

Austin Healey Club of New England

2015 Calendar of Events

7/1/2015

Events in **BOLD** are AHC of New England events

<u>DATE</u>	<u>EVENT/TIME</u>	<u>LOCATION</u>	<u>CONTACT</u>
July 19-24	ENCLAVE 2015	Wyndham or Marriott Courtyard	Peter Sturtevant
	Healeys on Hallowed Ground	100 Presidential Circle Gettysburg, PA 17325	healeybn4@comcast.net 774-284-1212
Sat July 25	British Cars of N.H. Show of Dreams	Alvirne Hills House Field 211 Derry Rd Hudson, N.H	www.bcnh.org Dave LeBlance leblancs2k@comcast.net
Sat Aug 8	Western MA Meet	Bender's & Plue's	Bob Bender rbender1@nycap.rr.com
Sat Aug 15	Healey's on the Green	Mystic Seaport Museum Mystic, CT	Ted Stanton healey@snet.net George Grieder ggreider@gmail.com
Sat Aug 15	Clam & Lobster Bake	Carl and Amy Carvell 10 Spray Rock Rd Westerly, RI	Amy Carvell abcarvell@gmail.com 401-322-7741
Sat Aug 29	Sergio Franchi Concert	Stonnington, CT	Ted Stanton healey@snet.net
Sat Sept 12	John Deere Gymkhana	Roy & Betty Balthazard	Roy Blathazard
Rain Date Sun Sept 13		Belchertown, MA	roybaby34@yahoo.com 413-687-8178
Fri, Sat, Sun Sept 18-20	British Invasion Austin Healey Featured Marque	Stowe Event Field Stowe, VT	Bob Britton healeybj7@hotmail.com 603-381-3158
Sat Oct 17	Fall Foliage Tour	Essex, CT	Jud Perkins judperk@comcast.net
Sat Dec 5	Holiday Party	Sturbridge, MA	Len Bach

It's On! — Healeys on the Green Mark V

Saturday, August 15, 2015: save this revised date on your calendars! Mystic Seaport's town green will be the site once again for Healeys on the Green during their Antique Engine Weekend. This year, we will form up across the street at 9:30 and then parade onto the museum grounds by model groups just before 10:30 AM. The show will run from 10:30 AM to 2:00 PM

At that point those who are going to Amy and Carl's Clambake can leave for a scenic drive to the Carvell's house. Other may chose to stay and tour the museum until it closes at 5:00 PM.

Entry to the show and grounds is \$20 (in advance—\$25 day of the show) for a car and two people (a \$48.00 value). A prize will be awarded to the most popular car as voted by Seaport visitors. Please make checks payable to Mystic Seaport and mail to Ted Stanton; 677 Pequot Trail; Stonington, CT 06378. And please indicate your name and address as well as the your car's year and model. You will get a show display card with your entry number, map and directions by return mail.

More info to follow.

Any questions, contact Ted Stanton healey@snet.net or phone 860-605-4172.

The family of Dominic Falconeiri would like to thank all who attended his services, sent cards, messages, and donations to the Cardiac Amyloidosis Fondation.

It was heart warming to see his Healey friends who traveled the distance to support our family at this time.

Dominic loved the comradely of the Healey group and all the friendships made along the way.

Thank you again,

Mary & family

British by the Sea

On the cloudless morning of June 7th, six Austin Healeys met at Fort Trumbull in New London for coffee before a fifteen minute tour of the shoreline to Harkness State Park where we met over 350 British beauties (cars, of course). The weather could not have been better. About 15 Healeys and Sprites showed, including a couple of new possible members, and we collected \$80.00 for JDRF. Winners of the engraved mugs in the Healey classes are:

- Hundreds First - '55' Ted and Judi Stanton, Stonington, Ct.
 Second - '56' Paul Crotty, Waterford, Ct.
 Third - '54' Carter DeCormier, Bloomfield, Cts
- 3000 First - '61' Dutcha Slieber-Hersant, Mystic, Ct.
 Second - '64' Robert Scalla, Simsbury, Ct
 Third - '62' Al James, Charleston, R.I.
- Sprites First - '59' Ron and Laura Cavellaro, Johnson, R.I.
 Second - '61' Gary Park, Voluntown, Ct.
 Third - '60' Dave Silberklight, Branford, Ct.

This is an annual event held the first Sunday in June and second only to British Invasion in Stowe so it's not too early to note the date for 2016.

Ted Stanton - healey@snet.net



Austin Healey Clam Bake
Saturday, August 15th – 2:30 pm
at
the home of Amy & Carl Carvell
12 Spray Rock Rd.
Weekapaug (Westerly), Rhode Island

When you leave the Mystic Seaport and Healey's On the Green travel along the coast to Weekapaug for a traditional New England Clambake.

Take a walk on the beach, swim or chat with friends. We will start the traditional Rhode Island bake about 4:00 pm which will give you time to get home before it is too late! The cost is \$45.00 per person and includes lobster, clams, corn on the cob, sweet potato, white potato, fish and sausage. Please let the Carvells know if you will be coming and just bring your check with you then.

This is a BYOB party!!!!

abcarvell@gmail.com, cgcavell@gmail.com or 401-322-7741 Directions will be available at the Mystic SeaportJ.





Sat 10 AM - 3 PM

Featured Marque – MG Pre-War through 1962

REGISTRATION FORM

THE 19th ANNUAL BRITISH CARS OF NEW HAMPSHIRE SHOW OF DREAMS 2015 ALL BRITISH CAR SHOW

to benefit THE HIGH HOPES FOUNDATION and NH Food Bank

Sat July 25th at Alvirne Hills House, 211 Derry Rd (Rt 102) Hudson, NH 03051

All car show proceeds donated to The High Hopes Foundation of NH and NH Food Bank

PLEASE PRINT CLEARLY

Name: _____

Mailing Address: _____

City: _____ State: _____ ZIP Code: _____

Home Phone: _____ E-Mail Address: _____

1st Vehicle: Year: _____ Make: _____ Model: _____

2nd Vehicle: Year: _____ Make: _____ Model: _____

Class trophies, Best of Show, Best of Featured Marque

Car classes may be added – if more than 5 cars of a specific marque pre-register by June 1

- | | | |
|-----------------------------------|---|--------------------------------|
| 1) Austin Healey | 10) TR6(69-73) | 17) British Classics Pre 1960 |
| 2) MG 1924-1934 | 11) TR6 (74-76) | 18) British Classics 1960-1969 |
| 3) MG 1935 – 1944 | 12) TR7 & TR8 | 19) British Classics 1970-1979 |
| 4) MG 1945 - 1954 | 13) Jaguar XK and E-Types | 20) British Classics 1980-1989 |
| 5) MGA (1955-1962) | 12) Jaguar XJ6 | 21) British Classics 1990-2015 |
| 6) MGB (Chrome Bumpers 63-74) | 13) TVR | 22) Unrestored |
| 7) MGB (Rubber Bumpers 74 ½ - 80) | 14) Lotus | 23) Display Only |
| 8) TR2, TR3 | 15) Sprite, Midget & Spitfires | |
| 9) TR4, TR4A, TR250 | 16) British Fastback Coupe
(MGBGT, MGCGT, GT6) | |

ENTRY FEE: Before 7/12/2015 - \$25, After 7/12/2015 \$35, additional cars by same owner \$10

RELEASE STATEMENT: I agree to enter the above car in the 2015 BCNH All British Car Show on Sat July 25th, 2015. I am aware of the hazards inherent with motor vehicle events. I agree to release and hold harmless, BCNH, its officers, and members, the Hudson Historical Society, and the Hudson NH School Board, owners of "Alvirne Hill House", for any liabilities for injuries, damages, or loss arising from my participation in this show or travel to or from same. While not a requirement, we recommend that all cars have a fire extinguisher. All cars must be driven onto the field.

SIGNATURE: _____ Club Affiliation _____

Make checks payable to BCNH & send to:
BCNH c/o Norma Karle
51 Durgin Rd, Chichester, NH 03258
603-490-6115 or karle01@comcast.net

DASH PLAQUES AND GOODY BAGS WILL BE GIVEN TO THE FIRST 100 REGISTRANTS

1 st car before July 12 th - \$25,	
after July 12 th \$35	= \$ _____
Additional Cars @ \$10 each	= \$ _____
	Total: \$ _____

TECH TALK

In a couple of weeks, we'll be headed to Gettysburg in our 48 to 62 years old English cars, always with a little trepidation. I've included a couple of articles to get us thinking about what we should do to prepare for and what parts and tools we should think of bringing. They're extracted from British Car Specialists articles as well as one written by Reid Trummel.

Next month, I'll publish indexes of my resources and hope to get suggestions on what might be of interest to you.

Ted Stanton - healey@snet.net

Driving Healeys Long Distances

by Reid Trummel

Jakarta, Indonesia

As many members prepare their Healeys for short and long drives this spring and summer, it would be a good idea to read the following article by an expert on Healey travel, Reid Trummel. Reid has learned many lessons about long-distance Healeying, and CHATTER is pleased to offer these tips about his experiences. —Ed.

Over the past 13 years I have driven Austin-Healeys coast-to-coast across North America five times. In 1983 there was California to North Carolina. Later that year there was the trip back to California. Then in 1985 there was California to Florida, via Oregon and Idaho. In 1991 there was Idaho to Maryland, via California, Oregon, Washington, clear across Canada, down into New York and over to Massachusetts, and finally down the eastern seaboard to my destination near Washington, D.C. Then in 1993 there was Maryland to California, via Georgia. It must be some kind of record. And of course, this doesn't count a consider dozens of long but less-than-coast-to-coast trips.

I've gone coast-to-coast in a BJ8 (three times) and in a BN2 (twice), in summer and in winter, accompanied and alone, and with the top up and with the top down (yes, the whole way). And I've learned something about long-distance Healeying in the process. The purpose of this article is to share some of the lessons I've learned. I also hope that this will encourage others to drive their Healeys, if not coast-to-coast, at least farther and more often. Every long trip I've taken in a Healey has been an adventure, and I don't regret any of them.

This is the story not of the adventures, but of the problems (although they were often one and the same). In looking back at the various "car problems" I've had on these long trips, the common denominator for many of the more serious ones has been "electrics," and that has often meant our old friend, Lucas. I guess that's not much of a surprise. After all,

ish car owners for decades. There's even a whole list of Lucas jokes. (Why do the British drink their beer warm? Because they have Lucas refrigerators!) You don't get a reputation like that of Lucas without at least a little truth behind it.

But let's be fair: all of these "Lucas problems" were preventable, and since it was the driver who didn't prevent them, I have to plead guilty. With more experience and more knowledge, I would have known what to check and what to do before setting out on long trips. *Mea culpa.* Now that I have learned a little something on the subject, I hope you can benefit from my experience. I certainly have.

Here's a list of some of the problems I have encountered on my many long trips:

Generator. I've burned up generators twice on long drives. Both times it was in a BJ8, and both times the problem was basically the same: the rear bearing went out. Both times it was a major hassle, and both times it could have been so easily prevented. Many of you may not even be aware (I wasn't) that there is a little hole in the center of the back plate of the generator where you can add a few drops of light oil (20 weight) to lubricate this bearing. I recommend it. In fact, on long trips I give it a drop or two of oil every day. It was never a problem around town or on shorter trips, but I guess the thing just heats up so much on the hours-long cross-country drives that it finally starts burning up, gets out-of-round, and soon thereafter, that's all she wrote.

Starter. Starters are another item that we tend to take for granted. Actually, Lucas starters are very reliable, but there are limits. The one that went out on my BN2 probably had not been touched in over 37 years before calling it quits. It's hard to call 37 years of faithful service a lack of reliability. If it's been several decades since you've checked your starter, it might be a good idea to have it overhauled. Preventive maintenance is so much easier than roadside repair. It's not really very expensive, and it can save you a lot of expensive grief. I'm a believer.

Overdrive solenoid. Like any other electrical component, it won't last forever. If you're driving long distances, you're going to want that lovely Laycock de Normanville overdrive to be purring along for many hours of pleasurable cruising. You can't find overdrive solenoids at any ol' car parts store. Carry a spare. It's cheap insurance, and sooner or later you're going to make a claim.

In summary, you can save yourself a lot of trouble if you do some preventive maintenance, and carry some selected spares and tools. There is a good section in the Owner's/Driver's Handbook called "Regular Attention." Carefully following the advice in the handbook will cover almost everything you can do to prevent problems. Carefully organizing and compiling a set of selected spare parts and tools will cover most of the rest. Oh yes, and if there are any critical components that haven't had any attention in the last, say,



Reid Trummel works on a malfunctioning fuel pump during one of his many cross country trips in a Healey.

Two times I have had major headaches due to fuel pump problems, once in a BJ8 and once in a BN2. Those SU fuel pumps don't discriminate. Like the problems listed above, these were electrical problems. There are contact points inside the fuel pump. They get dirty. They wear

out. Not too often, but like a 37-year-old starter, they have their limits. I recommend checking them. The fuel pump is not difficult to remove and inspect, and if no one has paid much attention to it for a long time, you might be surprised at how dirty it gets in there. Clean it up, and carry a spare—if not a whole spare fuel pump, at least carry a spare set of points. A word to the wise is sufficient.

Flat tire. No insights here. Flat tires are inevitable. That's why there's a spare in the basic equipment of every car. The only lesson is, I suppose, to check your spare. Fortunately, when I needed mine it was ready. It's also worth making sure that you have a working jack and a knock-off hammer. These tools came with every car and there's a reason for that. (The original equipment jacks are not your best choice for actual use—often they stand too tall to slide under the frame when you have a flat.)

Speedometer. Again, no great insights. Obviously you can drive a long time without a speedometer, but if you really like watching that needle bounce back and forth from 50 to 80 mph while you cruise along at steady speed, you might want to check the speedometer drive cable and fittings.

Exhaust system. My exhaust system problems were due to defective manufacture, and there's not much you can do about that (except discover it while you're out on the road). It was an early stainless steel system that had evidently not been fully sorted out before being offered for sale. Anyway, exhaust fumes should be taken seriously, not to mention the noise of driving with a defective system, so a good inspection of the system and its connections is probably a good idea. Healeys sit so low to the ground that we seldom get a really good look at the whole exhaust system. Solid, safe support for your car when working under it is a principle that bears repeating.

Upper radiator hose. I had one of these burst on a long trip. It happens. Inspect your hoses (upper and lower) and connections before setting out, and always carry spares. As with most parts for our cars, you can't find these hoses at any ol' car parts store, and you're not going anywhere without them.

PRE-TOURING INSPECTION

Norman Nock, Stockton California - British Car Specialists

WATER PUMP—Hold the fan blade at tip and move it fore and aft, there should be no movement or looseness. Look for a rusty stain or a coolant leak from the hole in the bottom of the pump.

FUEL PUMP—If the pump is old and dirty you should replace it with a new electronic S.U. pump.

HUBS, WIRE WHEELS—Check the condition of the hubs by driving slowly in second gear and going on and off the gas pedal. Listen for clicks coming from the hubs. Do not over tighten the knock off's to stop the clicks. If you have these clicks your wheel could come off while driving. (refer to Feb. '87 CHATTER). Clicks could also be caused by a worn universal joint.

COOLING SYSTEM—Check the accuracy of your temperature gauge against a thermometer inserted in the top of the radiator, with cap removed and car idling. Any temperature readings over 195° F, on the gauge, while driving should be investigated to avoid overheating and engine damage.

GENERATOR—If your generator starts to make a grinding sound the bush and/or bearing are badly worn. This is usually caused by a fan belt being adjusted too tight. The belt should not be "twangy" tight, it should have a little looseness.

BATTERY—Check that the specific gravity of your battery shows at the fully charged mark of 1.280. If not, charge the battery and check the specific gravity again. If it has not reached the fully charged state, replace it before it causes you a "no start problem" (refer to July '86 CHATTER).

OIL LEAKS—If your car leaks oil every time you park it, don't assume that the oil could only come from the engine. Check the transmission level, water/antifreeze looks like clean engine oil so be sure and check the coolant level. Don't forget to check the engine oil as well. Keep a close watch on your fluid levels and avoid an expensive overhaul.

BRAKES—This is a major safety item and should be checked regularly by a qualified mechanic. Pulling, soft pedal, no power, locking, grinding or squeaking are some of the reasons to get your brakes checked for safe operation.

CLUTCH—Clutch engaging when foot is almost off of the pedal could be a sign of a slipping clutch. A soft pedal is usually a hydraulic problem. A clutch pedal that is hard to push down and a slipping clutch could be caused by the flexible hose going to the slave cylinder being partially restricted inside, limiting the flow of fluid. Wear between the clutch pedal arm and the master cylinder clevis pin could cause grinding going into first and reverse.

DRIVING OVER 6,000 FT.—In high altitudes your engine will have a 3% per 1,000 feet decrease in power and the idle will be slower. If you do not drive regularly above 6,000 feet it is not necessary to change your carburetor adjustments or the ignition timing. If you live at these high altitudes check with local mechanics who will advise you about how to change your ignition timing to suit the altitude.

REGULAR MAINTENANCE—Checking your car regularly for potential problems and keeping it tuned-up will help to prevent problems on your tour.

TOOLS AND PARTS—If you have a problem with your car while traveling do you have the parts and tools with you to fix it? Generator - Water pump - Points - Distributor cap - Rotor.

British Car Specialists

2060 N. WILSON WAY STOCKTON, CA 95205-3126
(209) 948-8767 • FAX (209) 948-1030

SO YOU'RE GOING TO SNOWMASS. GREAT! HERE'S A LIST OF A FEW PARTS AND TOOLS YOU MIGHT CONSIDER TAKING ALONG, JUST IN CASE....

Our list was compiled by Norman Nock of Stockton, CA. While you may drive round trip without a care, you may want to consider carrying some extra parts. As Norman says, "Austin-Healey parts are available, but expensive. The price you pay now will not be as bad as being stuck along side of the road..." After all, we don't want you to win the "Hard Luck Trophy at Snowmass!"

You'll note we have listed our parts in order of priority, A, B and C. The tools are just listed, you set the order of priority. Better yet, get together with other cars going West or East and share the wealth in both tools to carry and parts as well. Groups are more fun too.

PARTS

Coolant 50/50	Valve Cover Gasket	Vacuum Unit
Ignition Coil	Clutch Linkage 100-4	Dist. Weights & Springs
Coolant Hoses	Distributor Cap	Carb. Gasket Set
Condensor	Rotor Arm	Brake Hoses
Points	Carb. Float	Slave Cyl. Hose
Water Pump	Generator Brush Set	Carb. Linkage
Fan Belt	Exhaust Gasket	Float Chamber Cover
Fuel Pump S.U.	Fuel Line	Needle & Seat (Carb.)
Flexible Oil Line	Bulbs & Fuses	Misc. Carb. Parts
Nuts & Bolts etc.	Hose Clamps	Electric Wire
Engine Oil	Radiator Cap, New	Set of Spark Plugs
Electrical Tape	'O' Ring to Oil Filter	

TOOLS

Combination Wrench —	Knife	Adj. Interlocking Pliers
3/8" Ratchet — 3/8" Bar Extension	Awl	Circuit Tester Light
B.S. British Standard —	Jack	Feeler Gauges
A.S. American Standard	Service Manual for Your Car	Hydrometer, Floating Ball Type
B.S. 1/4". 5/16". 3/8". 7/16"	Flash Light, Extra Batteries	Scissors
7/16". 1/2". 9/16". 5/8". 11/16". 3/4"	Hammer	Pry Bar or Large Screw Driver
Adj. Wrench 12" & 4"	Tow Rope or Cable	Spark Plug Socket
Vice-Grip Pliers	Screw Drivers, Standard & Phillips	Class 'A' First Aid Kit
3 Road Flares	Combination Pliers	

THE BERKSHIRE HILLS RAMBLE

August 8TH

Well hopefully, by now most of you have forgotten what it's like to rallye (or rally, if you prefer) with the Plues and Benders. Well here's a chance to refresh your memory! This is actually a low pressure tour through the beautiful Berkshire countryside. Of course, while you're enjoying the vista, you will have to keep your eyes open for answers to questions you will receive at the start. So there will be a little exercise of the noodle involved. To be fair, the Benders are only involved in the meet and greet and feed department of this shindig...the rally/rallye is all the Pat and Andy Plue bailiwick. So if the food is good, the Benders are blameless!

Please come join us on August 8th. First car off will be at 10:00 AM but if you get there early – say 9:30 – you can have some coffee and donuts! We will be starting from the public parking area at the South end of Pontoosuc Lake in Pittsfield, MA., kinda at the junction of Hancock Road and Route 7. There will be a British flag at the entrance to the parking area.

Here are couple of ways to get there:

From the Mass Pike Exit 2
Go toward center of Lee
Main Street becomes Route 20
Continue about 10 miles
Continue .2 miles on South Street
Right on East street .2 miles
Left on US 7 / 1st Street about 3 miles
When ya see the lake, you're there!
Look for the British flag

From North Hampton

RT 9 west to Dalton
Go through Dalton
Stay on RT 9
Turn right onto Crane Avenue (At Tractor Supply store)
Take Crane to intersect with RT 7
Head North (right) on RT 7 and continue til ya see the lake
Look for the British flag

Hope to see y'all there!

Please RSVP by August 4TH
Bob and Betty Bender 413-684-3934
Rbender1@berkshire.rr.com



HARVARD LIONS

2015 CLASSIC CAR SHOW



AT THE HARVARD FALL FESTIVAL

SUNDAY SEPTEMBER 13 10am – 4pm

HAZEL FARM • 150 AYER RD • HARVARD, MA

GREAT FOOD † COOL MUSIC † BBQ COOK-OFF † EXHIBITS †

50/50 RAFFLE † CRAFT-FAIR † MEDIEVAL GAMES

E-MAIL CLASSICCAR@HARVARDFALLFESTIVAL.COM to register or

simply show up day of event. Call Pete @ 978-758-3008 with questions.

Harvard
Fall 2015
Festival

DETAILS AT: WWW.HARVARDFALLFESTIVAL.COM



BRITISH INVASION XXV
September 18-20, 2015
Stowe, VT

This year is the 25th Anniversary of the **British Invasion** held in the lovely VT town of Stowe. The AUSTIN HEALEY is one of the featured marques this year. If you have never attended you are missing the largest all British car and motorcycle show on in the country.. Last year there were over 650 British vehicles on the show field.

The Austin Healey Club of New England has reserved 14 rooms at the lovely **Inn at the Mountain**, which is part of the Stowe Mountain Resort. The room rate is one of the best deals in Stowe for this event. Each room features fabulous mountainside lodging, balconies or deck with seating area, cable TV, WIFI, air conditioning, refrigerator and daily maid service. All rooms are non-smoking.

RESERVATIONS MUST BE MADE BY AUGUST 18 OR THE ROOMS WILL BE RELEAED TO THE GENERAL PUBLIC.

CALL: 802-253-3649 or 800-253-4754 and mention the AHC-NE, Group #27938. <http://summer.stowe.com/plan/lodging/inn-at-the-mountain-and-condominiums/>

Inn Rooms: \$131.75/night + tax. Several suites are available at a higher rate. The room rate includes a complimentary Continental Breakfast.

There is also a plan for a Group Dinner for club members which will include a tour through Smuggler's Notch. More on this coming up in the next newsletter.

You must pre-register for the British Invasion. The deadline is September 1st. It is best to visit the **British Invasion** web site www.britishinvasion.com and download the registration form and mail your registration fee before the deadline. Last minute registrations are allowed at the show field on Friday between 12 Noon -6PM. No registration is allowed on Saturday!

For more information contact Bob Britton 603-381-3158
Email: healeybj7@hotmail.com



***40TH ANNIVERSARY CAR BADGE
TO BENEFIT JUVENILE DIABETES RESEARCH
FOUNDATION***

The club is planning to produce a car badge to commemorate the 40th anniversary of the club. The proceeds from the sale will be donated to Juvenile Diabetes Research Foundations. The badge is of high quality and will be produced by a UK company www.premierbadge.co.uk/

The cost of the badge is \$45.00 plus shipping, to place order e-mail your request to Nick Zarkades at nzdesigns@comcast.net with number wanted and shipping information.

We must have a minimum of 50 to place order. You will be notified by e-mail when ready and you be requested to send a check to Carl Carvel.

Lempert 3:54 rear end gears are all gone now. The gears now come from England. A little more money but still well worth the conversion for peace of mind when your Healey is on the interstate. I can replace the gears in your rear end (takes about a week) or have a rebuilt rear end ready to swap into your car in about 4 hours. The complete job is now \$1600.00 either way. Also able to handle most any mechanical work your car may need to make it through the summer driving season safely. Labor rate is \$35/hour. Please ask for references. Paul Dunnell 413 339 0102.

austin3000@verizon.net

A NEW LOOK LAST CHANCE

These items will not be available after July!

A new image reflecting the beautiful lines of the Austin Healey from designer Nick Zarkades. Shirt and hat are black, shirt is screened gray, hat is embroidered silver/gray.

T-SHIRTS - M - L - XL \$15.00* + shipping

HATS - \$20.00* + shipping

E-mail nzdesigns@comcast.net to place order, you will be contacted with payment options.



*A donation will be made to the N.E. Region Club on all items ordered by its members for the clubs (Fight Against Juvenile Diabetes Fund)

1962 Austin Healey BN7 MKII 2 Seater Tri-Carb

One of 355 produced, Late center shift MKII. Unmolested, Very Original example purchased from original owner 6 years ago. Runs & Drives but needs full restoration. Factory 2 seater hardtop available. (not being sold separately). All documentation. Car is complete.

Photos & Info: www.austinhealey100m.com

Randy Hicks

RandyHicks@me.com

508-981-5113 Cell

508-252-9295 Home



Set of Jahns Hundred high compression pistons and rings.

New in the original box. \$100 OBO

Ted Stanton healey@snet.net



When you need help with your Healey...

Call us. We can do the work for you, or work side-by-side with you. A local shop with 2 decades of Healey experience. Transportation available in an enclosed trailer.

Call Bob at 603-425-3333 or 978-238-8810



We service all the British marques




