up. Nothing like sitting in a juror lounge full of people wondering how the day will unfold.

Anyway, much going on for this time of the year. Unfortunately, my wife and I missed this year's regional holiday party because she was rather sick at the time of the party. Reports were of a relaxing, low-key evening with a nice showing of members and some great food (and drink)! We'll certainly be back next year and some day hope to have our home in a reasonable state of reconstruction/restoration to be able to actually host the event!

Barrett-Jackson just wrapped up and I must admit that I didn't get into the TV coverage as I have in prior years. The event was even feeling a bit passé to me and the cars looking somewhat redundant. I probably can't be objective though, as I don't foresee BJ-type vehicles ever in my garage (6-figure hot-rods not on my must-have list!). Reports that I've heard indicate that prices are down from prior years. I imagine there are a number of factors influencing the reported decline which may just be a reflection of the overall state of the economy. I also heard that the coolest vehicle at auction was the "Monkey-mobile". Unfortunately, I didn't see that vehicle at auction and wasn't exposed to the Monkey's TV show growing up so the novelty was lost on me a bit.

While Barrett-Jackson was going on, a slightly less known automotive auction was going on in Hatfield, PA at the Alderfer Auction House. Many people may have heard of this auction through online advertising, eBay live auctions or another source. The auction included over 50 vintage vehicles, all in "barn-find" condition, along with literally a barn full of car parts, engines and automotive memorabilia. The auction had been on my radar for 6 or so weeks and I made certain not to schedule any conflicting events on auction day. Auction vehicles were split between American and European. Much of the American cars were pre-1940's while the

European stuff was typically 50's and 60's.

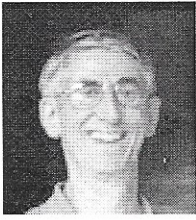
Included on the import side were 10 Bugeyes in varying states of decay and completeness. None struck me as being particularly solid (that's being kind) although one of them was Judson-powered. Auction prices for the Bugeyes ranged from \$50 to \$2,000. Either people were seeing some hidden potential that I wasn't or I'm completely out of touch with the market as I was quite astonished at the prices that some of the cars were bringing. Also in the auction were 2 MGA's, an MG TD, 4 BMW Isettas, a Saab Sonnet, Triumph Herald, NSU Prinz, Goggomobile, and a few other vehicles that I'm undoubtedly forgetting. There were 65 lots that were simultaneously being auctioned live on eBay and online interest was high. I estimate that only about 5 or 6 of the cars ultimately sold to online bidders but most items did get some internet bids.

The highest selling item was a 1939 Ford Woody Wagon that fetched \$43,000! The Isetta's generated a tremendous amount of interest and the four combined to pull in about \$15,000 with the low-end car bringing \$2,750 and the top Isetta bringing \$5,500. The 2 MGA's may have been the bargain of the day (\$500 & \$1,100) while the TD was the most appealing car to me and sold to another bidder for \$6,500 – well above the amount I was willing (or able) to bid. I don't know that I necessarily expected to go home from the auction empty-handed, but I honestly can say that I wasn't terribly disappointed to do so.

In other automotive updates, it doesn't seem as though any of our regular monthly meeting attendees are wrenching much on Healeys this winter although that's not to say no work is being accomplished. Active member projects include a Porsche 914 racecar, 2 Jags, a Datsun 1600 racecar, an MGA, a MGTC, my Austin Mini, and probably a couple others that I'm forgetting to mention. They may not be Healeys, but rest assured our attention will turn back to the Healeys at the first sign of spring!

BRANDYWINE

By Ernie Leser



We'll have to wait another month to report our calendar of events for the new year. Our Events Planning meeting scheduled for January 17th was cancelled due to a last minute snow

storm. Only our stalwart president, Chuck Ott, made it to Matilda's that night. I received a phone call from him: "Where is everyone?" Oh well, sometimes our phone tree alert system is more effective than other times.

The Events Planning meeting has been re-scheduled to Thursday, February 21st, 7 pm at Matilda's restaurant in Newark, Delaware. This should give all of you another month to think of something creative for the group to undertake in the new year.

Not much other news. I did find another use for my 2 pound Healey knock-off sledge. Its



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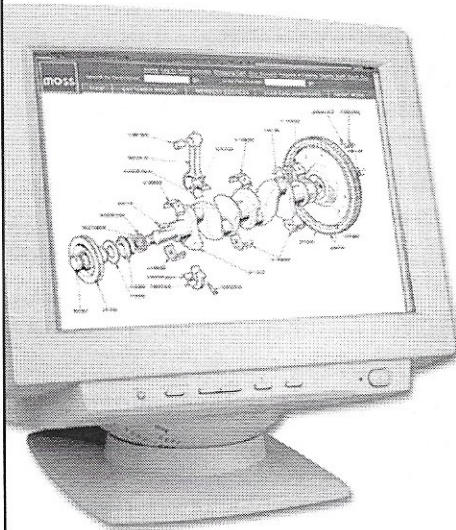
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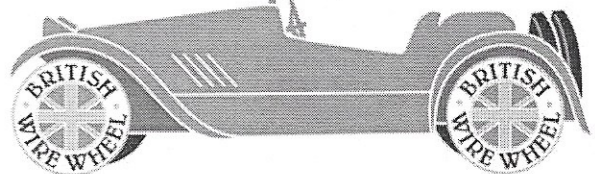
great for straightening up new 2x4 walls during installation. I finally have undertaken the finishing of the train room in our basement. It's quite a learning experience.

Hope to see you all at Matilda's!

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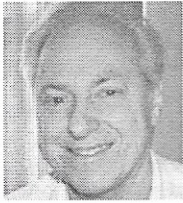
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NEW JERSEY

By Art Herkomer



As I look out the window while writing this, everything is covered with a white blanket of snow. It is hard to believe that it was actually sixty degrees two days before.

The good news is that spring is only a mere twenty-five days away. As some of you know, I have been procrastinating about finishing my maroon color Bugeye for some time now. The hood has been hanging on an A-frame outside my garage for about a year waiting to be re-attached to the car. Now it looks like a big white snow mobile with all the snow on top. If Joan stops giving me house projects, I hope to be able to finally get it on the road and take it out to the Sprite Jubilee in May. As you may be aware, this Sprite event is held every five years (much like North Jersey Encounters). This year will celebrate the Golden Anniversary of the Sprite.

Many of you know by now that Mickey Venezia had a terrible fall and has been in the hospital. Allen Rosenberg has informed us that in spite of his injuries, Mickey is doing well and is recovering with each passing day. For those of you who believe in the power of prayer, I would ask that you say a daily prayer for Mickey's full recovery. Let's not forget to say an additional prayer for Cele, as this event has been extremely difficult for her as well.

We had the February meeting at our home last week. The weather was still good (no rain or snow), but we still had a typical mid-winter turnout of only seven members. It would be helpful if more of you attended the meetings to make your wants and opinions known. The question of the electronic Flash came up at the meeting. Rich Ippoliti forwarded Steve Jekogian's e-mail to all North Jersey members regarding electronic Flash, but has not, as yet, heard from everyone. The Club needs some feedback as to how we should continue getting the Flash to everyone. As you all know, the printed Flash is the biggest cost to the Club. If we go electronic, the dues may be able to be reduced. It might also be easier for Denise and Nigel Smart if the Flash was sent to everyone via e-mail rather than the

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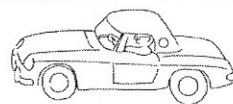
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FLASH 01/03

printed issue.

As one of the editors for the Flash, I would cast my vote for electronic rather than the printed form. I know many of you prefer to have a printed copy, but going electronically would save the Club substantial funds. I say this as one who has every printed Flash since I joined the club in 1983. You would be able to read a more timely account of recent events. I would ask that those of you who haven't responded to Steve's survey, please do so and let Rich know your thoughts.

Please check the E-Flash for the next meeting date and location, and plan on attending.



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LEHIGH VALLEY

By Mike Bradley



The Lehigh Valley Region will assemble at the Lehigh Valley Grand Prix facility on Monday, February 18th @ 7:00 PM for our regular meeting. Dinner, catered by the Allentown Brew Works, will be served and, after the meeting, we will participate in two twelve minute races around their indoor road course. The cost, with dinner, per member is \$55.00. Guests are invited (wives and significant others) to participate or watch. We hope to have a good turnout for this one. Come out, even if you only want to watch. Wait 'til you see me try to negotiate the course. Just be sure to contact Tom Mantz by February 3rd.

I don't know about the rest of you, but I am missing driving my Healey. I may have to call Gerry Kunkle and see if we can do a drive one of

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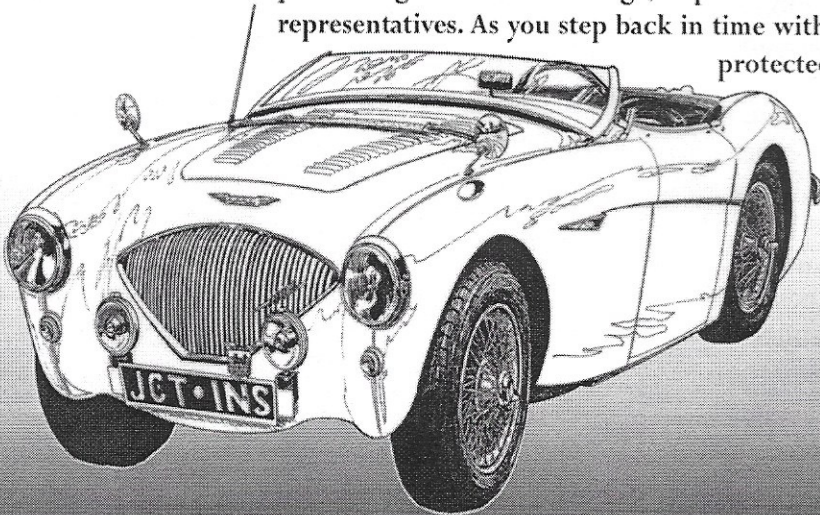
these Sundays. Gerry and I did this a couple of times two winters ago, and it was very enjoyable. After all, these are Healeys and it's unlikely we will be cold in them. If we go, I'll E-Flash everyone beforehand to see if anyone else is interested. We are planning on quite a few events this year, maybe some overnights. Come to the meeting and help us plan. In the meantime, I will keep you posted via the E-Flash.

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HARRISBURG

By Dave Hooper



February, (the bottom of the barrel of the driving calendar,) seems limited to recollection of the past or planning the future. The only exception is if you have a heated garage, where you could tackle any time-consuming Healey project too adventurous to be considered during top down season. Wiling away the cold cloudy days of a Pennsylvania winter preparing a car sure beats staring out at the winter gloom. Of course if a warm garage has evaded you, you're stuck with a frustrating wait like the rest of us.

So I guess this is where I revert to recollections of the past - our December gastronomical tradition of orchestrated over indulgence comes to mind like the proverbial visions of sugar plums. We warmed to the occasion by first descending on the Hooper's and like a swarm of locusts, practiced roach proofing the place by consuming every edible scrap in sight while consuming mood changing elixir - all the better to set the mood for the evening. Although some regulars got caught up in pressing holiday obligations and could not attend, other members long absent, showed up to fill their place. Mark and Millie Treece come to mind as part of this 'sight for sore eyes' bunch.

Then it was off to Sweeney's for intimate dining as the invaders plundered the scrumptious entree. Now well satiated, they then unleashed themselves in a quest to satisfy their awakened sweet tooth at Brochman's. Here they confronted the dilemma of sampling a wide array of caloric devastation. The crummy weather forecast held off just long enough to declare mission accomplished as ice began to form on the steps and a raft of satisfied members melted into the night.

The rest of the night was all down hill as the predicted ice storm eventually knocked out power across the area plunging my abode in a cold darkness for 30 1/2 hours. A motor home can be pretty handy just sitting motionless in your back yard - warm place to sleep as the house dropped to 44 degrees.

Now for the future, as your scribe consulted our resident fortune teller to get a hand on 2008.

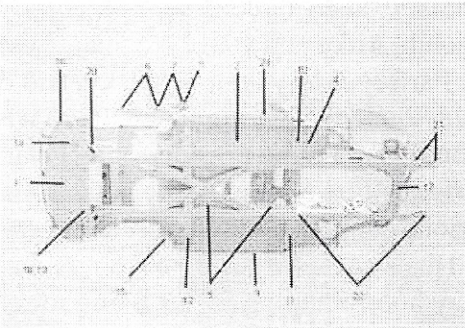
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Madam Liz has been consulting her crystal ball and has perceived some tantalizing options too murky for her to reveal just yet. Our swami will enlighten us after her usual thorough research but they sure beat my lame input by a mile. The first will occur in early June and the mystic unveiling of the adventure will magically appear in these pages in the near future. The second one may rival the first and will fall between Sprite Jubilee and Encounter. Both are enlightening educationally and a long way from boring - and she's just getting started! How'd we find this girl?

Hope to see you at the next meeting and be sure to feel free to come to the Encounter sessions - same location a week earlier. This is our year to shine so your input is invaluable - try to make it.

LONG ISLAND

By Paul Parfrey



The LI Region held a post-holiday luncheon on Saturday, January 12 at Molly Malone's Pub and Restaurant in Bay Shore. Fourteen LI cabin-fever sufferers rendez-

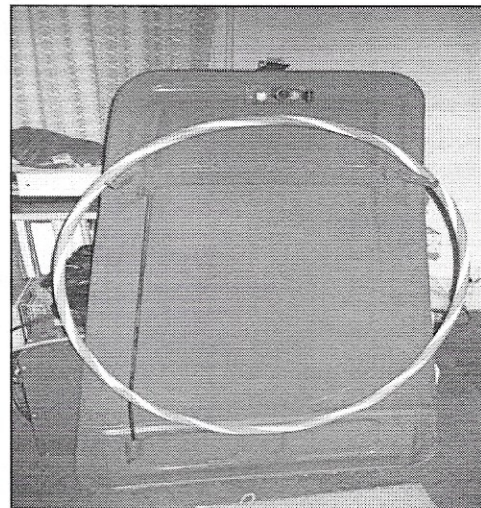
voused on the Maple Ave. dock in the early afternoon of an almost balmy day. A few of the early arrivals walked out on the pier watching the Fire Island Ferry come and go, soaking up the winter sun. The sun worshippers lost track of time and soon I realized we'd miss the beginning of lunch unless we got moving. Those in attendance included Tony and Kathy DiFrancesca, Frank Filangeri, Noel and Elaine Gish, Bob and Barbara Maichin, Mike and Carol Neumar, Susan and Paul Parfrey, Mary Ann Sekelsky, and Bob and Diane Squillari. During lunch, there was talk that I should give up the presidency as I can no longer drive a Healey. I gave the suggestion some serious consideration but decided I really miss the Healey. Susan has found a novel use for the Healey hood standing in our living room: it makes a perfect place to hang her hula hoop.

LI members recently participated in a survey concerning electronic transmission of the Flash. Now just for my own curiosity, I'd like to throw out another question. Member David Shiloh and Joe Curto both have asked me if the VIN number of a big Healey is found somewhere on the car other than the plates affixed to the firewall. My BJ8 has the number stamped on the right shock tower vertical surface below the shock arms behind the top trunnion. Sprites and

Midgets have the number stamped in this location. Does anyone else with a big Healey have their car number stamped in this location? It will soon be time to check your front shock absorber bolts for tightness and grease your splines, all of which will involve removing your right front wheel. So remember to look for that number and let me know!



Post-holiday luncheon



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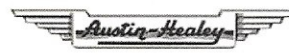
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