



## AAHC Planning Meeting

Doug Duffee: neither wind, nor rain, nor anything stops this guy!

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**NEWSLETTER OF THE ATLANTA AUSTIN-HEALEY CLUB**

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**February-****ANNIVERSARIES**

Don't see your name here & it should be? Send a note to the editor: [atlhealeflash@gmail.com](mailto:atlhealeflash@gmail.com)



# 2017 Events

(See AAHC [Website](#) for details  
and for previous events)

## February 2017

- 4 AAHC annual planning meeting (p. 6)
- 18 [Feb BLD and Tech Session at Doug Duffee's new digs](#) (p. 4) – Sugar Hill, GA

## March

- 4 [16th British Car Show at the Scottish Festival](#) – Frank Brown Park, Panama City, FL
- 10-12 [21st Amelia Island Concours d'Elegance](#) – Amelia Island, FL
- 12 Daylight Savings Time Begins! Reset that old analog clock in your dashboard!
- 15-18 [65th 12 Hours of Sebring](#) – Sebring, FL
- 18 BLD & AAHC business mtg and fish fry – Moshells' house
- 18 [12th Annual Car Show and Cruise In](#) – Monroe, GA
- 24-26 [26th New Orleans British Car Day](#) – 615 City Park Avenue, New Orleans, LA

## April

- 1 [14th Annual GA Tech Auto Show](#) – Atlanta, GA
- 1 [Carolina British Car Classics XI](#) – Cayce, SC
- 1 [33rd Annual Winter Park All British Car Show](#) – Winter Park, FL
- 29 BLD & Centro Miglia rally – Ric Anderson (details coming)

**May 6-7** SE Classic planning: drive and meeting – Lk Guntersville Lodge, AL (check emails)

## Just For Fun . . .

Every Tuesday Morning 7:30-8:00am for breakfast -ROMEO (retired old men eating out) - Marietta Diner on Cobb Parkway (Route 41) Marietta, GA—currently about 120 guys show up each week driving some very beautiful cars that assemble in the back parking lot where group ends up after breakfast—some British cars but need more!

Every Saturday Morning - Donuts & Derelicts at Dandy Donuts in Chamblee 8:30 - 11:00 am Atlanta's longest running free car show: [www.panteraplace.com](http://www.panteraplace.com)

First Sunday of the Month, Caffeine & Octane, 8:00-11:00am at Perimeter Mall, NE corner of parking lot. Some cars arrive at 7 to get primo spots. In nice weather, 2500 cars, 10,000 folks at 8:00am!  
[www.caffeineandoctane.com](http://www.caffeineandoctane.com)

First Sunday of the Month—Road Runners Cruise Inn, Highway 92 (1/8 mi east of Sandy Plains Road), La Fitness parking lot, Roswell, GA 8:00-11:00am

Every 3rd Sunday—breakfast—Gwinnett Horsepower Breakfast: [www.southeastwheelevens.com](http://www.southeastwheelevens.com)

**NE Georgia Swap Meet, Atlanta Dragway, Commerce, GA** Vendor set-up 7am, public 8:00—1:30, 1st Saturday of each month except for May, Aug & Nov which are 2nd Saturday. \$20 vendors, \$5 spectators, kids free, More info: [www.brad56@windstream.net](mailto:www.brad56@windstream.net) or 706-424-5035.

Monthly BLD meetings are usually held on the first Saturday of each month  
(except December and January)  
led by a club member, at Breakfast, Lunch, or Dinner (thus BLD!)



# AAHC February Tech Session



## "Love For Ruby"



Saturday the 18<sup>th</sup>

Sugar Hill Auto Collision

1090 N Old Cumming Road in Sugar Hill

(GA-20 just west of Peachtree Industrial)

Love is still be in the air and how better to celebrate than the first Tech Session of 2017. Join hosts Doug and Ric as the combined mechanical expertise and talent of the AAHC reinstall the engine and transmission in everyone's favorite Bugeye.

Plan to start at 10:00, coffee and breakfast biscuits will help you get started

Lunch will be pizza and soft drinks.

Please bring sides or sweets to share.

Please RSVP to Ric ([SmilingRic@gmail.com](mailto:SmilingRic@gmail.com)) by Monday the 13<sup>th</sup> so we can be sure to have enough food and beverage on hand.





## Rick Alley

### Atlanta Austin-Healey Club Fearless Leader

#### Healey 2.17

We have come together and planned. The news from the planning meeting is huge, so huge. This will be the best Healey year ever. We will

make Healeys great again. Not only are we the host of this years Southeastern Classic, we have a variety of events to keep us engaged throughout the year.

There were a couple of items I wanted to set up for the year. The first being our business meeting. While other clubs typically have a monthly meeting at a designated location (usually at a restaurant), we have tried to have ours as part of a BLD event. I thought in order to get more participation it might be better if we have an actually business meeting at least twice a year with officer reports and club status and an opportunity to hear from the

members. So we have scheduled March and August to be official business meetings.

Secondly, as our British car community is becoming smaller, I felt we needed to get more involved with the other British Car clubs. Primarily the MG's and Triumph's since they are the largest, and I wanted to see if they could be invited to participate in at least one of our events. I believe we have met this goal with our April BLD, the 2nd annual running of the Centro Miglia hosted by Ric Anderson. But I would still like to see if someone could be a delegate to coordinate with the other clubs so we can establish a closer relationship.

So there you have it. Make this the year to get involved and enjoy the wonderful world of Austin-Healey. Check the web page, newsletter and Facebook for event details. See you on the road.

Cheers

### Rick's Recap

**Photos! and a surprise this month** Some photos finally got submitted- the Bob Kassow Memorial Cruise to Amicalola Falls on Dec. 3. The surprise is that a close friend of Karen McEnery sent one of a Healey she spotted in England last summer. See? Any old photos can help! If you post something to our club Facebook page, send me an email to alert me.

**Some news from our planning meetings:** Judy Bagheri graciously and gracefully agreed to be the new club historian! Now to truck all the junk, I mean precious club artifacts, over to her house. At the SE Classic meeting at Homoneks' we announced the two winners of the club's annual trophies. Glenn Stephens presented the Len Thomas Technical Award to Doug Duffee, for his amazing repairs of a Healey windshield gasket (see The Flash, June 2016). I presented the Rodney Award to Ric Anderson for his expanding of the club's visibility through our Facebook page, and last year's inaugural Cento Miglia rally. (No pics were taken-

the lunch aromas got to us so we abandoned the meeting as soon as we could!) You might find Ric somewhere in this issue ....

**Tech advice!** Barry Rosenberg continues his advice on buying a LBC, what to think about and what to expect. As a math major I learned early that defining the problem well gets you most of the way to the solution. Barry says as much: get smart and plan well before you buy the LBC.

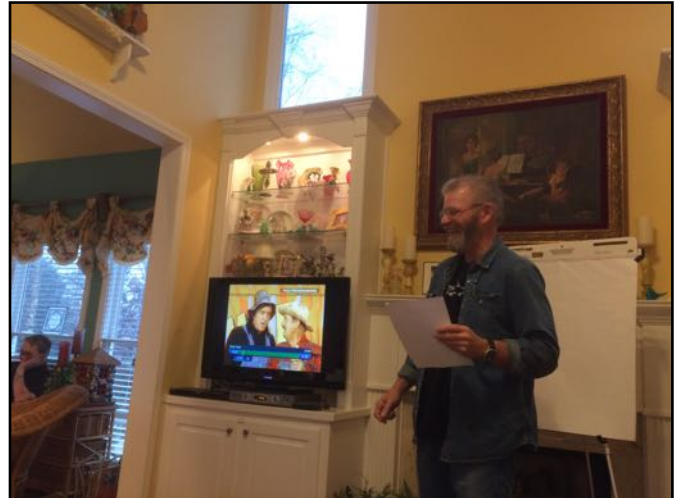
**New in this issue** is the *first ever* description and advertisement by a club member about making a Healey widget on a 3D printer. Check out Glenn Stephens' article on his Dead Pedal, presently only for BJ8s, and his pics of all sorts of other widgets he's made.

**Google Groups- Instructions: To send to the entire club, send your email to:**

[AAHC-members@googlegroups.com](mailto:AAHC-members@googlegroups.com)

-Rick Hertzberg, Editor

## January BLD Atlanta Austin-Healey Club Annual Planning Meeting and Lunch





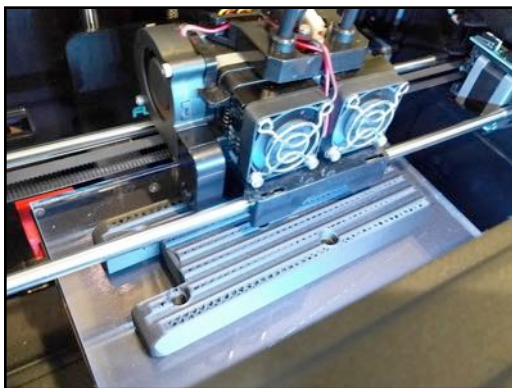
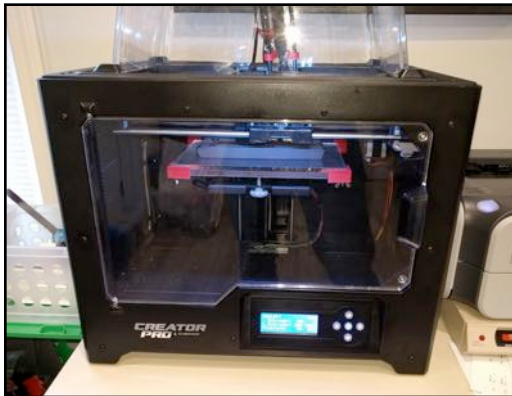
I come from a long line of tinkerers. My grandfathers and my father proudly carried on a tradition known in England as 'Men in Sheds', bashing things together out of found materials like wood, metal, and rubber. My uncle made the most amazing motorized machines he called 'play-purties'. These men could fix or build just about anything.

Unfortunately, the ability to make things went out of style with the advent of cheap manufactured goods but in the last decade there has been a backlash against the disposable consumer society. 'Men in Sheds' has been reinvented, it isn't just men, and it's called the 'Maker Movement'. A mash-up of computer hacker culture with traditional skills like sewing and woodworking exploded with the invention of the 3D printer to create an entire industry. Just check out [etsy.com](http://etsy.com) sometime.

As an engineer and a tinkerer, I saw the 3D printer as a tool that can bring life to ideas. I had used them to make plastic prototypes for products but just like the computer went from a colossal expensive machine to a desktop personal device, 3D printers have become cheap enough (starting under \$500) for individuals to afford. I had to have one.



## Glenn Stephens



Maximum Print Size 8"W x 5"D x 6"H

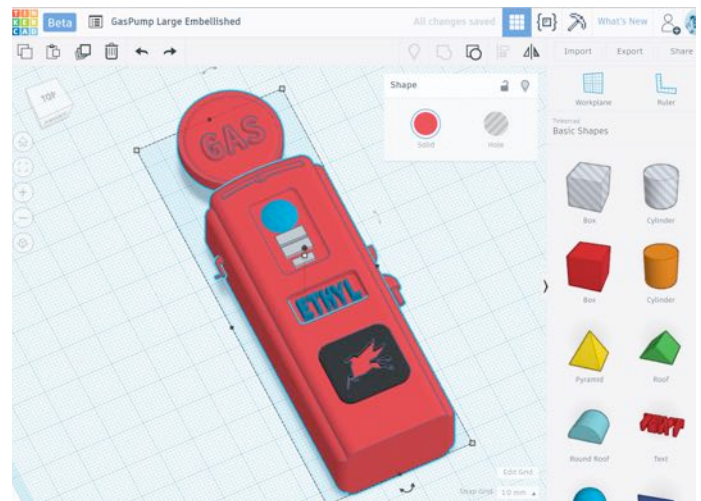
So what is a 3D printer? It's basically a computer controlled glue gun! It is the size of a microwave and turns reels of plastic filament into 3 dimensional objects by melting the plastic and drawing lines to build up a shape layer by layer. The filament comes in many colors but you can generally only print one or two at a time. Recently, filaments have become available that are transparent and flexible and others contain wood and metal and can be stained or sanded.

Shown here is the 'print head' which moves back and forth on the rails. The filament feeds down through the tubes in the top, is melted, and squirts out through a metal nozzle onto the platform. When one layer is finished, the platform drops by about 1/200th of an inch and prints the next layer.

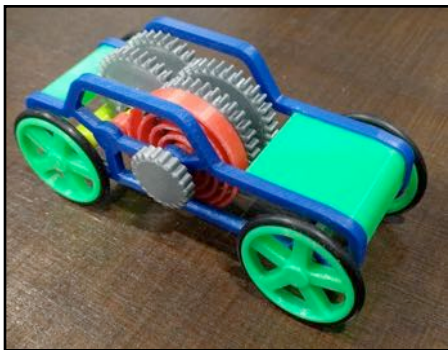
People often ask, "What kind of file does it print?" Well that's the hard part. You have to create a 3-dimensional representation of the object you want using a computer software drawing program which takes some time to learn. Fortunately, there is a website called [thingiverse.com](http://thingiverse.com) where people share their designs and you can download thousands of them for free and print them on your printer or modify them into new designs. There are also free online 3D CAD (Computer Aided Design) websites like [tinkercad.com](http://tinkercad.com) where you can create your own designs.

While I have used the printer for my engineering business, I have also printed cute animals to give to kids and amuse my wife, a working wind-up car, a working miniature bicycle, an Austin Healey Sprite, and lots more. My family all received hand-created gifts for Christmas. The printer ran solid for the month of December as my lab became 'Santa's Workshop'! I'm trying to learn to use a laser scanner to capture real-world things into the computer so I can print models and modify them.

As a gearhead, it was inevitable that I would make things for my cars. For the Healey, I designed a magnetic cellphone holder that replaces the ashtray, a working latch for the armrest cubby, and most recently a dead pedal that relocates the headlight dip switch. I have had enough requests that I am now producing them for sale. It takes over five hours to print one but once you get it going, it can run unattended. For the upcoming Southeastern Classic Healey Gathering, I will be designing and printing trinkets to give out to our attendees. And they're all **Made In the USA!**



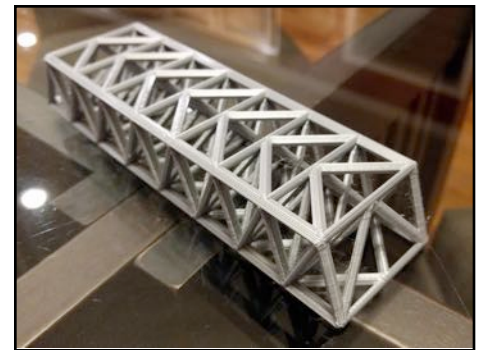
3D models are scalable- a gas pump in design



5" long windup car



Wood filament, 3" tall



8" long bridge truss



11" long



5" long Bugeye (actual size)



## Tech Corner by Barry Rosenberg

### Tech Article February 2017

I took a snow day the day I am writing this. Unfortunately, it ain't snowing. But since I have little else to do, I have the time to write. This is a continuation of my January column. I want to discuss your choice of a car to restore. Unless, that is, you read and understood my previous column and decided to buy a Miata or S2000. If you are continuing on your dream or wish to restore an old British car, then what should you pick, if you do not already have something sitting around.

Don't think you can pick a car based on making a profit, you can't and won't. Those cars you see in the auction shows cost more to do than they bring, even from drunk bidders. The paint jobs on those cars start at over \$10,000 and many are closer to \$25,000. To get \$90,000 for a big Healey, you will spend \$120,000. This is not a sound financial investment. There are a very few cars that you can profit from. A very early Jaguar XKE can bring over \$300,000 at auction, at this time, January of 2017. I know of one sitting in a backyard since 1968. It was parked by the owner when he bought a 1967 Healey 3000. The car needs a complete tub rebuild plus everything else. It will cost over \$140,000 to restore and you may make a profit from it. But he won't sell.

Pick something you really really like because you are going to own it for a while or you will lose money. There are many choices for you. What do you want to end up with is the biggest question you need to ask yourself. Do you want a fast well handling car? Then don't pick a big Healey. They can be pretty quick, for an old British car, but they do not handle mountain roads nearly as well as a MGB, TR4A, or Lotus anything.

If you want something that will be dead on dependable, then Lotus is out. If you want looks, then there are dozens of choices, from Jags to MGAs to big Healeys to many obscure makes. Let me say a word about those obscure makes; STAY AWAY, unless you want a real challenge. One thing you will need for your restoration is parts. Obscure makes may not have very many spare parts available. It may be possible to finish your work but it will take a lot more time and money than you

thought. Try finding a windshield or chrome trim for a 1936 somethingweirdmobile.

So, now what kind of car are you thinking about? For these articles, I am going to assume, yes I understand what that means, that you are picking a normal, readily available, plane Jane British car like a MG, Healey, Jag, or Triumph. My personal favorite is Triumph, the TR4A IRS in particular. You may choose something else and almost everything I write about in this series of articles can apply to any of them.

Next, you have to decide what you want to do with the car when it is done. Do you want to drive it on mountain roads or take it to concours shows in a trailer? The work can be about the same for either but the detailing will differ. For a dead on factory original restoration, you are going to go nuts reproducing everything the factory did when building the car. I know of one restorer who quit doing early Corvettes when he was dinged a point or two for not having a paint drip on the suspension arms.

When painted at the factory, the arms were hung to dry and everyone got a small drip. And that is one thing the judges looked for. Trying to get a show winner can be difficult if you do not have the resources to have all the research on your car. Would you want to drive a car you built to such a high standard? Or would you prefer to be able to take your car out and drive the crap out of it?

This requires a slightly different route to completion. You want to improve the handling and engine performance for a good driver. The old British cars were good but not near the best. But, you can make great improvements when you rebuild your car. These improvements make the car a modified one and it may no longer be allowed in a stock class at shows. I have no objection to modifying the car and believe that as it is your car and not mine, you can do whatever you want to with it. You will find some people that object to your changes but who cares what they think (unless they are paying for it).

A V-8 in a MGB makes a fair car a great car if done correctly. A V-6 in a MGB still leaves you with a fair car. In the morning, you are going to think: damn, I could have had a V-8. See, I do not like all changes

**Tech Corner****(cont'd)**

made to these cars. And that is my opinion. You may want that V-6 as it is easier, cheaper and can be more powerful than my V-8. I will discuss some of these modifications as I type along, especially the ones I like.

Your first decisions are: what car do I choose to do and what do I want to end up with? I have to be honest here: most restoration projects never get completed, at least not by the one who starts it. There are hundreds of cars sitting in garages and shops where the progress has come to a halt. If you can find one of these that meets the type car you want, you may come out ahead of the game by buying it.

Once you have answered these two questions, then you have to obtain the car, unless you already own it. What condition do you start with? This actually depends on your skill level, the depth of your wallet, and your time frame. The work required for a proper restoration is about the same whether you start with a good car or a parts car. The cost will vary greatly if you have to source an engine or body panels as opposed to starting with a complete car with little to no rust.

No rust on a British car is almost impossible to find. If you do find one, then you may be somewhat ahead of the game. A complete restoration requires the engine, trans, differential, etc to be rebuilt. It won't matter if they work when you start as the cost isn't much different either way. A restoration requires that the entire car be disassembled and each item rebuilt and detailed so having perfect body panels to start with will save some money on not having to install patch panels. I will have more to say about poor quality patch panels in the future articles.

But, I might forget to talk about this so let me say now, most patch panels are not correct. I once had to install a panel on the rear dogleg of a Healey 100-4 I was doing. The original wheel opening in the car had a rolled lip about 1/4" in diameter. The patch panel had a flat lip. I opened it up, inserted a formed piece of welding rod and rolled the lip around it to match the original. I left enough of the rod sticking

out so I could insert it into the existing fender lip as an alignment tool. Looked perfect.

As I said, you can save some money by having everything right with the car you start on and having good replacement parts goes a long way to reducing the costs. On an engine, it really doesn't matter much if it runs or not. You are going to do a full rebuild. Unless, that is you have a hole in the side of your block.

Let's look at exactly what is meant by restoration. To me, a complete restoration takes every single part of a car apart, regardless of if it works or not. Just cleaning and painting a wiper motor because it works is not restoring it. The motor needs to be fully disassembled, cleaned, painted and detailed as new. New bearings/bushings, brushes and any other replaceable part installed. It should look and work as it did when new. Not any better than new but just as good.

Putting a later two speed wiper motor on a car that came with a one speed is a good idea, but it is not restoring the car anymore. It is modifying the car. You have to make the decision on how far you are willing to go. A proper restoration will reuse as many original parts as possible. Each one will be rebuilt, rechromed, painted, detailed as it originally came from the factory. And wait until you look into getting stuff chrome plated!

You can get reproduction headlamp rims (actually called doors in the old days) for MG, TRs and Healeys that shine like the originals. However, the old originals had a small rivet in them at the top. The reproductions only have a small dimple. Yes, it is a small detail but one that I notice at every car show. The same as I notice the reproduction bumpers, patch panels and a myriad of other parts.

A restoration is not a fresh repaint, cleaned engine compartment and cheap carpet set. It is so much more and so much more expensive. Are you still willing to tackle one?

OK. So, now you have some idea of what car you want to do and how you want it to turn out. You know you will need to hide the receipts from your spouse so find a safe hiding space. Do not throw away any

**Tech Corner****(cont'd)**

receipts you get for parts or labor. You will (notice I did not say you may) need them to return stuff. Moss has a two year guarantee on most of their parts. Other suppliers differ but each has some coverage.

After you put the gorgeous new wood dash in your TR6 and finally crank it up and take your first test drive and the fuel and temp gauges quit, you will cuss the quality of the reproduction voltage stabilizer you got but at least after pulling the tach back out and trying your best not to scratch your beautiful wood and removing the bad \$10 part; you can get a new one for free from Moss, for two years.

Next article we will begin the restoration work after a short discussion on tools. I will get more specific on what this job takes and where you can get them. Again, let me say I own no Harbor Freight stock.

So, until next time, I hope to see y'all somewhere soon.

Barry Rosenberg

British Car Service  
2140 Canton Rd. Bldg. C  
Marietta, Ga 30066

## New Product – BJ8 Dead Pedal

Many cars have a left foot rest or 'dead pedal'. The left-hand-drive model of the Austin-Healey BJ8 has the headlight dip switch mounted in this location.



This product provides a convenient location for resting the driver's foot and moves the dip switch to an easily accessible position.

It is created with 3D computer aided design and produced with a 3D printer using carbon-fiber reinforced plastic that is tough, light, and durable.

### Easy 10 Minute Installation

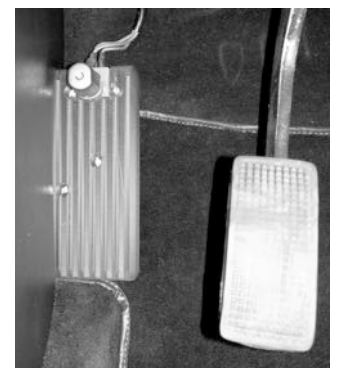
Pedal mounts in original screw locations so there is no drilling required. Includes all necessary hardware.

### Available Now

\$49 from club member Glenn Stephens, [glenn@traqmate.com](mailto:glenn@traqmate.com).

Fitments for other Healeys coming soon.

(see Installation Notes on next page)





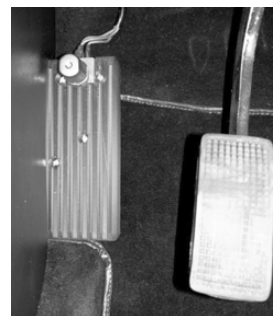
## Austin-Healey BJ8 Dead Pedal Installation

This product is designed to relocate the headlight dip switch and provide a convenient location for resting the left foot. It is created with 3D Computer Aided Design and produced with Additive Manufacturing (3D Printing) techniques. The material employed is a carbon-fiber infused PLA filament that is tough, light, and durable and should provide long life when properly installed.



### **Tools required:**

#2 Phillips screwdriver  
(an offset screwdriver is helpful)



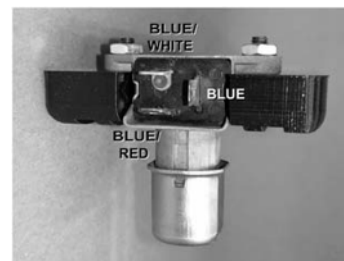
Note: If you cannot successfully remove or install the screws, you may have to remove the driver side kick panel.

### **Instructions:**

1. Remove the two #10-32 screws from the dimmer switch mounted to the floor bracket. Save or discard. If screws are rusted in place, you may need to remove the kick panel or treat with penetrating lubricant.
2. Remove the 3 wires from the switch.
3. Using the black #10-32 screws and locking nuts supplied, install the switch on the pedal as shown.



4. Install wires on switch as shown.
5. Put the pedal into position and ensure you can see the holes in the floor bracket through the pedal.
6. Insert the left screw first and get it started.
7. Insert the right screw and get it started.
8. Alternate tightening both screws until the pedal is firmly secured. Screws should be snug but not over-tightened.





**2016 Rodney Award winner:**  
Ric Anderson. For continuing efforts to  
expand the visibility of the club.  
Do not try to figure him out.



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## Bob Kassow Memorial Cruise to Amicalola Falls



Had around 12 cars - some vintage, some newer. Weather was great, many tops down! From our Healey club: Glenn & Julie Stevens, Dean Meyer, Mary Ellen & Bill Nagel, Rick Alley, and Wright Bagby. Only one car was not running well on way to Amicalola Falls, Bill Gilson's Green MGB GT had to return from half way point, electrical issues - go figure, British electrical problem! Other than that we had great drive, weather was perfect for December, had nice lunch and conversation at the lodge.

Bill Nagel





### Random Sightings:

You may enjoy these pictures of an Austin-Healey we saw in the car park at Hever Castle in England last September. It had been restored to immaculate condition!

Best regards, Penelope Malone (close friend of Karen McEnerny)



**R.Allen Hendrix**  
**1551-B West Lee Street**  
**Greensboro, NC 27403**  
**1-336-852-8909**

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- Balance brake drums
- New tires and correct size tubes in stock
- Custom redlines and wide white walls available.





**Southeastern Classic XXXI**  
**October 12 - 15, 2017**  
**Lake Guntersville, AL**  
**SAVE THE DATE!**

The Atlanta Chapter of the Austin Healey Club of America is proud to announce that the 2017 Southeastern Classic will return to Lake Guntersville State Park in Northeast Alabama.

Save the Date! **October 12-15 2017!** You don't want to miss this one. It will be a great time to spend with old and new friends experiencing wonderful fall temperatures, brilliant colors and magnificent sunsets at the Lake Guntersville Resort Lodge located high above the banks of the Tennessee River.

There will be a full schedule of Healey activities including road rally, car show, funkhana, tech sessions, regalia, arts and crafts, awards banquet and of course some Friday night fun and laughter. It's just going to be a "Heehaw" kind of weekend! Be sure to pack your overalls and straw hat. If that's not enough there will be free time to relax with friends, go antiquing in town, visit local vineyards, explore hiking trails, go caving, golfing or just drive your Austin Healey on the numerous country back roads. Many area attractions are also nearby such as the Huntsville Space Center.

The car show will be held on Saturday along beautiful Lake Guntersville.



Lake Guntersville State Park overlooks the majestic 69,000-acre Guntersville Reservoir, and ranges over more than 6,000 acres of natural woodlands. The park has an 18-hole championship golf course, a beach complex, fishing center, hiking trails and nature programs. The resort lodge and chalets are located on the pinnacle of Taylor Mountain for spectacular vistas. Visit their website for more information. [www.alapark.com/lake-guntersville-state-park](http://www.alapark.com/lake-guntersville-state-park).

Be sure to mark your calendars and make your plans to attend. Registration forms will be available this summer by accessing the Atlanta Club's website at [www.atlantahealeys.org](http://www.atlantahealeys.org). For additional information contact John Bowen, Event Chair. Phone 404-808-0401. Email [johnbowen17@gmail.com](mailto:johnbowen17@gmail.com)

# ENCOUNTER40



## Austin-Healey Sports & Touring Club

**August 9-12, 2017**

**Start your Engines and join us on the road to  
Encounter 40 in Princeton!**

**The Starting Line (Registration Form) awaits your entry  
on the field of the 40th consecutive Encounter event!**

The Princeton, NJ area offers easy access from New England, Ontario, Pennsylvania, New York, Washington and Healey points in the west and south.

### **The Westin Princeton at Forrestal Village**

201 Village Boulevard  
Princeton, NJ 08540



**Our planned side trips and excursions include the Hopewell Valley Vineyards,  
The Grounds for Sculpture, an ultimate Tech Session at the  
Princeton Plasma Physics Lab, Special Ladies' Event and much more!**

***Don't forget to order your souvenir shirt as a wearable memento of your trip!***

**Car show will be held on the village streets with food, music and more!!**

**Rallye • Tech Sessions • Charity Auction • Gymkhana • Funkhana  
Kiddiekhana • Valve Cover Races • BBQ • Car show and Concours  
Awards Banquet • Much More!!**

**SPECIAL \$40.00 EARLY REGISTRATION FEE**

**(LIKE IT WAS IN THE EARLY 1980'S)**

**Save the Date and Register Soon!**

**[www.ahstc.org](http://www.ahstc.org)**





*Celebrating the 40<sup>th</sup> Encounter*

Austin-Healey Sports & Touring Club  
North Jersey Region

# Encounter 2017

August 9 - 12, 2017 in Princeton, NJ

(www.AHSTC.org)

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

Street \_\_\_\_\_ Apt.# \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone – Home(\_\_\_\_)(\_\_\_\_) Cell(\_\_\_\_)(\_\_\_\_) Is this your 1<sup>st</sup> Encounter? (Y/N) \_\_\_\_\_

Attending Children's Names & Ages \_\_\_\_\_

Region/Club Affiliation \_\_\_\_\_ E-Mail Address \_\_\_\_\_

## Car(s) You Are Bringing to the Event:

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

## Registration Instructions

1. Complete registration form
2. Make check payable to "AHSTC Encounter"
3. Enclose both in an envelope and mail to:  
Encounter Registration  
c/o Andy Smith  
1 Cherry Tree Lane  
Chester, NJ 07930  
(908) 879-1740 or [encounter17@earthlink.net](mailto:encounter17@earthlink.net)

### Registration Fee Includes:

- One show car, 2 adults, and children (under 21)  
(Additional cars/adults on a single registration are extra)
- Free access to our hospitality room for the weekend
- Free flea market space
- Free admission to all tech sessions and driving events

## Hotel Information

The Westin Princeton at Forrestal Village  
201 Village Boulevard  
Princeton, NJ 08540

To reserve: call 800-937-8461 and say "Austin Healey"  
or go to AHSTC.org, choose "Events," then "Encounter  
2017" and click on the hotel reservation link.

Our special rate of \$119 + taxes per room per night is  
only good through 7/26/17.

## Concours Information

Contact Steve Jekogian - [Stevejekogian1@gmail.com](mailto:Stevejekogian1@gmail.com)

**Expected arrival date:** 8/9 8/10 8/11 8/12

**Will you need flea market space?** Yes / No

**Will you need regalia space?** Yes / No

**Will you need trailer parking?** Yes / No

## Registration Fees

\$40 if postmarked by June 1, 2017 \_\_\_\_\_

\$75 if postmarked after June 1, 2017 \_\_\_\_\_

Extra cars @ \$10 each \_\_\_\_\_

Extra adults (over 21) @ \$20 each \_\_\_\_\_

## Thu 8/10 Wine Tasting

(limited to 100 people)

\_\_\_\_ No. of adults @ \$5 each \_\_\_\_\_

## Fri 8/11 Barbeque

\_\_\_\_ No. of adults @ \$20 each \_\_\_\_\_

\_\_\_\_ No. of children 4-12 @ \$10 each \_\_\_\_\_

\_\_\_\_ No. of children under 4 \_\_\_\_\_ No Charge

## Sat 8/12 Awards Banquet

Adults @ \$40 each \_\_\_\_\_

Chicken \_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Veg \_\_\_\_\_

Children 4-12 @ \$20 each \_\_\_\_\_

Chicken \_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Veg \_\_\_\_\_

Children under 4 \_\_\_\_\_ No Charge

Chicken \_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Veg \_\_\_\_\_

## Sat 8/12 Pizza Party

Children 4-10 @ \$10 each \_\_\_\_\_

**Tricky Tray Auction Tickets** – 7 for \$5 \_\_\_\_\_

**Concours Judging Fee** @ \$120/car \_\_\_\_\_

**Event Logo Golf Shirts** @ \$28 each \_\_\_\_\_

Men's sizes

\_\_\_\_ S \_\_\_\_ M \_\_\_\_ L \_\_\_\_ XL \_\_\_\_ 2XL \_\_\_\_ 3XL

Women's sizes

\_\_\_\_ S \_\_\_\_ M \_\_\_\_ L \_\_\_\_ XL

**Total Remittance (US)** \_\_\_\_\_

V7

## ***For Sale: 1971 MGB GT***

**Restored 2013.** About 2300 miles on odometer. Metallic green. New tan interior (Moss). New SS trim. Minilite 15 x 5.5 wheels with Nito performance tires.

Car features a 2.3 fuel injected Ford Duratec Engine with Jen Vey throttle bodies and Mega-Squirt engine management system. Laptop tuned. Approximately 190 to 200 HP. Aluminum radiator, electric fan.

5 speed Ford transmission, hydraulic throw-out bearing. MG differential with 3.09 ring & pinion set up by Bob Wagner Motor Sports. 70 mph @2,300 rpm.

Outstanding documentation including the original sale and transportation papers from Marietta Rambler dated 7/13/71.

Reason for selling? Just turned 83. The car is quicker than I am.

**\$16,000 firm**

**Roger Futrell aka Sparkie**

**770-535-1510**



## FOR SALE / WANTED

Reminder for Club Members: Anyone have any British cars, parts for sale or wanted? Pass on info & we'll get it listed. Advertisement is **free** to members, ad will run for three months.

### For Sale:

1966 Austin Healey BJ8 3000 MKIII, three owners. Healey Blue with Blue interior, 89K miles, rebuilt transmission and clutch (2014). Very good driver, always garaged. Asking \$45,000.

Richard Kennedy  
770.945.9422  
boldt@mindspring.com



-----

**Wanted:** I find that after sending my BN1 hood to the sand blaster... lot's of bondo and hidden rust, I am in need of a better hood.

**Needed-** used hood for 1954 BN1, okay if not perfect, but can be made to be presentable. Louvers are good but not necessary.

Call Mark Henderson cell 404-936-1003 or home 770-984-0089

> > > Please contact the Editor when your Sale or Wanted item is done. < < <



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Marietta, Ga. 30066

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[Contactus@BritishCarServiceGa.com](mailto:Contactus@BritishCarServiceGa.com)



British Car Service is constantly striving to become a better member of the British Car community. In our quest, we are investigating opportunities for distributorships for several items we all need or could use.

TEX products, producers of mirrors, wiper arms and blades, Tudor bottles and many other items for our British cars are one. They use the original tooling from the 50s and 60s; duplicating the original look. Over 95% of their products are manufactured in Oxfordshire, England and not third world countries. Please check out their web site, [www.texautomotive.com](http://www.texautomotive.com). If you have interest in ordering, let us know.

FACET FUEL PUMPS is another company making an excellent product. They make the best emergency fuel pump for road side repair as well as fuel pumps, including in-tank pumps, for most cars on the road today. Please look at their web site, [www.facet-purolator.com](http://www.facet-purolator.com).

British Car Service is a distributor for RETRO SPORT wheels ([www.retro sportwheels.com](http://www.retro sportwheels.com)) and VTO wheels ([www.vtowheels.com](http://www.vtowheels.com)). We can deliver these at a very competitive price. Other items in stock are BG PRODUCTS ([www.bgprod.com](http://www.bgprod.com)) such as BG44K (\$20/can including tax), the best fuel and valve cleaner on the market.

Don't forget, British Car Service is a stocking dealer for MOSS MOTORS. Our inventory is increasing weekly. One item we keep in stock is Castrol Brake fluid in the 12 oz. bottles, (\$7.00 including tax). You should keep a fresh, sealed bottle in your trunk.

Our hours are; M-F; 7:30am-6:00pm

Convenient location; I-75 to exit# 267A, Ga. 5, Canton Rd. exit north and go 1.9 miles. BCS is on the right as the connector and old Canton Road meet at Powell Wright Rd.

All work is guaranteed for 12 months, 12,000 miles. Charge cards welcomed.

