

# The FLASH

JUNE 2011 | ISSUE 405



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB





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*Main Cover Photo: Cover photo submitted by Steve Jekogian*

*Bottom: The new AHSTC banner at Carlisle Imports; Diane Squillari's unrestored '65 BJ8*

# What's In The Flash

by Steve Jekogian

Tours, tours and more tours. That's what the members were doing in May and will be doing in June.

The T in AHSTC means touring and there were a lot of tours listed in the Flash schedule of activities. Joe and Marge Costa of North Jersey region went on the New England 1000 in late May, and many of us toured to Carlisle and this year on Saturday there was "sunshine" which is rare.

Hope you went and enjoyed the car show and vendors and the AHSTC tent and Shawn Miller's BBQ cooking. If you have not seen it first hand here is the new AHSTC banner.



David Ridshell and Craig Charters (right) enjoying the AHSTC tent and new banner.

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# Membership

by Rick Brodeur

We have no new members this month

If you have a question about your membership or renewal date, just contact me.

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](mailto: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 also on our web site.



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# Lehigh Valley

by Joel Keefer

**W**e waited until the last day of April to hold our Spring Rallye – and the day proved well worth the wait, despite cool temperatures and lots of clouds in the morning. Seven brave teams came out to take a crack at it. From Lehigh Valley Region were President Mike Bradley driving and Bob Pritchett navigating in Mike's BJ8, AHSTC Membership Chair Rick Brodeur driving and Sue navigating in a Jensen Healey that was in at Ragtops and Roadsters for some work (yes, the owner said it was OK for Rick to drive the rallye), Phil driving and Jane Nase navigating in their yellow Bugeye, Bob driving and Sue Snyder navigating in their TR-6 -- Bob's still looking for his Healey -- and AHSTC Treasurer Gerry Kunkle in his Bugeye (Jerry came solo and ran much of the course, but did not actually try to do the rallye alone!)

Joining us from Philadelphia Region were Dick Stover driving and Tracy Wilton navigating in Dick's BJ8, and coming all the way from Long Island were Region President Paul Pamphrey driving and Sue navigating in their Ford Focus. They were hands-down winners of the Farthest Distance Traveled award – if we'd had one! And they definitely earned the Good Sports award for hanging in there after getting hopelessly lost. Add rallyemasters Joel and Jolene Keefer in their Bugeye, and we had the little Healeys outnumbering the big ones for a change!

As the cars were being sent out, two gents in an MGB pulled up and said they were with the "Philly Club" and heard about our rallye at their meeting. So after a quick impromptu driver's briefing, they got in line. At some point one of them mentioned that they had seen our flyer and that he knew the end point of the rallye. Hmmmmmm....we didn't put out a flyer, nor did we announce our end point in advance. Turns out there was an MG-Triumph challenge rallye with a starting point on Route 378 (as was ours) and the same destination. What are the odds? Ultimately, they decided to try to find out the rallye they had intended to participate in.

The rallyemasters tried not to make the route and instructions too difficult, (a) because it was the first rallye of the season and (b) it's been almost 25 years since they set up a rallye! That's not to say it was a total piece of cake, and a typo in the route instructions that missed several proofreadings (thank you, Mr. Murphy) managed to perplex some of our intrepid rallyers. It turned into a beautiful day, and the route through back roads from Center Valley over to the Delaware River, then down along the Delaware to Lahaska and the Peddlers Village Strawberry Festival, made for a very pretty drive, which really was the whole point anyway. Winners Mike and Bob took home a bottle of champagne, while second place finishers Dick and Tracy earned a bottle of wine for their efforts. Oh, the spot we'd picked as our end point also turned out to be the end point for the MG-Triumph rallye!!

Thanks to all who participated and especially to those who got very lost in the process but maintained your sense of humor.

A small but dedicated group, Mike Bradley, Bob Weaver and Joel Keefer, went to Carlisle for the Import



## Lehigh Valley Cont...

and Kit Nationals, carpooling in Joel's truck. What, no Healeys? Hey, there might've been a 1275 engine there with my name on it! (There wasn't...) Other region members attending were Ken and Cindy Beck and Gerry Kunkle, who took their MGs, and Ken Weidner, who brought his Honda Z600 coupe, which was recognized by event organizers on Friday. After pounding the flea market aisles and the club display areas, our feet were complaining so we took a much-needed rest at the AHSTC tent. Many thanks to the Harrisburg Region for your great hospitality!

June's region events are early: a tour to the Reading Air Show on June 4, and a tour to the Red Mill British Car Show June 5. Next Region meeting will be a combination road tour/ice cream run on Monday, June 20. We'll meet at the Target parking lot on N. Cedar Crest Boulevard at 5:45 pm. As always, keep an eye out for e-Flashes regarding other region activities.



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*Bob Weaver and Mike Bradley relaxing at the AHSTC Tent at Carlisle*



*It was a great day for a rallye along the Delaware!*



*LV Region Member Ken Weidner's Honda Z600 at Carlisle*



# Harrisburg

by Don Hoffer

Fifteen attendees braved inclement, dreary conditions to descend on the Hillside Care for our May 17th 2011 meeting. Joe said he got a nudge from Corporate to start Encounter 2013 planning. He's hoping our veteran Encounter Emir, Pacifier of Panic, Organizational Wizard and all around good guy will again be up to the task. We don't have his signature in blood yet, but he's our 1st round pick. Sites under consideration include Carlisle, Gettysburg, York, and Lebanon. Sounds like most of South Central Pennsylvania is still in the running.

The Spring Tour, run by the dynamic duo of Sherk and Spears on June 5th will be history by the time you read this, so tune in next month to find out who's car didn't make it, got lost, or broke down on the way home.

Next on the meeting agenda was the 50/50. Three of the winners were Hoffer, Rishell and Spears. The 4th is lost to history.

The new banner was unveiled. The Sweeney clan obviously has gifted offspring. The old banner produced by Tom Cibort sure stood the test of time. Outside of the tie down tabs being damaged, the painting on this venerable piece of history is still excellent – nice job Tom! This was signed by those in attendance in preparation for it being auctioned off at Encounter. The new one went to Carlisle for its baptism of fire.

Saved for last was our "Night of the Improv" drill where you tell a joke or pay a fine. Some of those jokes should have been fined as well, but others were hilarious.

## CARLISLE

Our first 2011 event came with a mixed forecast – shaky Friday and Sunday with a near perfect Saturday sandwiched in between. Breaking precedent with numerous Carlisle forecasts of the past, this year's forecast got it right with clearing Friday afternoon and an absolutely



Bob Sweeney signs the old banner



The new banner is unfurled



President Joe runs the meeting

## Harrisburg Cont...

perfect Saturday. Clouds and spotty showers returned on Sunday but by then Carlisle had been a great success with a huge turnout on the show field.

Our tent, emblazoned with our new banner, drew plenty of visitors from near and far. Our traditional cook-out started sooner than usual to enable Shawn Miller to hang up his chef's hat, assume his duties as our "Ambassador of Culture" and make it to a ballet! No, you read it right the first time - classical music, tutus, the whole nine yards, but hey there's a reason. Shawn had a horse in this race - his daughter, Healey Miller, was a participant. I'll still bet he's the only guy to leave for a ballet in the entire history of this car show.

The number of parts vendors reflects the state of our economy and the impact of low overhead Internet sales. Thanks to Hawk Eye Kelby Steele, I acquired the top item on my Carlisle shopping list – a rebuilt late BJ8 generator. Pickings were a little slim otherwise. In the "things you rarely see" department – how about a one girl bagpipe band – and she was pretty good to boot! The next meeting will be at the Soda Jerk – details will be in one of Joe's E-mails. See you all there.



Mary Ann Waltz signs the old banner

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# Philadelphia Region

by *Hero Racer*

**A**h spring time! With daffodils and allergies blooming it seemed appropriate to get the Healeys out for a spring ride. Lloyd and Gerry Beverly were kind enough to dust off a tour from yesteryear covering 10 of the Bucks County covered bridges and associated countryside. Nineteen cars showed up – mostly Healeys but 2 Alfas, 2 MGB's and a Jag convertible. Yes, the Kobs, Leo and Marty, in Marty's birthday present. Nice going Leo, really set the expectation level for the rest of us! Anyway, it was a beautiful day and one of the few warm ones we had which made it particularly enjoyable.

About half way through the tour we stopped for a 2 ½ hour lunch at The Bucks Bounty (that's another story). Following lunch the second half of tour took us to a one lane road only to find a local who wanted to come the other way and was not particularly amused that these foreign cars were invading their domain. Hence we began to back down the road to allow this yuppie puppy clear right of way.

At this point my account takes an unusual twist. The spouse's 3000 quits. Never liked yuppies much anyway. I mean, turn the key and the office is closed and the lights are out! Fortunately, this is an old car and it has a standard transmission. Hence, restarting is possible with or without battery (we were without for all practical purposes). It took 3 strong men and a boy but we got the BJ8 pointed in the proper direction and restarted at which point I bailed for home, which incidentally is about 30 miles away. I made it all the way to the shop before the Healey died again.

Back to our story – well as related by others. Others did drop out for other reasons but most cars did finish. Lloyd and Gerry did a great job. They ordered the right weather and the scenery was great! The turnout brought people we have not seen for a while and some nice cars.

Would have loved to have taken the Sprite but, the Sprite seems to have become possessed. John Davies, our resident sage, has been performing exorcisms to remove the offending demons. John finally has the car sort of running. As some readers are aware, I have used a 40 DCOE Weber for several years. Well it seems that the accelerator pump died big time. Having raced Sprites for several years I have spares. Unfortunately we found out that none of the SU's matched. Hence one half of the engine is running real rich while the other half is lean. Not a good combination I have learned. Anyway, JD's work has paid off and now the carbs are the only problem in the way of enjoyable summer touring.

The monthly muster (commonly called a meeting) brought 15 people to Mariannos. As there was no agenda other than to eat, drink and swap tall tales about our exploits we did discuss the June 5 picnic to be held at the palatial country estate of the Paynes. Festivities will begin exactly at 2:00pm and a sumptuous dinner consisting of hamburgers, hotdogs and country sausage will be provided by the club along with spirits. Diners are encouraged to inform the lady of the house that (1) they are attending and (2) what they are bringing. This event will be held rain or shine. After all, this is Pennsylvania and it does tend to rain here doesn't it? With that out of the way, the assemblage returned to eating, drinking and swapping tall tales. Oh yes, one last piece of official business. Leo Kob was reprimanded for setting the gift bar so high for the rest of us.

Yr Obt Srvt  
*Hero Racer*

# Long Island

by Paul Parfrey

It was a rough winter followed by a damp spring; Healey driving hasn't been easy! In addition, two of the most popular local events have been cancelled: first, the ENYMGA Club Gymkhana at Floyd Bennett Field in April, and then the MG Car Club's The British Are Coming in June. The Long Island Triumph Club has rescheduled their Poker Run for June 12th, the traditional date for The British Are Coming. You have already received info about that via E-Flash. Our next scheduled event is the Beach Run/Sunset Tour on Thursday evening, July 14th. Hopefully we can also run one of our own old rallies as a simple tour some day in June. Kudos to Bob Shaffsick who has been attending car shows on the mainland both days of the last couple of weekends.

Included are two photos of the rest of the attendees at the post-holiday party of April 10th.

Jim Elliott and I had a little fun putting his Healey next to my VW Vanagon. The wheelbase of the Healey is 92 inches and the VW van's is 96 inches. In the VW you are kind of sitting on the oil filler cap in relation to the Healey. By the way, the wheelbase of an old VW Beetle is 94 inches and the length is 160 inches, 3 inches longer than a big Healey. Who'd have thunk it.?

Get those Encounter registrations in the mail!



*The better halves at the far table.*



*The other halves at the far table.*



*Elliott Healey on VW Van.*



# North Jersey

*by George Crombie*

Okay, let me see if I can decipher this jumble of paper I call “notes” and make them a little more understandable for the masses. I skipped out of work about a half hour early today in the hopes of getting a head start on this article. Actually, I just didn’t feel that much like vacuuming up a teaspoon full of brass dust and counting the \$12.35 worth of business done by the shop on this very busy and hectic Monday.

The first set of notes I have involves the Spring Tour. Richard and Barbara Ippoliti put on a really great one. It was scheduled for (and actually run on) Saturday, April 30, 2011. Barbara put together a terrific breakfast spread; one of my many favorites was the sausage bread (sausage baked right in the loaf of bread), another was the devil eggs, another was... You get the picture. I had to adjust the seat belt in my Sprite when we got ready to leave on the tour.

Attending the 2011 Spring Tour were: Rob & Debbie Vollers (blue BJ8), Allen & Ginny Rosenberg (yellow MGA), Bill & Marge Smith (blue TR6), Mark Goodman (blue BJ8), Steve & Lynn Jekogian (red/black BJ8), Ralph Scarfoglio (red modified 100-8), Ian & Sue Kessen (white/black BT7), George & Denise Crombie (red AN9), and our hosts, Richard & Barbara Ippoliti (blue/white BN6). This tour took us through some very picturesque country sides on our way to the Merrill Creek Reservoir for our first pit stop. This location has a nice visitors’ area, and some great vistas. After touring the visitors’ center, Richard called us all outside for a group photo overlooking the reservoir. Barbara mentioned that a gentleman had won 1st place in a photo contest and was published in the current issue of AARP magazine with a photograph of the same view we were looking at overlooking the reservoir from the visitors’ center. We were duly impressed. Back in our cars, we continued on our way to Spruce Run State Park, where we made a quick pass through the parking lot, before heading on to our lunch stop at the Long Valley Brew Pub on CR 517. As we were running just a little bit late, we had time for a quick wave as we circled the parking lot before exiting. We lost the Vollers as we left Spruce Run. Shortly after we lost them, Ralph lost his hat when he looked up to check out the wonderfully blue sky overhead. Following directly behind him, I tried my best to run it over so it wouldn’t get away, but missed. Behind me, Steve & Lynn managed to stop and retrieve the hat. When we finally got to Long Valley Brew Pub, we found Andy & Martha Smith waiting for us for the lunch portion of the tour. They were accompanied by their freshly restored and just delivered teal green/white 3000 Mark I.

Of particular note on this run: this was the maiden voyage for the Vollers’ blue BJ8; it was also the ‘coming out event’ for Martha & Andy’s Mark I; and it was the longest run, to date, for Little Red, and Denise’s longest ride in the Sprite. As various bits and pieces started to rattle loose and come apart, Denise was heard to comment, “You really know how to impress a girl”; “You’re going to have to do some work on this thing before you take me on another trip in this”; “This car might just begin to rival your old Rambler for reliability”; and “Are you sure you don’t want to stop for gas somewhere?” Some of her concerns included the right rear tail light assembly rattling loose and almost falling off (I must thank the Rosenbergs for bringing that to my attention); the boot lid strike breaking, allowing the boot lid to bounce up and down a few times (I thank Ralph for noticing that one), which led to enough wind being channeled through, causing the back rest panel to blow free, and almost away. And this was after I had informed her that we were flying by the seats of

## North Jersey Cont...

our pants as neither the fuel gauge nor the speedometer/odometer worked. But Red made it there and back, earning her the chance at another run. I think another first (certainly of note), is that all the cars out enjoying the fun in the sun on this run (how's that!?) were of British make. That doesn't mean that you couldn't have joined us.

We had several members attend BritFest 2011 at Horseshoe Lake in Parsippany, NJ on

May 7th. There were around 300 cars present to enjoy the beautiful Spring Saturday. The following members were known to have participated: Ian & Sue Kessen, Larry & Diane Gersten, Andy & Martha Smith, Nick & Alice Ferrante, Allen Rosenberg, Jim Vollmuth, Bill Kaltnecker, Mike Adams, Ralph Scarfogliero, Bob Markovich, Rob Francis, Steve Feld, and Hank Bernstein. John and Al Fraiser of Auto Tech in Long Valley, NJ brought out a 3000 belonging to Don Storm. And apparently, there was a Sprite of some sort that belonged to a fellow by the name of Ken D. that pulled a vanishing act, because no one seemed to have known it was even there until it was announced that it had won 3rd place in the Sprite category. Other winners included Nick Ferrante (2nd Sprite); Mike Adams (1st Sprite); Steve Feld (3rd big Healey); Andy & Martha Smith (2nd big Healey); and Rob Francis (1st big Healey). Alice Ferrante won 2nd in the MGB class. Ralph Scarfogliero took home 1st place in MGA Modified, and not just because he was the only entrant in that class, but because he earned it! My thanks to Larry Gersten for this report.

BEST OF SHOW was awarded to Andy & Martha Smith with their freshly restored 3000

Next up was our monthly club meeting, held on Tuesday May 17th at the Sheraton Tara, in Parsippany, NJ. The meeting started at 7:00 PM with a tour of the facilities so we could check out the feasibility of basing Encounter 2012 at this venue. It is a great looking place, resembling a castle from the outside. During the meeting, a few pros and cons were discussed among those members present. Those members attending were: Ian Kessen, Larry Gersten, Art Herkomer, Tom Mulligan, Ralph Scarfogliero, Steve Feld, Allen Rosenberg, Steve Jekogian, Richard Ippoliti, and George Crombie. Among the pros noted were: the appearance, great banquet facilities, the fact that the hotel will have completed major renovations of most of the common areas well in advance of our arrival, friendly and courteous staff. Cons included harsh speed bumps in the parking lots, the relative inflexibility on certain key points, and the fact that this venue is again located in Parsippany, albeit a different area. The members present (a.k.a. "the voting panel") were polled, seeking first, and then second, choice out of the Marriott, the Sheraton, and the Crowne Plaza, in Somerset. Enough interest was expressed in the Crowne that it was determined to check it out, as well. This was accomplished on Monday night, May 23 by Steve Jekogian, Allen Rosenberg, Ian Kessen, and late arrival George Crombie. George lives the closest to this area, but was the last to arrive. His

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## North Jersey Cont...

excuse was that he thought the meeting/tour started at 7:00 and not at the 6:30 PM time that was listed in the e-Flash he had read a few days before. At any rate, we had a good tour of the Crowne, and many concerns were addressed with some discussion over a free drink in the bar following this. You see what you could be missing out on at one of these impromptu get-togethers?

On Friday May 20th, Larry Gersten, Steve Jekogian, and Ian Kessen all headed out to Carlisle, PA for the Carlisle Imports Show and Swap Meet. They seemed to have had a good time of it, despite the slightly damp weather. Just to be a little anti-social, George Crombie went out on Saturday. The weather (and the drive) was absolutely gorgeous. This was topped off by a trip with the family to Polar Cub in Whitehouse for a hot fudge sundae at the end of the day. On my way out to Carlisle, I stumbled upon a candidate for Steve Jekogian's next project: a 1958 Bugeye for the mere asking price of \$400. Steve said that it's actually in better shape than one of the ones he recently picked up. This Sprite was spotted on the side of Highway 11 in Carlisle, not more than five miles from the Fairgrounds. The sellers even "have the headlites"; but no mention of anything else that they might have. Give them a call if you are interested.

The Sandy Hook Tour that was scheduled for May 21st was cancelled due to lack of commitment. Only two or three members had expressed interest before Tour Director Richard Ippoliti had a conflict of interest and couldn't lead it. After there were no other volunteers, the tour was scrapped.

Other upcoming events for our area in the near future include:

JUNE 3-4th Limerock SCCA Rally (Limerock, CT)

JUNE 4th Bonnie Brae Highland Games and Car Show (Allen 732-742-4642)

JUNE 5th Red Mill British Car Show (Clinton, NJ)

JUNE 11th Touch of England Car Show (the Hermitage, HoHoKus, NJ)

JUNE 21st Monthly club meeting (LaCucina, Denville, NJ)

JUNE ?? Ice cream social (date to be announced)

JULY 3rd – 8th AHCA Conclave (Crowne Plaza Hotel, Colorado Springs, CO)

JULY 19th Monthly club meeting (LaCucina, Denville, NJ)

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# Brandywine

by Ernie Leser

A number of Brandywine Region members did make it to the Carlisle Import Show on Saturday, May 21st. Members attending included Steve Garrett, Chuck Ott, Michael Oritt, Mike Jennings, and Jim Martin. Steve and Jim drove to the event in Steve's Mini Cooper. Mike Jennings drove his BJ8, which he also entered into the show. Michael Oritt reports that his 100 ran very well to Carlisle and back down to his home in southern Maryland. Chuck Ott's Sprite also performed very well, not encountering last year's bad rotor problem.

Both Mike Oritt and Chuck mentioned the very good food the Harrisburg Region provided for lunch at the AHSTC tent. The new club banner was unveiled here, with a nice picture of Chuck's Sprite (NOTAMG license plate) prominently displayed. Vendor turnout was light, but the show field was pretty crowded with all sorts of cars to look at. Attendance was up likely due to the excellent weather in an otherwise rainy May. Many thanks to Chuck Ott and Michael Oritt for the above Carlisle Show input.

Yours truly meanwhile got embroiled in the yearly maintenance of my BJ8. All routine of course after doing the usual stepwise list for many years. Leave it to me to make it exciting however. Several years ago, the car was equipped with a "Pertronix Ignitor" electronic ignition system. This has performed quite well. In my desire to oil the felt pad in the distributor under the rotor, I not only removed the rotor (which was stuck), but mistakenly also removed the magnet sleeve from the distributor shaft. This is part of the electronic ignition system. It turns out that this part is quite tricky to re-install. It must be very carefully fitted so that the hexagon grooves of the sleeve mate with those on the shaft. If they don't match up exactly, it is near impossible to press down the magnet sleeve to its fully seated position without destroying it. Bottom line - - do NOT remove this part unless absolutely necessary.

Encounter registrations are coming in at a good rate. Wednesday's Strasburg Railroad Dinner Train event is essentially sold out as we are very near the maximum capacity for the two dinning cars. We will have a walk through of the Encounter Hotel this month - cheers!

**Upcoming events for Brandywine are as follows:**

- June, Sat.18th, 12 noon. Encounter Hotel walk through. Meet at the Revere Tavern, Paradise, Pa. We'll do lunch. Contact is Dave Ehret (610-353-0698).
- July, Sat.9th. Brewery Tour. This will be at the Twin Lakes Brewery in Greenville, DE or the Victory Brewing in Downingtown, PA. Check E-Flash closer to the event.
- August, Sat.6th, 1pm. Encounter meeting. The Leser's house, 2 Orioles Nest, Elkton, MD. RSVP to Joan (410-398-7308).

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**May 21** Post-War Years

**May 28** Estate Vehicles



# ENCOUNTER 2011



The Brandywine Region of the  
Austin-Healey Sports & Touring Club  
presents  
**ENCOUNTER 2011**  
"Healeys in Paradise"

August 10-14, 2011

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Evening Phone \_\_\_\_\_ Email \_\_\_\_\_  
Guests' Names / Children's Names and Ages \_\_\_\_\_  
Region/Club Affiliation \_\_\_\_\_

**Car Information**

1. Model \_\_\_\_\_ Year \_\_\_\_\_  
2. Model \_\_\_\_\_ Year \_\_\_\_\_  
3. Model \_\_\_\_\_ Year \_\_\_\_\_

**Check the events in which you will participate:**

Popular Show \_\_\_\_\_ Rallye \_\_\_\_\_ Valve Cover Races \_\_\_\_\_  
Gymkhana \_\_\_\_\_ Funkhana \_\_\_\_\_ Kiddiekhana \_\_\_\_\_  
Photo/Model/Craft \_\_\_\_\_ Wine & Cheese/Charity Auction \_\_\_\_\_  
(Charity Auction benefits MS)

1. Complete registration form
2. Make check payable to "AHSTC-ENCOUNTER 2011"
3. Mail to: Encounter Registration  
c/o Chuck Ott  
109 Airmont Dr  
Middletown, DE 19709-9506  
302-378-7287 PM or chucknsueo@aol.com

Is this your first Encounter? Y / N  
Will you need Flea Market Space? Y / N  
Will you need Regalia Store Space? Y / N  
Will you need space to park a trailer? Y / N  
Are you staying at Paradise Best Western? Y / N  
When will you arrive? Wed 8/10, Thurs 8/11, Fri 8/12, Sat 8/13

**Registration Fee includes:**

- One show car, 2 adults, and children under 21 for all events (Additional adults on a single registration are extra)
- Free access to our hospitality room for the weekend
- Registration gift
- Free flea market space with registration\*\*\*\*
- Registration packet includes dash plaque, assorted goodies, and local information

www.austin-healey-stc.org

**Hotel Registration:**

Call Paradise Best Western Revere Inn and Suites – 800-429-7383 for reservations. Mention "Austin-Healey Encounter" to get the special rate starting at \$85. Register by July 5, 2011 to guarantee room availability.++

Concours requires additional registration through the National Concours Registry. To purchase the required concours packet send \$20 to Mike Osipik, 39 E. 55th Terrace, Kansas City, MO 64113. Email mikeosipik@earthlink.net or phone 816-333-2506. Concours packets must be obtained prior to arrival at Encounter. There will be a \$70 Concours fee per car payable with your registration for judging at Encounter. Deadline is 7-31-2011

\*\*\*\*All Flea Market Vendors must register for Encounter  
++ Plus taxes and fees - Includes free continental breakfast for participants staying at the Best Western

**REGISTRATION FEES**

\$45 if postmarked by June 15, 2011 \_\_\_\_\_  
\$60 if postmarked after June 15, 2011 \_\_\_\_\_  
Extra Cars \_\_\_\_\_ @ \$10 each \_\_\_\_\_  
Extra Adults \_\_\_\_\_ @ \$10 each \_\_\_\_\_  
WED 8/10 Dinner on Strasburg Railroad  
Adults @\$43 \_\_\_\_\_ & Children \_\_\_\_\_ @ \$26 each \_\_\_\_\_  
(Seating is limited so book early)  
FRIDAY 8/12 Luau  
Adults & Children 10 & Over \_\_\_\_\_ @ \$30 each \_\_\_\_\_  
Children 9 & Under \_\_\_\_\_ @ \$17 each \_\_\_\_\_  
SATURDAY 8/14 AWARDS BANQUET  
ALL \_\_\_\_\_ @ \$30 each \_\_\_\_\_  
Family Style dinner – chicken, beef, & fish  
Pizza Party—Children 4 to 10 yrs old \_\_\_\_\_ @ \$10 \_\_\_\_\_  
Concours Judging Fee @ \$70 per car \_\_\_\_\_  
Chinese Auction Tickets 7@ \$5 pre-purchase only \_\_\_\_\_

Total Remitted (US) \_\_\_\_\_

# Encounter 2011 update

by Chuck Ott

**E**ncounter 2011 registrations keep rolling in up to 57 as of this writing. Don't forget the early registration deadline of June 15 for the discounted registration rate of \$45. After June 15 the rate is \$60. The hotel has all of the \$85 rooms booked for Friday night, but if you are only staying Saturday night you might still be able to snag one. The other rooms are going fast too, so book early for best selection. One more thing, the Wednesday night dinner train has sold out. Thanks to all who registered early for this attraction.

I know many Healey owners are both history buffs and driving enthusiasts. This Encounter location combines both, being an important milestone in the history of driving. The Revere Tavern lies along a historic highway. One that has building shaped like objects. An early American highway that has been all but taken over by modern interstates but still has remnants of time gone by. No, I'm not talking about route 66, that's only a bit over 2000 miles and only goes from Chicago to LA. I'm talking about the Lincoln Highway, promoted in 1912 by Carl Fisher of the PrestoLite carbide headlight company as the first national memorial to Abraham Lincoln. It was opened in 1913, nine years before the Lincoln Memorial in Washington, DC. Carl Fisher was also the driving force behind the Indianapolis motor speedway and the Miamin Beach resort. The idea of this highway across America was to promote auto travel by giving automobile drivers a route to get them across the country. It runs between Times Square in New York, NY and Fisherman's Wharf in San Francisco, CA, just over 3000 miles. And it runs right in front of the Revere Tavern and Best Western Hotel. It has landmarks such as the Haines shoe house in Hallam, PA, which is a landmark house shaped like a

shoe, and the Coffee Pot restaurant in Bedford, PA. So skip the interstate and take route 30 through PA, following the route of the Lincoln Highway!



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# Healeys at Carlisle Imports

*Photos submitted by George Crombie*



# Healey Houmor

*by Steve Jekogian*

There are a lot of jokes about Healey cars and owners but here is another sent in  
by Shawn Miller

Three guys died. When they got to the pearly gates, St. Peter met them and said, "I know that you guys are forgiven because you're here. Before I let you into Heaven, I have to ask you something. Your answer will depend on what kind of car you get.

The first guy walks up and Peter asks the first guy, "How long were you married?"

The first guy says, "24 years."

"Did you ever cheat on your wife?" Peter asked.

The guy said, "Yeah, 7 times, but you said I was forgiven."

Peter said, "Yeah, but that's not too good. Here's a Bugeye Sprite to drive."

The second guy walks up and gets the same question from Peter and says, "I was married for 41 years and cheated on her once, but that was our first year, so we really worked it out."

Peter said, "I'm pleased to hear that; here's your 3000."

The third guy walked up and said, "Peter, I know what you're going to ask. I was married for 63 years and didn't even look at another woman! I treated my wife like a queen!"

Peter said, "That's what I like to hear. Here's a 100 S!"

A little while later, the two guys with the Bugeye and the 3000 saw the guy with the 100 S crying on the golden sidewalk, so they went to see what was the matter.

When they asked the guy with the 100 S what was wrong, he said, "I just saw my wife; she was driving a rubber bumper MG Midget!"



# To Restore or Not to Restore

by Paul Parfrey

That is the question, whether it is far better to leave an old car alone or take up tools and restore it and thereby lose its history? For a very long time, the answer was to restore it. Who wants a shabby old car? No one; so if you had the money, you'd restore it. Lately, the worm has turned, as some in the old car community would rather leave it alone. Like antiques, a car acquires a patina. This is certainly subjective as where do you draw the line? What state of decrepitude forces you to redo it? A number of LI members have original interiors in their BJ8s. Noel Gish's, Cathy Preston's and Diane Squillari's cars come to mind, presentable but showing varying degrees of wear for 45 years or so of use. I had the original interior in my '65 BJ8 until the early eighties when the seats were just too ripped and worn. (The car already had 100,000 miles on it when I bought it.) LI member, Arthur Lange, has an MGTC and Morgan that are unrestored but well-preserved.

Prestigious car shows have instituted award classes for unrestored, original cars. Famous collectors like Jay Leno and the Simeone Museum have such cars in their collections.



*Diane Squillari's unrestored '65 BJ8*



*Early unrestored BN1 at Conclave 2009*



*The 64 year-old author with 101 year-old Baker.*



*Interior of 1910 Baker Electric*

## Restore Cont...

LI member, Diane Squillari, has a '65 BJ8 bought new by her which is unrestored, parts replaced when necessary, original paint (with just the coves repainted) and interior. (See photo.) Also, an early BN1 was seen at the 2009 Conclave in Ontario with only poor rust repair in the fender and rockers and some mechanical parts replaced, owned by the same family all these years. Should it be completely done over to perfection or, at most, receive a proper repair of the lower body? A final example is the 1910 Baker Electric seen in the Garden City Classic Car Parade this year. Not impressive? Look closer, it wear its 101 years well. A 1912 Model T roadster, beautifully restored, at the same event, to my mind had nowhere near the sensory impact (both visual and olfactory!) of the unrestored Baker. An unrestored car evidences all the bumps along the way, while a completely restored car is undeniably an object of art but without the imprint of the people that used it and the places it's been. To my mind, there is room for both in the old car community and for those cars somewhere in-between that belong to the rest of us.

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# Sprite Achieves “Hypermileage” Results in 1959

by Gordon Whitby, Special Contributor

**G**as prices are rising every day—over \$4/gallon in most of America. Hybrid cars are becoming a ballyhooed alternative to the combustion engine. Hummers and SUVs and other gas guzzlers are losing their appeal and their trade-in value. What’s a thrifty guy to do?

As far back as 1959, the answer was clear: get a Sprite. A then-new Austin-Healey Bugeye/Frogeye Sprite was entered in the foreign car division of the Mobil Economy Run in the Los Angeles area. Driven by BMC dealer Jim Parkinson, the little Sprite, with a stock 948 cc engine, averaged an amazing 56.50 mpg. to win its division.

While all cars in the run had to be stock, there were ways to legally enhance the mileage figures. As a mechanic with Gough Industries in the Los Angeles, California area, I prepared this Sprite and other BMC cars for the various economy runs held nearby. The little “enhancements” included a driver with a very light touch who concentrated on the type of roads, hills, and surfaces he would encounter in the run. Mechanical



At a BMC training class in Los Angeles in 1960, Instructor Gordon Whitby is seated in the last row, to the right of the man in the bowtie standing at the rear of the class.

## “Hypermileage” Cont...

preparation achieved a reduction in friction and improved aerodynamics, with carefully placed tape in certain areas (sounds like the Miss America pageant adjustments for the swimsuit category).

During the run, each car carried an event official as a passenger over a designated route. The run started in downtown Los Angeles, coursed through the city streets, and then took to the high mountains before retuning to the city.

A 1959 MG Magnette Sedan that I prepped also took a first place, in the 1500 cc Sedan category. It was an impressive showing for BMC’s economical motorcars.

We read about all the new hybrid and electric vehicles today, all struggling to improve fuel economy. Over 50 years ago, that little Sprite, averaging over 56 mpg, would have beaten most, if not all, of today’s vehicles, without any help from electric motors, hybrid gizmos, sophisticated direct injection fuel metering, or turbochargers. Maybe a return of the economy run competitions will occur in these so-called “green” times.

Notes on the Author: Gordon Whitby, who in 1952 emigrated to America from his native England and Northern Ireland, worked for Gough Industries in southern California, where he prepared British race cars for some of America’s premier racing drivers. He was the only American mechanic invited to be part of British Motor Corporation’s (BMC) speed and endurance record runs at the Bonneville Salt Flats, Utah, in 1956, ’57, and ’59. Gordon is a member of the British Racing Drivers Club (BRDC) and the British Mechanics Club.

His book *Earning the American Dream* recounts his time with BMC and his later automotive involvement with Nissan. To purchase the book, go to [www.classicmgmagazine.com](http://www.classicmgmagazine.com) and click on “Books.” —Baird Foster



*Jim Parkinson, a BMC dealer, displays the winning figure of 56.50 mpg following his drive in a Bugeye/Frogeye Sprite in the 1959 Mobil Economy Run in the Los Angeles area.*

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# Harnessing Horsepower: The Pat Moss Carlsson Story

by Baird Foster

*Harnessing Horsepower: The Pat Moss Carlsson Story*

By Stuart Turner

Pat Moss Carlsson's life story reads like the script of a Hollywood Oscar contender. Proficient in and a champion of the four-wheeled and four-legged horsepower arenas, Pat's energy and talents took her to the top in both. *Harnessing Horsepower: The Pat Moss Carlsson Story*, told by motorsport maven Stuart Turner, relates Pat's participation in the dual worlds involving horsepower, both mechanical and animal.

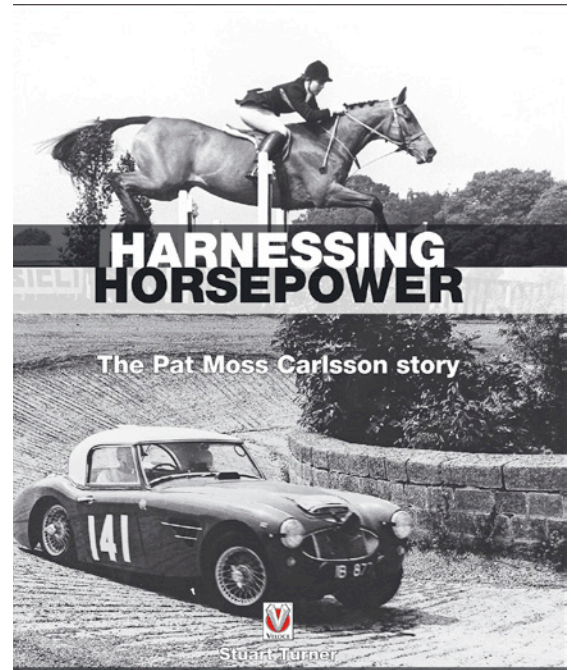
Although most casual observers of European rallying history of the 1950s-'60s-'70s are aware of Pat Moss Carlsson's rallying successes, many in Big Healeys, they likely do not know of the other side of her athletic prowess: show-jumping. An introduction to horses at age four led to intense interest and participation in that arena—and the invitation at the unheard of age of seventeen to join the British Equestrian Team. Her interest in horses remained with her during her lifetime, and in fact, exceeded her interest in cars and rallying.

In his witty and humorous style, Turner explores the parallels between successes in car racing and show jumping. Balance, stamina, determination, a competitive spirit, and attention to detail are important requirements of both sports; Pat possessed those qualities, and more, in abundance. Highly successful in show-jumping, she used some of her show-jumping prize money to buy a Triumph TR2, and thus began her rally career.

When she needed funding for her rallying, she approached the competitions chief at Triumph, who offered a car but no expenses. Pat already had the car and needed the funds—Triumph's response of "Oh, what a pity" didn't discourage her. Instead, she successfully sought help from BMC. Turner notes that Triumph's refusal to finance Pat Moss was the "motorsports equivalent of refusing the Beatles a recording contract."

Faced with difficulties and seemingly impossible situations, Pat's patience and resourcefulness carried her through in rally competition.

In the 1960 Rome-Liège-Rome marathon rally, with Ann Wisdom as co-driver and navigator, Pat had an outright win in an Austin-Healey 3000. But she liked her Morris Minor 1000 better. She felt that all the BMC Works drivers were frightened by the Big Healeys. When reunited with the restored 1960 Rome-Liège-Rome Healey URX



*A young Pat Moss practices a jump on "Danny Boy" prior to an international show. (Veloce photo)*

## Horsepower Cont...

727 many years later, Pat sat in the car but declined to drive it. She explained, "The bloody thing didn't kill me 40 years ago, and I'm not giving it a chance now." Later, when she became interested in flying, with her husband, racer and rallyist Erik Carlsson, she quipped: "If I can drive a Big Healey, I am sure I can fly a plane."

Author Stuart Turner has been involved in motorsport all his life, both as a competitor and a team manager. He headed the Competition Department at BMC and later at Ford Motorsport. In 2009, Turner received the Motor Sport Association's most prestigious award for service to motorsport, the Prince Michael Award of Merit. Currently he is Chief Executive of the Motorsport Safety Fund, which produces safety training material for the sport. He knew Pat well; not only did he navigate for her on British rallies but also served as her team manager at BMC. He also rallied with Erik Carlsson, Pat's husband; they won the RAC Rally.

Turner notes: "Although I'd had around 20 books published on various topics from motorsport to renovating cottages, I'd never done a biography before when Sir Stirling (Moss) and Erik (Carlsson) asked if I'd write one on Pat. So I approached the task with some trepidation. I needn't have worried because the help and cooperation I got from the family as well as from Pat's friends, colleagues and co-drivers was just amazing. It demonstrated to me very clearly the affection and respect in which Pat was held. A remarkable lady. It was a privilege to know her."

Aficionados of competitive horse show-jumping and rallying will enjoy reading about the life and dual



*Pat (center) and Pauline Mayman (at Pat's right), with the Works Healey XJB 877 at the 1962 Acropolis Rally. They won their class and the Ladies' Award on this, their first event together. (Veloce photo)*

careers of one of the greatest rally drivers of all time who also reached the top in the equine world. Pat Moss Carlsson, sister to Sir Stirling Moss, lived a life to be admired, respected, and remembered. She passed away October 14, 2008 at age 73.

The book includes a Foreword by Erik Carlsson and Sir Stirling Moss, an index, and a comprehensive list of Pat's International Motorsports Record, from 1955 to 1974. Specifications: \$49.95 USA, plus S&H; £24.99 UK plus S&H. Hardback: 10 1/8" H x 8" W; 160 pages, 117 illustrations. ISBN 978-1-845843-06-9. UPC 6-36847-04306-3. BIC classification: BGS. Published April 2011 UK and USA by Veloce Publishing Ltd., [www.veloce.co.uk](http://www.veloce.co.uk).

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# Classifieds

## Of Interest/For Sale

**1967 A-H SPRITE.** Excellent project. I bought this car to restore but some priorities have changed making it necessary to sell. Engine is out (but runs fine) and front wings are off so it could be inspected for rust. Some minor rust, but posts and rockers are good. This is an excellent Sprite project with it's original 1275 engine with hardened crankshaft. An original BRG Sprite, it's original black Interior is good as are the windscreen, bumpers, and body panels. Basically the car needs a brake job, paint and new top. Asking \$2200.00. John Wright 610 248 8295 or Mogfrog1@gmail.com



**1978 450SL** .original California car, second owner,original bill of sale.108,000 miles, garage kept. Hardtop included, 4WDB, IRS, upgraded chrome MB 16" wheels, 225x16 front, 245x16 rear tires providing excellant road handling. \$8000.00 Contact Ralph 201-206-1389

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**FACTORY HARDTOP FOR SALE.** These are getting hard to find. This is a 1959 hardtop that fits all side curtain/ four seater 100-6 and 3000's. It is best described as a survivor- being stored in garage rafters for 40 years! Complete. All original seals, hardware, and glass. The glass is very clear and very usable. Some small imperfections, but good overall. Appears to have original Colorado red lacquer paint (aged with some scratches, and chips- no stress cracks though). Headliner is all there with some aged appearance.

Would consider taking a \$500 non-fundable deposit. This means when the \$500 is in my hands, the hardtop is yours when you pay the balance. If you don't pay the balance and pick up, you don't get the \$500 back. Until a deposit/ or cash is in my hands, first come first serve. I had a guy try and play games with me on a car I sold, so I am just making sure this is clear (its too bad, I have to do that). Shawn Miller. Located in Lancaster, PA. Pick up only. \$2,100.00

**AUSTIN HEALEY 3000 PARTS.** David R. Koch. 508 Cross Timbers. El Paso, TX 79932. drkoch@aol.com (915) 585-8863 (home), (575) 678-8615 Give me a call if interested. Austin Healey 3000 MK I BT7 (four-seater) (Dec. 1960). Detailed, individual parts photo available.

**“I’M SELLING MY BODY!** . I am selling all 4 fenders, both doors, bonnet and boot lid. I am the original owner of this 3000 MKII and all the body panels are original as when I purchased the car new (except for abnormal wear and tear). If you have ever tried to fit reproduction body parts and need replacement panels, you will appreciate these originals. Priced at less than 50% of new, but not-so-well-fitting, body panels. Also, I am selling the roll bar and tonneau cover (also pictured) for \$300. The roll bar fits under a soft or hard top and the two rear braces bolt to the rear panel. The main hoop mounting plates are fitted to the floor contour and also bolts thru the floor (a plate needs to be welded to the frame from underneath the car). The tonneau cover is navy blue, fits neatly against the roll bar and is in very good condition. Contact Del Border at 717-235-1086 or [dborder@state.pa.us](mailto:dborder@state.pa.us).”



**1968 MGB ROADSTER:** chrome bumper, straight, solid, California car, not running, but complete and together. \$2,500. Contact Bob Pense 732-469-6685 or at [pensenwood@aol.com](mailto:pensenwood@aol.com)

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### **354 GEARS**

Here is some info for AHSTC members who are interested in changing their A-H 3000 rear differential gears [with overdrive unit] from the standard 3.9 ratio to a 3.54 ratio. Results are more usable first and second gears and a reduction in rpm at highway speeds. Orders are being taken by Daniel Lempert of Lempert Wheel; for details, email Dan at [354gears@gmail.com](mailto:354gears@gmail.com)

The cost is \$425 US which includes the ring and pinion only and also shipping. To place an order, send check payable to Daniel Lempert, 18 Princeton Ave., Rocky Hill, NJ 08553. Checks will be deposited when the minimum run order is placed for manufacture. I’ve ordered mine already. Perhaps you could make note of this in The Flash. According to Baird Foster, a group of these gears were made about 8 or 10 years ago with outstanding results; this next batch will be made by the same American manufacturer.

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## Wanted

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## Regalia

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*Questions – Call Trish Woglom at 610-310-2037.*

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# Upcoming Events

6/11-6/12	Hershey Hill Climb	<a href="http://www.vscga.org">www.vscga.org</a>
6/11	"A Touch of England" Hermitage Landmark, Ho-Ho-Kus, NJ	<a href="http://www.njtriumphs.org">www.njtriumphs.org</a>
6/12	18th Annual British Motorcar Gathering, Hellertown, PA	<a href="http://www.keystonemg.com">www.keystonemg.com</a>
6/20	AHSTC Phila Region Mtg Mariano's	<a href="http://www.austin-healey-stc.org">www.austin-healey-stc.org</a>
6/24	Motorcars Under the Stars, Aronimick Country Club, Newtown Square, PA	<a href="http://www.ucpphila.org">www.ucpphila.org</a>
6/25	Brits by the Bay, Westminster, MD	<a href="http://www.tracitd.org">www.tracitd.org</a>
6/26	Larz Anderson Auto Museum British Car Day, Brookline, MA	<a href="http://www.larzanderson.org">www.larzanderson.org</a>
7/9-7/10	Giants Despair Hillclimb, Laurel Run, PA	<a href="http://www.pahillclimb.org">www.pahillclimb.org</a>
7/3 thru 7/8	AHCA 2011 Conclave, Colorado Springs, CO	<a href="http://www.austinhealeyconclave.com">www.austinhealeyconclave.com</a>
TBD	British Invade Gettysburg, Gettysburg, PA	<a href="http://www.britishinvadegettysburg.com">www.britishinvadegettysburg.com</a>
7/15-7/17	Hemmings 4th Annual Concours, Stratton Mountain, VT	<a href="http://www.hemmings.com">www.hemmings.com</a>
7/18	AHSTC Phila Region Mtg Mariano's	<a href="http://www.austin-healey-stc.org">www.austin-healey-stc.org</a>
7/20	Car Cruise at the Waterfront, Pittsburgh, PA	<a href="http://www.pvgp.org">www.pvgp.org</a>
7/20 thru 7/24	AHCA Summit, Sun, and Sea 2011, Holiday Inn 10 Laura Blvd, Norwich, CT	<a href="http://www.acha-newengland.com">www.acha-newengland.com</a>
7/23	British Car Day, Schenley Park, Pittsburgh, PA	<a href="http://www.pvgp.org">www.pvgp.org</a>
7/23-7/24	Vintage Races at Schenley Park, Pittsburgh, PA	<a href="http://www.pvgp.org">www.pvgp.org</a>
7/23	Springfield Vintage Grand Prix, Springfield, MA	<a href="http://www.vscga.org">www.vscga.org</a>
7/24	British Car Show of NE PA, Clarks Summit, PA	<a href="http://www.bccnepa.com">www.bccnepa.com</a>



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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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