



January 2011

Healey Exhaust Notes

The official newsletter of the
 New England Region of the Austin-Healey Club of America
 Serving the following areas
 NY, CT, MA, RI, VT, NH, ME & Northern NJ

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From the President:

For those members spending the winter in New England, I am sure you have had enough of the snow and cold weather already, as we begin 2011. Your Area Coordinators and club officers have been actively planning the Healey events for this year. We are confident that you will have excellent opportunities to enjoy your Austin Healey and club members as soon as the snow melts this spring.

I want to thank the 89 New England members from every region for completing our first club survey. This represents 35% of the club members with an active e-mail address. The survey results are included in this month's newsletter. In summary, the members responded with their interests and desires for the club in 2011.

1. Most important events:

Local one day events, monthly newsletter, Healey Marque, and tech sessions.

Somewhat important events:

Summit, website, driving rallies, driving progressive dinners. And ice cream socials.

Little importance events: Gymkhanas

2. 48% of the members didn't attend any club event in 2010

3. 90% of the members are willing to travel more than 25 miles to a one day event.

Which Summit 2011 events will you participate: Rank

Car Show	1	83.8%	62
Tech Sessions	2	75.7%	56
New England Clam Bake	3	68.95%	51
Planned Drive Rally	4	66.2%	49
Banquet Dinner	4	66.2%	49
Self guided tours	6	54.1%	40
Event at Mohegan Sun	7	39.2%	29
Gymkhana	8	23%	17

4. 33 NE Club members replied YES, they will be attending Summit 2011 plus another 39 maybes.

5. Steve Bell and the Summit committee are requesting your help with Summit. 31 members may be willing to support the event. All those interested in helping, please Contact Steve at scbell1@comcast.net

6. 7 members have agreed to host a one day event in 2011 with 24 "maybes".

Several exciting one day events created by first time hosts are included in our event calendar.

Steve Bell and the Summit Committee are developing a very exciting Annual New England Healey event Wednesday, July 20th through Sunday, July 24th in Eastern Connecticut, at the Holiday Inn in Norwich, with activities on the CT and RI shore, plus Mohegan Sun. In addition to our members, we already have commitments from Healey owners from Canada and outside of New England. The registration form and details of Summit 2011 will be advertised and published starting next month.

We will be making a considerable effort in 2011 to elevate our New England website to better meet the needs of our members. You will be seeing regularly, new updates of members, their cars, technical articles, and club events at

<http://www.ahca-newengland.com>

Which Healey model is most popular with our members? If you guessed BJ8 you would be correct, with 41% or 159 noted by members in the National registry. We have summarized the nearly 400 Healey's in New England by model. (Please see pg. 3 for the results) On average, our members own slightly more than one Healey. Twenty percent of our owners own two or more. Four of our members have the worse addiction of the Healey ownership 4 cars!!! (continued on pg. 3)

2nd planning meeting..Saturday, Feb.12, 2011 (see pg.2)

2011 Tentative List of Events

Date	Event	Contact
February 12, 2011 Saturday 10:00 am-noon	2nd planning meeting TJ O'Briens Sturbridge, MA	Peter Sturtevant 1-508-339-1582 Peter.Sturtevant@Covidien.com
March 12, 2011 Saturday 10:00 am-noon	3rd planning meeting TJ O'Briens Sturbridge, MA	Peter Sturtevant 1-508-339-1582 Peter.Sturtevant@Covidien.com
April 17, 2011, Sunday (change in date)	CT Drive n' Dine 5:00PM Incas Peruvian Rest. 401 Monroe Turnpike Monroe, CT	Adam Nolde 203-606-4675 adamnolde@yahoo.com
May 7, 2011 Saturday	Eastern MA/RI Newcomer's meet	Bill Erickson Canton, MA
May 14, 2011 Saturday	West/Central MA Newcomers Meet	Bob Bender 117 Patricia Ave. Dalton, MA 01226 rbender1@berkshire.rr.com 413-684-3934
May 20-22, 2011	Carlisle Imports Weekend Carlisle Fairgrounds 1000 Bryn Mawr Rd Carlisle, PA	Steve Bell 508-947-6499 scbell1@comcast.net
May 22, 2011, Sunday	CT Drive n' Dine 5:00PM	Adam Nolde 203-606-4675 adamnolde@yahoo.com
June 5, 2011 Sunday	British by the Sea Harkness Memorial State Park 275 Great Neck Road	Waterford, CT
June 17-19, 2011	The Tanglewood British Motorcar Festival	Lenox, MA
June 26, 2011, Sunday	CT Drive n' Dine 5:00PM (TBA)	203-606-4675 adamnolde@yahoo.com
June 27-July 1, 2011	Austin Healey Club Rendezvous	Heathman Lodge, Vancouver, WA
July 3-8, 2011	AHCA Conclave	Crowne Plaza Hotel Colorado Springs, CO
July 20-24, 2011 Wednesday-Sunday	Summit: Sun & Sand 10 Laura Boulevard	Holiday Inn Norwich, CTA
August TBA August 6, 2011	Encounter 2011 Hemmings Sports & Exotics Concours	Austin Healey Sports & Touring Club Saratoga Auto Museum Saratoga Springs NY
August 13, 2011 Saturday	"Picnic by the Lake" East Hampton, CT	Jim & Elaine Smith 860-267-4325 ecnsmith@comcast.net
August 13-19, 2011 August 28, 2011 Sunday	Bonneville Speedweek CT Drive n' Dine 5:00PM (TBA)	Bonneville Salt Flats Wendover, UT 203-606-4675 adamnolde@yahoo.com
September 2-5, 2011	Lime Rock Historical Festival	Lime Rock Park Lakeville, CT
September 14-17, 2011 September 16-18, 2011	Healeys Back to Bonneville British Invasion	Bonneville Salt Flats Wendover, UT Stowe, VT
September 25, 2011, Sunday	CT Drive n' Dine 5:00PM (TBA)	203-606-4675 adamnolde@yahoo.com
October 1, 2011	Lake Winnepesaukee	TBA
October 23, 2011, Sunday	CT Drive n' Dine 5:00PM (TBA)	203-606-4675 adamnolde@yahoo.com
November		
December 3, 2011	AHCA NE Annual Holiday Party	Old Sturbridge Village

(continued from pg. 1..president's column)

Thanks to all the members who responded to our recent requests and have updated their e-mail address. We have correct e-mail addresses for 84% of our members and we are committed to have accurate e-mails for over 90% of our members this year.

Please make sure to pay your 2011 AHCA and New England \$60 Dues, on line at <http://www.healeyclub.org/join-ahca.aspx> and remember "Your AHCA Chapter" with the drop down, for New England. You may also pay your dues via check, to Keith Risk, AHCA NE Treasurer, 12 Fairfield St., Webster, MA 01570.

Happy Healeying,

Pete

Model	Cars	% of Models	Most Popular	Cars	%
Sprites	68	17%	Bugeye	56	82%
100's	48	12%	BN1	24	50%
100-6's	31	8%	BN4	17	55%
3000 Roadsters	47	12%	BT7	39	83%
Convertibles	192	49%	BJ8	159	83%
Other	4	1%	Nash	2	50
Totals	390	100%		297	76%

Cars Owned	count	members	%
0	0	32	9%
1	240	240	71%
2	98	49	15%
3	36	12	4%
4	16	4	1%
1.2	390	337	

Safety hint when you drive your Healey.....

Keep your membership directory in your Healey.

If you are in trouble on the road, having a list of members in your vicinity and their telephone numbers is the best way to get the help you need to get you safely back on the road.

1959 3000-6 Healy For Sale

2 seater, body in good shape, garaged since '94
Motor rebuilt by Alsop in Woodstock, VT
Drive it or restore it....Asking \$31,500

Lew Garofano 26 Center St, Proctor, VT 05765
(802) 459-3421



LOOKING FOR A HEALEY!!

I am looking for Healey 100-4 in decent shape somewhere near Boston or East Coast.

Dan Wills
dndwills@verizon.net

May 20-22, 2011

Carlisle Imports Weekend
Carlisle Fairgrounds
1000 Bryn Mawr Rd Carlisle, PA
Steve Bell 508-947-6499

scbell1@comcast.net

If anyone wants to reserve reasonably priced motel space have them contact me ASAP! January is the month to do so as they start to open up space.

Wanted

Good used trunk lid for my '67 3000
RICK PIKUL
413-329-0696 cell 413-743-4358 home
richard.pikul@zep.com

President Pete's Inaugural Presentation



By Dominic Falconieri

Some of the greatest times I've had in my life,
Have been shared with my friends, and of course with my wife,
Our Healey adventures have been special by far,
They involve all of the elements, and even a car,
Tonight is special; it's a holiday event,
Again among friends, its time well spent,
When we gathered last, to listen to Rhyme,
We were in Sedona savoring the wine,
Suspense was in the air; it was the end of our stay,
"Who had the most breakdowns along the way?"
The Frank Motta award was the highlight of the night,
Dave and Maggie totals were well out of sight,
That was 3 months ago with temps in triple digits,
Now were back in New England freezing our widgets,
Not many car activities have happened of late,
But that doesn't mean we can't celebrate,
The fact that we're all able to still get together,
We put personal things aside and brave any weather,
We have among us, the new Commander in Chief,
His tenure will be demanding and not so brief,
We know that Kings must have a throne,
Peter's no exception; he should have one of his own,
And with this throne, he should have a crown,
When he surveys his constituents in each little town,
He has Jaguars and Sprites, and Big Healey's too,
So this crown is essential when they pass in review,
This crown will surely set him apart from the rest,
He can even adorn it, when in his Sunday best,
The throne is also special; its perfect for a king,
Its end has been omitted so he won't pinch his thing,
It'll bolt right in the front seat of the Sedan,
Yea, Mr. President "you'll be the man"
With you on your throne; and the crown perched on top,
You'll be the President-who'll be hard to stop,
So Peter, our President, wherever you roam,
Please think of your friends supporting you back home,
We've selected these gifts with careful deliberation,
Your tenure starts here with this celebration,
At every event you must not let us down,
We want you to be seen with your throne and your crone,
So good luck Mr. President from your friends in the East,
Go forth on your throne and tame the "Beast".

The SUMMIT committee is actively seeking donations to the Chinese Auction to be held in conjunction with SUMMIT 2011 in Norwich, CT.

Items should be like new and of general interest to club members.

Perhaps someone has a spare flibbityjibbet that they didn't use during the last restoration and would like to donate that item to the club. Here is the way to do it! Maybe someone has a very nice British quilditch that they never used and now realize they never will.

You can donate that to the club by offering it in the Chinese auction.

Anyone with items such as these should contact Steve Bell ASAP!

We hope you are planning on attending this year as there will be many pleasant surprises. Info soon to come so keep checking the newsletter!"

“Healey Reminiscences” by Rudi Markl

It was 1967 and my trusty BRG TR-3A was rusting out from under me. I'd once had a fast ride in a Healey 100 and loved their looks, so I started checking the “for sale” ads. Prices for 100s in the NYC area averaged \$250, but every one I looked at had advanced cancer. Eventually I found a solid 1960 3000 (BN7) at a White Plains gas station for \$600; its owner was in Viet Nam. (I hope he made it back okay.) It lacked bumpers so, being into customized cars, I made a pair from '55 Chevy main springs. I later acquired a wrecked '62 BN7 (with a hardtop) for \$150 (!) and used the engine and Tri-carb in mine.

Those were the days: used Healey parts available from junkyards and new parts available at your authorized Healey dealer. Most big towns had a garage with “Imported” or “Foreign” in its name. At that time those words were exciting to car guys because they referred to “exotic” European sports cars. But after Japanese cars began pouring into the U.S. “imported” and “foreign” lost their former mystique.

The Healey was my only car, so I drove it everywhere (even into New York City) and through the winter. The dips in the front shroud were good for carrying skis to Vermont, but it was not a good snow car. Once I reluctantly threw a tarp over the back and hauled a pile of brush to the dump on it. And when I began whitewater canoeing in 1972 it had to carry my canoe. I made an “A” frame that attached to my front bumper bolts and made the ragtop removable so the canoe could sit on the bare frame. If it rained I had to throw a tarp over the boat and cockpit and wait it out. When New England whitewater events corresponded with Healey events like those the Payes hosted in Greenfield, MA I sometimes showed up with the canoe on top – once still wearing my wet suit.

Just as I felt pretty safe hitch-hiking around the country in those days, when driving I felt okay about tent camping in out of the way places. I sometimes left the Healey by a lonely road overnight while camped off in the woods or on the beach. How times have changed. Nowadays I don't like to let my 100M out of my sight and I avoid driving it in congested areas and at night. And whereas in those days we drove our Healeys long distances with just a few tools and spares, people now think you are balmy to travel alone and without a cell phone, GPS, and AAA.

I doubt that many owners imagined that our “neat cars” would become prized collector cars - especially after production ended and the Healey dealers disappeared and parts began drying up. Like many, I then ordered parts from the folks at AH Spares in the UK. (I still have some wonderfully polite letters from Fred Draper.) But then their BMC parts dried up too. Early reproduction parts were often of poor quality. It was the era of fiberglass fenders and making do with “whatever keeps her on the road.” It was the nadir of our marque: parts were scarce and there was no reason to believe that they would ever be made again.

Simultaneously, we were realizing that we hadn't seen a Healey on the road in ages. In addition to those wrecked and junked, huge numbers were just no longer operational. It was getting lonely out there! The time came when people began referring to the survivors as “vintage” cars, and sports car races became “vintage” sports car races. So when, in 1975, at Sports & Classics in Darien, CT, I heard that a guy named Bill Wood was forming a Healey club in New England I was eager to participate. My first big club event was the 1976 (2nd Annual) “East Coast meet” at Cherry Hill, NJ. Not only did I first see Donald Healey (in the Men's Room), my 3000 somehow won the “Best 100-6” award! And what a blast it was to drive homeward with a bunch of other Healeys! Later, as the NY Representative, I cast my vote to leave the far-off Pacific Centre in favor of the AHCA. I'm now a 35-year member and I still love being on the road with a bunch of Healeys.

I reluctantly sold the 3000 in 1984, but still had the inoperable 100M I found in 1978, so at least I was still a Healey owner. In 1996 I had a nice surprise when the purchaser of my 3000 located me in New Orleans via the Internet; it was great to learn that my old car still lived! That car is part of a lot of memories, and trips, the longest being to Miami, FL. His restoration had not gone smoothly, but he was finally enjoying the car and had joined the Niagara Frontier area club. Though my cool bumpers were gone, seeing my old car all restored and beautiful at our 2007 Green Mountain Conclave felt very good.



Donald M. Healey with his 1960 Austin-Healey 3000 Mk-1 at the 1980 Austin-Healey Club of America Conclave in Toronto.

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Newsletter Deadline!

All meet write-ups and advertisements by the 25th day of the month. Your email newsletters about the 1st. Snail mails about the 5th of the month.

From the editor:
Carole's Wish list for 2011:

1. To have 100% correct email addresses.
2. To have some personal interest articles about our members and their cars.
3. To have a variety of tech articles from our members.
4. To have contributors emailed to me in Microsoft Word format as attachments by the 25th of the month before publication date.
5. If everyone was on email instead of snail mail, I would not be restricted by the number of pages in the newsletter!!



**Repair, Restoration,
Winter Storage**

Winter is just around the corner and many people are thinking about putting their cars away for the season. At British Car R and R we offer a complete fall service program and there is still some space left for winter storage.

Our storage area is a concrete floored area with sprinklers and an alarm system. The building is active so critters are never a problem and we can keep your battery on trickle charge if you wish. Cars stored with us will be ready to go in the spring when you're ready to start driving again.

Call to inquire about prices and the remaining spaces.

Call Bob at 603-425-3333 or Dave at 508-577-0077







A quick update on Summit 2011

SUMMIT: SUN & SAND

July 21-24, 2011

The Holiday Inn at Norwich, CT.....a wonderful "Home Base" for our SUMMIT. The Hotel has been renovated throughout with some unique group meeting and gathering possibilities. Excellent pool area, huge back parking lot and a sports bar and restaurant on site!

Some possibilities are a tour of Mystic and a trip to Mohegan Sun. The hotel offers complimentary shuttle service in 15 passenger vans (literally a five minute ride) and a buy one, get one free buffet ticket at \$17.95 it is a great deal!

The weekend rate will be \$139.00 and the Thursday night rate perhaps as low as \$99.

The committee is looking to customize your adventure with a few special features before the actual registration date with a New England Clam Bake and Breakfast on the Beach. Contact Steve Bell if this sounds like something you don't want to miss!

New England web site: www.ahca-newengland.com

"The Incoherent Ramblings Of Nobody In Particular" (anonymous)

Recent issues of "Marque" once again brought home the unique "Healey Spirit" and made me think of how wonderfully the club has retained that spirit over so many years. After all, what other club has an event that includes going "Wee! Wee! Weee!" all the way home? Sports car clubs used to exist almost exclusively for the purpose of having fun, often the sillier the better, and it's still true with Healey people who have somehow managed to retain the admirable quality of not taking themselves too seriously! Not to mention proving it well and often!

Alongside this fun-loving approach, our cars keep increasing in value. The words "market" and "investment" are heard often. Club after club has introduced columns reporting on "the market" along with commentary on investment quality of one model versus another, and even on specific cars. Now "Marque" has a new "Auction Healeys" column that seems to be off to a good start.

Which raises a question, or maybe a challenge: "In this world of increasing focus on money, and investing in so-called right cars at right prices, how does a club maintain the same devil-may-care fun-loving attitude that began back when a good used Healey might cost \$500 and nobody worried about the effect yellow, red, or the correct shade of BRG would have on their investment?"

Could our fun oriented "beer and pretzels" Healey crowd be at risk of joining other clubs who have fewer "do it yourself" fix-it columns, and more market reports on your investment? But then if the cars are rarely driven, who needs fix-it articles?

Guess I sound like an old curmudgeon but they were good days when, for example, the Porsche 356 group sent a black and white newsletter on folded 8 1/2 by 11 paper and the most valued content was a cross-index of VW part numbers for things that were NLA from Porsche! But that was a loooooong time ago, before auctions and the world of repro or show-chromed parts that now crowd original parts that have a little patina.

So if our cars aren't transportation anymore, what are they?

Could it be that the increased focus on auctions, market reports and investment value has contributed to a decrease in road use, as owners become more aware of the monetary effect of a stone chip when they go to sell their precious investment?

Now the old-time Healey folks are thinking, "He's nutty, we'll always stay the way we are!" and I have no doubt they're right! But the external influences on newcomers are changing, and it seems almost inevitable that these influences will change the role many of our cars have in the lives of their next caretakers.

Think about the last time you saw an XK120, Healey or 356 on the road (and not on a summer Saturday when they are clearly show-bound; heck, in recent years you might need x-ray vision to see through the enclosed trailer). In most cases it has been a very long time.

One powerful shaper of future attitudes may be the cable channel auction pundits who do their arm-chair analysis of each car as an investment. It seems especially damaging and negative when they select a particular car to examine up close. Interesting yes, but it also sets an example and sends a message that "this is what the hobby is about- finding something wrong and then translating that into financial impact on the investment."

What pushed me over the curmudgeon edge was an auction report in a respected club newsletter (not ours!) where the club expert proclaimed one particular car to be a "piece of #####" and it was no typo, the S word was there in all its glory.

I protested not because I've never heard the word before, but because every old sports car is a survivor and deserves some degree of respect, as does the person who spent their hard earned money in order to own it. Instead of the club supporting that new (and obviously in need of help) owner, their car is insulted and they become "the fool who bought that piece of #####."

Just think of the arrogance it takes to make that an acceptable club value and put it in print. Think of how completely contrary it is to the values of our Healey club, where we help fellow members. Maybe the car really was a piece of ##### but we're supposed to all be in this together and every thought that pops in someone's head shouldn't be printed in the club magazine just to make an unnecessary point at someone else's expense. How is that fun, positive or helpful?

But without even realizing it, that club has sanctioned a shift in values, away from appreciating every car, and people helping people, toward judging whose toy is better, whose is unworthy, and whose wallet is bigger. That's how it happens. Examples are set then others follow, and something very important is lost.

(cont'd on next page)

"The Incoherent Ramblings Of Nobody In Particular" (anonymous) Cont'd

I thank my lucky stars that the Healey gang loves ALL their children and wouldn't dream of putting anything like that in "Marque;" we only use the word when wrenching (it's in the shop manual just before "spanner, how to throw", isn't it?) and the Jaguar club would never think of using the word even if they stepped in it.

So I hope our auction expert will take a true Healeyist approach and write in the spirit of fun and affection for all our little treasures no matter how humble or flawed one may be, even if they are de-humanized (can a car be de-humanized?) commodities during that short time they are under the auction spotlights. When the emotional feeling for the car leaves the hobby, and the excitement is about the money, that's a very fundamental change.

My own discovery is that a car can actually be perfect in its imperfections. A lot of imperfections are unfortunate, especially after bad restorations, but some imperfections add character, and that's in the eye of the owner.

Bill Erickson's column seemed right on and he seems to have the right attitude. And he speaks the truth- if we all focused on investment return we'd all be driving red (the correct shade of course) or Healey blue BJ8's. But how interesting is a car show that looks like every car came off the dealer brochure? How many clone-perfect red BJ8's do you need to walk past, before you start playing "find the flaw" yourself?

And how many times do the owners of primrose yellow BN4's (to use Bill's example) need to be reminded where the experts think their car stands in the investment portfolio pecking order, before they get discouraged and realize "I can save what I pay for club dues, AND not have to continually read how BN4's and square Sprites are at the bottom of the totem pole? Done!!!"

And let's face it, when a BN4 gets good money what auction reporter will be unable to keep from observing "good money... for a BN4", just as it was when 356 coupes started bringing good money in a world obsessed with open cars. The pundits would say good money "....for a coupe." Coupe owners finally coined the phrase "Justacoupe" because it became automatic to answer that your car was "Justacoupe."

So what's the point?

First, the Healey club has something special in the DNA of the organization, and I mean that literally. Many of our values come directly from the founder of the company and his family. Other clubs just don't have that. The enjoyment and preservation of the cars comes first. Market value is way down the list. Singling out particular cars for criticism is not on the list at all.

Second, the club is welcoming of all Healeys and has never put itself in the role of belittling a car or its owner for buying it. I saw Bic Healey at an event years ago and as he walked through the field he found something encouraging to say about every car there, and each owner beamed as if he or she had just been handed "Best In Show." Everybody with a Healey is proud of their car, and our club fosters and respects that value. We can all learn from Bic and carry that lesson forward. I'm sure he learned it from his father.

Finally, let's let the auction pundits do their thing but keep it separate from club events. There is nothing more unpleasant than wasting a day while car snobs look down their noses at what you brought and point out every flaw. I'd rather do a grocery run to Stop and Shop and have some kid say, "Cool car!" Which experience would make your day?

If any club can balance fun and the inevitable fascination with the cost of expensive things, it's the Healey crowd. It's worth thinking about. Club values and cultures are very sensitive things that change so gradually it's almost impossible to notice until a defining event comes along and you wonder, "How'd we get from who we used to be, to this???"

Besides, people who take themselves and their money too seriously have less fun and they certainly never wear a pig mask and go "Wee! Wee! Weeee!!!" all the way home!