

# The *FLASH*

OCTOBER 2012 | ISSUE 420



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



# THE AUSTIN HEALEY SPORTS & TOURING CLUB

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Some Missions Are Accidents

Cover Photos: Ira Udasin's 100 submitted by Long Island

Smaller Photos: Bonneville by Jim Cox; IHealey parking at the Phillips' house for the crab feast by Brandywine



# What's in the Flash

by Steve Jekogian

Cooler weather means car shows and tops up. Dave Venezia Jr. ( Dave's Son) sent this picture of a Wiesmann GT MF5 that is similar to a Healey and interesting the Black 100 hard top was Donald Healey's car back in the day. I wonder what ever happened to the 100 hardtop?

To stay with a British theme check out the link below. Very British and Funny.

<http://www.youtube.com/embed/ik9AtJQXaHQ?rel=0>

And since you are on the internet Take a look at what Hemmings did with a story of Healeys:

<http://blog.hemmings.com/index.php/2012/05/31/handsome-half-pints-colin-rules-tiny-tributes-to-the-big-healey/>



[http://ridefuturecars.com/wp-content/uploads/2012/01/Wiesmann-GT-MF5.](http://ridefuturecars.com/wp-content/uploads/2012/01/Wiesmann-GT-MF5.jpg)

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# Membership

by Rick Brodeur

We have a new member this month.

## HARRISBURG

Charles & Sandra Sirolly  
 Hummelstown, PA  
 1959 BN7

If you haven't signed up to the website you should so you can get access to member-only content. When you sign up on the website as a member I'll get an email. Within a day or two I'll verify you're a member and authorize access to the member only area which includes past Flash's. We have a calendar of events on the website along with Encounter information.

If you have a question about your membership or renewal date, please 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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EVENTS

# Back to Bonneville...

*by Jim Cox*







**B**right salt, cool winds, loud exhausts and a blur... must be another trip to the Bonneville Salt Flats for the 2012 World of Speed for our friends from downunder.

Many of you will remember September, 2009 when Steve Pike, Bruno Verstraete and two reproduction Austin-Healey roadsters converged along with friends new and old to attempt to recreate the excitement and results from 1954. Donald Healey brought both his first streamliner and endurance cars, based upon the 100/100S platforms Utah to challenge the record books for both speed (192.6 MPH) and endurance (132.976 MPH for 24 hours). Donald prevailed and the rest is history as they say.

Steve and Bruno weren't so fortunate—the streamliner topped out at 149.06 MPH and the endurance car (no endurance track exists today) reached 127.7MPH. With little time to test and sort out these cars, this is more a testament to the preparation and skill of Donald and his team as opposed to a failure of Steve and crew. The streamliner returned to Australia where it subsequently exceeded 195 MPH while the endurance car returned to Switzerland and competitive retirement.

Steve has retained the goal of running 200 MPH on the salt and so we met again on September 8, 2012 for a second attempt. Among those that joined Steve were his Australian Team including Joe Jarick and Paul Harris, Austin-Healey Club USA President Tracy Drummond, Ray Junque, Paul Dunnell, Bob Bender, Dave Barton, Ken Fahrback, Bill Parks, Dave Maxwell and Sue and Leroy Joppa. Steve Kingsberry

## Bonneville Cont...

came along again to video all of the action—I expect there will be a DVD available later. My apologies to the 50 or more other Healey fans out there I may have missed! I also want to recognize John Nikas and “Grace”, the BN1 being driven around the country by John in support of his good friend Mike Newsome who is suffering from cancer. As a cancer survivor myself, I was honored to both drive the car on the salt and to sign the hood.

Since 2009, the Streamliner was able to run 189.88 MPH (GPS indicated) at Lake Gairdner in South Australia before that engine was destroyed. For 2012, an entirely new engine was constructed which lowered the compression but increased the boost using a GM 471 Rootes supercharger. Along with other modifications, this new engine was rated at 330 HP @ 5000 RPM running on pure methanol at 18 LBS of boost. This engine, installed into a renewed Streamliner chassis and body returned to Bonneville for one more attempt at the 200 MPH barrier in early September this year. Bruno has published newsletters under the title “Healeys Return to Bonneville” that detail a lot of interesting history and more specifics from Joe Jarick on the current project.

Linda and I arrived at Wendover on Friday evening anticipating an early start on Saturday. These are our recollections from the overall event.

The World of Speed event was scheduled to run from Saturday through Tuesday. We arrived at the salt by 9 AM Saturday and found the team in scramble mode—it turns out that both fire extinguishers had been accidentally discharged which had to be corrected before the first run could be sanctioned by the tech inspectors. Efforts were made throughout the day to replace the bottles but there was a problem with compatibility of the fittings with what was available locally, from other teams or even Salt Lake City. In the end, Saturday was lost.

Sunday morning the fire extinguisher problem was resolved and the first of several runs began. Bonneville’s salt “track” has two parallel runs – a 130 MPH track and a longer track (over 5 miles) for higher speed runs. In 1954 it also had a 10 mile circular track for endurance runs—that is now gone. As I understand it, the process required the team to come up to speed incrementally—to 150 then to 175 before being released to try for 200 MPH. These runs were to be done on the 130MPH track. The first run on Sunday achieved about 153 MPH. A second run was about the same. Metering on the SU carburettor was examined and the connection to the solenoid associated with the supercharger was found to be disconnected.

The car was made ready for a third run but they were rained out as Sunday ended.

They did have a chance to make an adjustment in the angle of the shifter to make for easier shifting overnight.

Monday dawned, and upon restart, the head





gasket was found to be leaking coolant at the rear of the engine. They pulled the head and ultimately found a rear head stud was loose in the block requiring a helicoil to make a repair. Linda and I left for the airport about noon with the car at a machine shop in Wendover being repaired. We learned later that the car did return to the line late Monday, but was once again rained out and did not run.

Tuesday was the last chance and all seemed ready to go. I believe that they made two runs, still in the 150s. After the second run, the streamliner returned to the start with a new hole in the head and this challenge was officially ended. It was another valiant effort under difficult circumstances.

Here are my observations having been to both attempts in 2009 and now 2012. First, I don't consider either attempt to be a "failure". Running at Bonneville for speed is a unique challenge—both in 1954 and now. The right people using the best combination of old and new technology still find running at Bonneville a tremendous challenge. Lots of things have to go just right to be successful. We witnessed many more drivers fail at their attempts than to achieve success. Steve Pike makes his runs without the factory support Donald received from Lucas, SU and Dunlop, among many others. I want to commend him and congratulate his team for their effort and devotion to this Bonneville challenge. They should be able to make 200MPH—they essentially proved that in Australia. Whether they choose to return to Bonneville for a third attempt is a question only Steve (and Helen) can answer. Whatever they choose, it has been a wonderful experience and unique in today's Healey hobby.



## Events Calendar

### OCTOBER

- October 3-7 – Fall Carlisle, Carlisle, PA For More information Click here
- October 7 - Hunt Country Classic - Middleburg, VA
- October 10-13 – Fall Hershey, Giant Center, Hershey, PA. For more information Click here
- October 14- Crab Run to Woodys, North East, Maryland. (More info to come)
- October 21 – AHSTC Harrisburg Region Fall Tour, meeting and pumpkin roll
- October 22 - American Racing Before WWI – Tribute to Fairmount Park GP, Demo Day at the Simeone Museum 1909 American Underslung, 1912 National, 1913 Mercer Raceabout, 1916 Stutz Bearcat

### NOVEMBER

- November 4 – Lanco MG Club, Potluck Dinner & Meeting - Sprengle Village, York (More info to come)
- November 10 – AHSTC Harrisburg Region Awards Banquet
- November 10 – Larson Racing Open House, national champion drag racer Bruce Larson's barn in Dauphin, PA, intersection of Stoney Creek Rd. and Stoney Creek Drive,(600 Stoney Creek Drive), \$10 admission, 10 AM – 6 PM.
- November 23 - 25: Turkey Bowl XVI, Summit Point, WV

### DECEMBER

- December 8 – AHSTC Harrisburg Region Progressive Dinner
- December 8 – Lanco MG Club Christmas Banquet - Fireside Tavern, Strasburg





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# Fall Fest

by Sarah Crombie

So, since my dad decided to jet-set off to Europe for 10 days, one of which being the day of the annual FallFest in Duke Island Park – (not that I can blame him... I would've gladly traded places with him, if only I could win a scratch-off lottery!) – I thought I might write up a short little piece about the car show.

When it was realized that the trip my parents were going on would include the day of the car show in Duke Island Park, my dad asked me if I'd be willing to drive our '69 Sprite, affectionately known as "Little Red," over to the show. Assuming I'd have to work, as it was a Saturday, I would leave a spare key with a member of our club, in case she needed to be moved off the field before I got out of work. I agreed. The next thing on the "To Do" list, since I'd never driven Little Red solo, was to get me some drive time before my dad left. As his departure date was coming up, we were running out of days in which I got home from work with enough daylight hours to practice driving "Little Red." Then, less than a week before the car show, we got in just enough time (between rain showers) to "stretch her legs" and get her some gas. I didn't do too badly – maybe only ground about a millimeter off the trans as we were backing out of the garage. We pulled into the gas station and my ever-encouraging father says, "Don't take out the pumps!" (Really, now! Where's the confidence in that statement?! Sooo I drove his car off the alignment rack back in high school. And maybe I drove the teacher's car into the wall while trying to pull it into the bay. Ok, so I can see how this isn't looking too much in my favor, but that was high school! That was a long time ago!) Well, I'll have you know that I succeeded in not taking out the pumps – only stalling the car out as we rolled up to the pump. (My dad made me nervous, and the car has a low idle - totally not my fault.) Anyway, as my dad filled up I couldn't help but find bemusement at the thought of me driving this beloved classic solo. (And yes, I know I was only going across the street, but this drive was only a 7 mile loop!) In another show of confidence, when we got back and were coming up our street, my dad says to me, "I'll put it in the garage." (What, you don't trust me? I didn't take out the pumps, did I?!)



## *Fall Fest Cont...*

Well, ok, we got at least our 1 “practice run” in. As the days went by, we were keeping half an eye on the forecast for Saturday. (I was not here last year, but heard tales and saw photos of the hurricane that decided to muscle her way in on last year’s show.) Seeing a possibility of rain for Saturday over the course of a few days, my dad, at least, was beginning to think it may get rained out again. When he left on Wednesday, he was still unsure. But I, in an attempt at reassurance, told him “not to worry, that I would take care of it, and to leave it my capable hands.” (I don’t know how much he believed that, and was comforted by that thought, but I’m sure he was on the phone to the insurance company as they waited at the gate to board!)

Well, as luck would have it, Saturday dawned a beautiful day, and, just as lucky, I ended up not getting scheduled for work that day! I somehow managed to get up ~8:30, (and not hit “snooze” 50 times until it was a more reasonable hour to wake up – like noon), remembered everything I was to take with me – even the car! – and drive over to the park, making it before show time, (not stalling out once, I’m pleased to report)! Of course, after being directed where to park and doing so, I promptly walked back home and went back to bed, but I digress.

Back for “Take 2” around 12:30, I checked out some of the other attendees, did a little crocheting by the car, visited with few folks, and wandered off to find some food. Ok, now “Take 3.” Apparently, in my last absence, I’d missed the raffle ticket hand-out, and was getting back in the midst of Allen Rosenberg calling out numbers. Bummer – to think I was doing so well in the story I was going to tell my dad! That’s ok, though. I was able to redeem myself when, after the raffle winners were called out, the awards began! For one thing, I had a light bulb, dim as it may have been, go off just in the nick of time, and thought to try and write down the winners, so my dad could have them for his newsletter article. Since Larry Gersten was kind enough to offer to e-mail the info to my dad, I won’t embarrass myself by mangling the names I phonetically wrote out in chicken scratch! It was the thought that counts, though! That was one thing, though. For the other thing, I went up to claim the First Place award for Little Red in the Square Body category. Of course, it does help to be the only car of your class in attendance, as Larry and his Bugeye can also attest to! ☺

After the awards – and plenty of pictures to prove to my dad that I was actually able to get up and drive the car over, getting it there in once piece, (relatively





## *Fall Fest Cont...*

speaking, of course.. at least she was in no worse shape than I got her in!) – most of the people had cleared out. A few from the Triumph club, along with Larry, Allen Rosenberg, and me lingered to socialize while the weather was still in our favor.

As a cute little side note: after I'd said my "See ya later's" and got back to the car, there was an Asian man and his daughter admiring the few remaining cars on the other side from where we'd congregated. I only mention this to say that they were most definitely not familiar with these cars in the least! Well, of course he was curious what they were, and why we were parked on the field! I told him a little bit about the cars and the show we'd just had, and the little girl was smitten with the cars, for lack of a better word. It brought me back to when I was little, and my friends saw our 100-4 for the first time. In general, I feel like the admiration for these cars is different on a little kid's face than on an adult's – it's like genuine awe, as though they were seeing something magical. If my dad had been there, I'm sure he would've offered to take them on a ride around the park. Since he wasn't and I wasn't quite that comfortable with my driving "expertise," all I could offer her was a seat behind the wheel. Well, she was so excited! Even in Little Red, her head didn't clear the side of the car when she sat in it, so I suggested she may want to stand – or at least kneel – on the seat. Also, luckily, her father was standing and much taller anyway, so they managed to get a few pictures. I don't know that they'll remember what kind of car it was, when they show off those pictures, but at least it

was a story for them!



Leaving, I ended up leading poor Larry out, who was stuck behind me as I stalled the car out trying to pull out of the park! (And my luck was going so well, too! Of course I have a defense, though: it was an incline at the stop sign with a long line of cars coming; I was trying to keep the RPM up, while trying to stop for the sign and cars, and the parking brake needs to be adjusted. Larry, there are chocolate chip cookies in it for you if you'll vouch for me on this! ☺) Well, I finally got Little Red home, just after my brother got home from work to witness me stall the car out about 3 more times going up the driveway – (if my dad had let me pull it into the garage on our "practice run," that part wouldn't have happened!) Finally declaring the car "close enough" to being inside the garage, I decided to get out and push her the rest of the way in! Although proud of myself, I (sometimes) know better than to push my luck, so there she sat until my dad came home a week later!

# North Jersey

*by George Crombie*

These deadlines are killing me. Well, maybe not quite literally, but it sure feels like it. I was actually hoping to get sort of lost at the airport in Munich, Germany a couple of weeks ago so I could remain on vacation for another month or two. Unfortunately, my wife had to go back to work and she wouldn't dream of leaving me over in a foreign country by myself. Something about "the natives wouldn't be able to handle you..." So, here I am, for better or worse. On a little side note: we (actually, "she"; as I claim ignorance) got stopped at Customs in Philly for "attempting to smuggle an apple into the U.S. of A. inside a knapsack without properly disposing of said apple." It was subsequently confiscated, our carry-on (said knapsack) and even our checked suitcase were both carefully re-screened, and then we were sent on our way.

I am surprised to say that while we were gone, life back here on this side of the big pond continued, pretty much as normal. Imagine my surprise to discover, upon my return, that the scheduled car shows and other events had actually happened without so much as a minor hiccup.

Wow. Talk about feeling so small and insignificant. It was a rude awakening, I can tell you that much.

I know that I missed FallFest at Duke Island Park on September 8th, and the big Warren Car Show the following day in Warren. Daughter, Sarah, managed to drag her sleepy self out of bed just long enough to drive Little Red across the road to Duke Island Park for FallFest, so she has taken it upon herself to write up a report on it. From her pictures (her brain was still in "sleep" mode), Larry Gersten took home 1st place in the Bugeye class and Little Red took home 1st in the Square body Sprite category. From the pictures, I recognized Ian Kessen's BT7, Steve Feld's BT7, and a red Mark I 3000. She didn't take any notes as to who placed in the big Healey classes. She did say that she saw Larry Gersten, Allen Rosenberg, Bob Pense, Ian Kessen, Steve Feld, "...and maybe some others, but I wasn't really that awake..." to be sure. Overall, she did a pretty good job covering for me. She also made a note that (if I can make out her writing) Frank Angellini won Best of Show with his white Triumph TR3.

The next event that I made it to was the monthly Regional meeting on September 18th at the Bamboo Grill in Basking Ridge. The day dawned cool and overcast with a threat of showers, or worse. Fortunately, the showers held off for most of the day. Unfortunately, the skies opened up and literally just dumped buckets an hour or two before meeting time. A few brave and hardy souls (sure, that's what I'll call them...) ventured forth and still made the meeting. Those that refused to allow almost 2 inches of monsoon-like rain in under an hour dampen our evening out included Jim Vollmuth, Ian Kessen, Bob Swanson, Steve Jekogian, Bob Pense, John Moore, and George Crombie. If anybody else needs an alibi, just call me and let's talk... Topics that were discussed were many and varied. Those that I can recall included: Ian gave us a synopsis of the AHSTC Board Meeting from Encounter, as well as attendance and financial figures; a lot of talk regarding upcoming car shows and which were deemed to be the best of the best; Bob Pense delivered the rally plates that those present had ordered and paid for; and a very educational discussion on tachometers (and fuel gauges!) and how to adjust/calibrate these creatures.

I know that there are plenty more shows around the area, and quite a few of our members have been discuss-



## North Jersey Cont...

ing plans on who was going to which ones, but as my thoughts have been elsewhere, I have not been able to make it out to many functions lately. The rest of the year doesn't look too much better, either.

There are several other events on the near horizon, most notably the Fall Tour, which is scheduled for Saturday, October 6th, and will be on whether it rains, shines, or even snows.

The rain date for this is, yeah right; thought you'd catch me on this one, didn't you? October 6th. That's the date.

On Saturday, October 13th, the Eastern New York MGA Club will be hosting its (17th annual fall) Gymkhana-Lobsterfest at Floyd Bennet Air Field. The rain date for this is the following day. A flyer is available online or contact Ian Kessen for more details. Time will be very short by the time you read this in the Flash, so don't delay if you plan to participate.

As always, keep checking your e-Flashes from Ian for the latest information on events and happenings. I will try to make it to as many events as I can, but if you make it to a show or something and you don't see me, you are more than welcome to take a few notes (and pictures!) and send me an e-mail, and I'll try to put something together.



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# Brandywine

by Chuck Ott - substitute newsletter scribe

**E**rnie and Joan Leser are STILL out touring Europe, so once again I get to fill the roles of president AND scribe! They'll be back in time (just) for the picnic on October 7.

The annual crab feast was held at Bruce and Inan Phillips' vacation home on the Chesapeake bay in St. Michael's MD. This had been the venue for many years but had not been held there for quite some time. Most of you know Bruce and Inan own Healey Surgeons, where they repair and sell parts for Healeys. They designated Healey parking in front of the house, others had to find parking elsewhere on the property. Attending from the Brandywine region and driving Healeys were Chuck and Gina Ott (Sprite), Steve and Kris Garrett (Sprite) Jim Martin (BJ8), Steve Jaagus and friend Dennis (BJ8). Other attendees included Pete Roberts and Dee, Dave and Brian Ehret and Heather, Tom, Diane and Mike Zalewski, Nigel and Tristan Smart. We also had Don and Flora Schneider from the Harrisburg region join the group. There were others from the AHCA Capital region there adding to the crowd. I didn't catch all of their names but Dave Doyle and Pete Groh were a couple of them. The weatherman was threatening rain later in the day but the drive down and the crab feast weather was great. A group of the four Healeys, Nigel and Tristan in the Jag XJS and two SOB cars (Something Other than British) toured down from Middletown, DE. The food and conversations were plentiful. The amount of work it is to get to the meat out of the crabs is a great social interaction provider, as it kept everyone sitting down pounding, pulling and picking at the crabs to get to the meat. After a great afternoon of socializing, everybody split off in different directions or left at different times. Some of the people who left later or had a longer drive than I did got caught in the rain but Gina and I timed it perfectly and got home in time to garage the Sprite before the skies opened up.

Later in the month a smaller group of Brandywine region members got together for the British Car Club of Dela-



Brandywine group at the St. Michael's crab feast



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# Brandywine Cont...

ware's "Battle of Britian" show in Delaware City. There were air cooled VWs in addition to the British cars. Due to the large number of marques and not a large number of cars, rather than grouping cars by marque, Mike Tyler, Jim Martin, Chuck Ott and new member Mike Pollock had cars in the show. Mike lives in Wilmington and just bought a very nice 1968 squarebody Sprite. It needs a few minor things to keep ownership interesting, but is in great shape. Hopefully we'll see more of Mike and the Sprite.

October, Sunday 7th, 1 pm. Brandywine Region Picnic. The Leser residence, Elkton, MD. RSVP to Joan by the 4th (410-398-7308).

November, Thurs. 15th, 7 pm. Elections. Stoney's British Pub, Concord Pike, Wilmington, DE. RSVP to Kris by the 8th (610-558-1334).

December, Sat. 15th, 6 pm. Christmas Party and Ugly Gift Exchange. The Zalewski residence, North East, MD. RSVP to Diane by the 8th (410-287-5885).



Brian Ehret and Heather attack crabs at the crab feast



Nigel and Tristan Smart with Tom Zalewski

January 2013, Thurs. 17th, 7 pm. Events Planning. Matilda's, Newark, DE.



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# Lehigh Valley

by Joel Keefer

**A**fter mysteriously missing several Flash issues this summer, it was a pleasure to get Jen's email and open the September Flash and find the Lehigh Valley article!! It was especially gratifying since I'd sent it in just days before leaving the country for a three-week trip to Peru, Easter Island and the Galapagos Islands and was out of email contact for most of that time. But somehow it worked; ain't technology wonderful? Oh, by the way, didn't see any Healeys in our travels, just a couple of older Minis.

Retuning to the states on Sept. 4, one of the first things on my agenda was finalizing a route for the region's September "Tour To Wherever," which took place on Sunday, Sept. 9. I'd roughed out a route prior to leaving but hadn't actually driven it – managed to get that done by Friday. That Sunday was one of those days just made for a car event – beautifully clear skies and warm temperatures – conditions couldn't have been better. The tour started at our usual spot in Center Valley, the Copperhead Grille, and wound through Lehigh and upper Bucks Counties in PA, crossed over into New Jersey at Riegelsville, north through Warren County and then back into PA, finishing at the Deer Head Inn in Delaware Water Gap. Participants were Mike Bradley in his BJ8, Phil and Jane Nase in their red Bugeye and Joel and Jolene Keefer, "cheating" again in the BMW. Gerry Kunkle stopped by the Copperhead, but was on a mission to deliver some Autumn Leaf Festival flyers to an MG Club event. The Deer Head Inn serves up a fantastic Sunday breakfast/brunch, though it was a bit crowded that day because it was the weekend of the town's "Celebration of the Arts" festival. (Didn't realize that until we got there and had a tough time finding a place to park!

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# Lehigh Valley Cont...

We're looking forward to the Autumn Leaf Festival car show, put on by the British Car Club of the Lehigh Valley on Saturday September 29 at Moravian Academy. Upcoming October events include the fall rallye on Sunday, October 7 (this is a change from the previously published date of October 6), and the fall wine tour. Looking at Sunday, October 28 for the wine tour, subject to some confirmations from wineries. We're also investigating some other activities, including a polo match at Tinicum Park along the Delaware River and a tour of the Yuengling Brewery with the Keystone Region MGs. Stay tuned for E-Flashes from Mike with more details. Next business meeting is Monday, October 15, 6:30 pm, at the Top Diner in Allentown. It's time once again for nominations for next year's slate of officers, so be sure to attend this meeting.

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# Long Island

by Paul Parfrey

Since last month's issue was devoted to Encounter 2012, news and photos of the Scottish Games of August 25th are presented here. The LI Region had a strong showing with Tony and Kathy DiFrancesca, Scott Greenfield, Arthur and Ruth Lange, Mary Ann Sekelsky and Tedd Krummeck, Stu and Sandy Smith, Steve Tjepkema and friend Lou Molinaro, Ira Udasin, and Susan and myself attending. It was a gorgeous day, and the accompanying photos really emphasize what a lovely venue the mansion forecourt of Old Westbury Gardens is for a car show.



*What do you do at a car show?*



*Car display in front of Phipp's Mansion*



## Long Island Cont...

Joe Curto brought his Morris Minor van, and Jan Witowski came in his beautiful '74 Jensen Interceptor. In 1974 a hybrid car had nothing to do with electricity; hybrid meant British chassis and coachwork powered by an American

V-8. Also remember Jensen Brothers built Austin Healey bodies and Volvo P-1800 bodies for a time.



*British-American hybrid and rear of '26 Bentley.*



*Front of '26 Bentley*



*Line-up facing the mansion; 1st Healey has a sword.*



# What Does AHSTC Mean to You?

by Steve Jekogian

## Austin-Healeys for Seniors, Teenagers and Children





# News & Classifieds

## For Sale

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- Radiator Hose Bottom no heater - new \$15,00
- Fan Belt - 834-050 - new \$5.00
- Fan Belt - 834-060 - new \$5.00
- Workshop Manual (Free)
- Starter -used - \$50.00
- Brake Caliper Assembly - 180-561 - new \$65.00
- Brake caliper Assembly - used - \$30.00

### **BOB ESHLEMAN'S BN6 THAT HE CONSTRUCTED ON A JULE FRAME.**

It is a good solid car. It was first sold to John Thorne, then to Stephanie's dad. Her dad has passed away and her mother is interested in selling it. My impression is that they would consider reasonable offers. It is in Earlysville, VA just a bit north of Charlottesville off RT. 29.

Stephanie Baglio 434-973-8552 sbaglio@focusriskrecruiting.com

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# Online Entertainment

by Steve Jekogian

People keep sending me really cool things to watch on the computer.

Ray Donavon sent along this link of Jerry Seinfeld driving a 3000 in New York city and it is very funny.

<http://wot.motortrend.com/comedians-in-cars-seinfeld-talks-with-ricky-gervais-in-1967-austin-healey-3000-243181.html>

1967 Austin Healey 3000 MK III - Comedians  
in Cars Getting Coffee Episode 1 pic 4



*Wed. night highlight: Ginny Rosenberg's toes*

While we are not into Corvettes, check out this 1 lap at Nurburgring race track. It lasts over 5 minutes and I would be exhausted. Could you image driving 10 laps of this, it would be over an hour.

I recommend speakers up and full-screen mode. Part commercial but cool graphic of G forces and check out the RPM's and speed. Really neat, 185 MPH in the straight away down to about 30 MPH in the corner.

<http://www.youtube.com/watch?v=5yKb6iSWc0k>

Enjoy



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**Autofarm Ltd is a family owned and operated business in Monkton, Ontario, Canada.**

**Bob Yule opened Autofarm after purchasing his first "project" Healey in 1985.**

**Through his own difficulties in finding parts, he found there was a great opportunity to help other Healey enthusiasts by providing top quality parts at reasonable prices.**

**From there Autofarm Ltd has grown to now include over 8000 in-stock parts as well as a busy service and restoration department.**

**In 2009 Autofarm Ltd partnered with A-Head 4 Healeys in Warwickshire England and became their North American distributor. We import parts from AH4H twice monthly for in-house use as well as to fulfill our customers needs.**

**Autofarm Ltd has become a one-stop shop for those who need parts for their own project, for those who are looking for a full professional restoration, for those who would like a new look for their Healey—such as a new interior that can be done on-site and for those who are just looking for some friendly advice.**



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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 AHSTC is a non-profit, Pennsylvania corporation dedicated to the preservation of the Austin Healey marque. Contact Rick Brodeur or a region president to inquire on membership.

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