

The **FLASH**

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THE FLASH

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WORTH ANOTHER LOOK; LONG ISLAND CLUB'S RACHAEL FOGGO'S '56 100 6, RIGHT HAND DRIVE, THAT ONCE BELONGED TO HER FATHER.

What's In The Flash

Steve Jekogian

I am sitting here on March 2 watching the rain and snow fall! Just the other day I had the Healey out on the road for a taste of Spring. When will Spring actually get here?

Fire Extinguisher Recall Given our understanding of Lucas electrics and the age of our Healeys, we all probably carry a fire extinguisher in our cars. Kidde has recalled a number of its fire extinguishers which include some other brand names. Go to <https://inmarmarketaction.com/kidde> to see if your car, boat or home extinguisher is affected by the recall. Kidde will replace yours if it is among those recalled.

Club member Frank Muratore recently repaired the erratic tach in his BJ8 and shared his knowledge in the Positive Earth Drivers Club Newsletter. Because some of you may experience the same issue, attached is the great article he wrote for PEDC. Thanks to Frank for his help in keeping our Healeys running as they should! Check it out in the letters to the editor section.

Need some AHSTC and Austin Healey regalia for the coming driving season or looking for a gift for a Healey enthusiast (present or future)?? Go to <https://ahstc.qbstores.com> for a great selection of many styles.

Many of the tech articles are also on the AHSTC web site www.austin-healey-stc.org



HARRISBURG REGION

By Fred Bennett



We have had two monthly meetings at the Hillside Café since the last edition of the “Flash.” Both were dedicated to planning Encounter 2018, which will be hosted this year by our Region. Bob Preston has been busy gathering information and assigning duties, as well as making all the arrangements for hotel accommodations and event venues. There is still a lot to be done, and Bob would appreciate any help our members can give.



I don’t have to remind you all that this winter has been a real “stinker!” Nevertheless, we did manage to squeeze in our annual Polar Run on January 27th. It was a beautiful, sunny day with “blistering” temperatures in the mid to upper 50s. Unfortunately, the unexpected nice weather caught most of us by surprise and did not allow for much advance planning. Three cars participated.

The Spears and Bennetts brought Big Healeys, and Pam Frazier, whose Healey battery gave out, reluctantly opted to bring her Nissan. The Tour began at the AACA Museum in Hershey and ended at the Eagle Hotel in beautiful, downtown Linglestown. The theme for this trip was “Hairpins and Esses.” Joe had so much fun throwing the Healey through all those tight turns he has decreed that we re-trace the route for our Spring Tour. (Joe and Barb thought the crab cakes at the Eagle were worth a second visit, too.) Hopefully, we’ll have a big turnout in April. Mark your calendars.

On the tech side of things, Fred Sherk can’t wait to hit the track this year. He’s been sorting out his plucky little Bugeye racecar all winter. Donna doesn’t even seem to care about the expense, as long as it means Fred spends more time in the garage. So far, he has added front disc brakes and the carburetor velocity stacks you see in the photo. I’ll let Fred explain what he’s doing: “The result of my winter modification to the Bugeye has been tested on the dyno. Twenty more neck-snapping horsepower and eighty more foot-pounds of torque, just with the addition of vintage velocity stacks on the carbs.” The stacks



came attached to carbs, manifold, and exhaust header, and he's thinking of cleaning up the header and installing it, too. According to Fred, "That should give me even more horses! Most importantly, those stacks look, in my opinion, absolutely 'bitchin'!" P.S. Fred was just kidding about the twenty hp.

Upcoming Events

Our next monthly meeting is scheduled for March 20th at the Hillside Café.

The Annual Spring Tour will be around the second or third Saturday of April (to be announced).

The Carlisle "Imports and Performance Nationals" car show is May 17th thru 20th.

A Final Exhaust Note

"Forever Young"

My mirror's lately been unkind,
Exposing all those lumps and lines.
Is that receding hairline mine?
When I was thirty, it looked just fine!
Those baggy eyes 'neath brows so white,
Just yesterday were firm and tight.

To hell with this! I'll take a drive!
The Healey will, my youth, revive!
All right, it's awkward getting in,
And climbing out is hard as sin.
I'm not as limber as I was,
My belly flat and chin with fuzz.

I pull the choke. I turn the key,
And push the starter anxiously.
She stutters, then she catches hold,
And suddenly, I don't feel old.
No aches, no pains- sheer joy instead-
The open road lies just ahead!

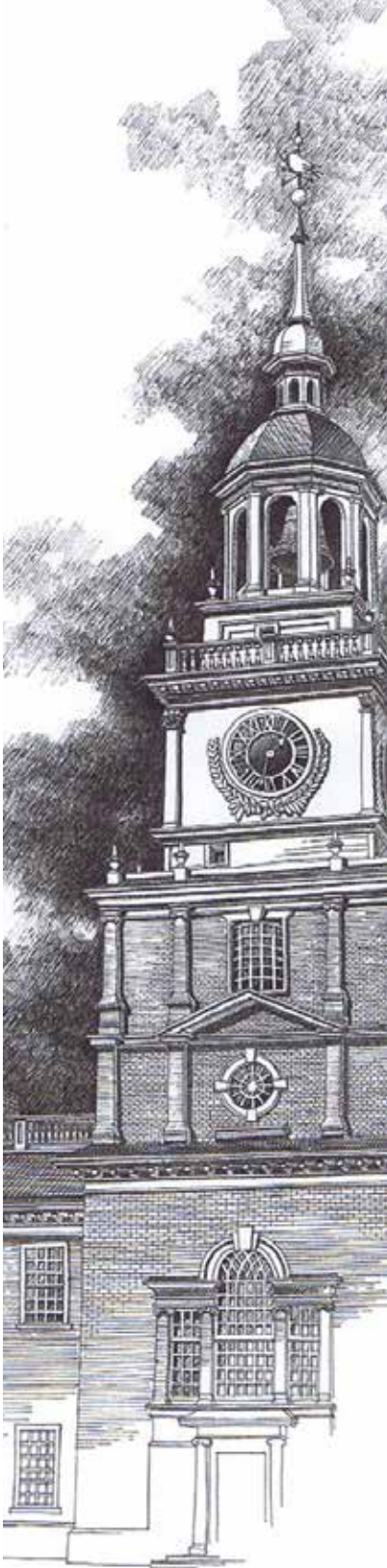
Beneath a cloudless, sunny sky,
The verdant scenery flashes by.
I downshift through a hairpin turn
Then wind her out without concern.
But all too soon the time has come,
When I must steer the Healey home.

I check the mirror changing lanes,
And notice something rather strange.
I have to do a second take,
Before I set the parking brake,
For in that looking glass I see,
The kid, I once was, smile at me!



PHILADELPHIA

REGION



Finally, the days are getting longer, with the sun setting later. Temperatures are moderating, and flowers are beginning to shoot up from their winter sleep. In another few weeks, the Healeys will begin their spring roars.

On February 3, we held a small tech session to get Terry McNelis's BJ8 running once again. We had to disconnect the vacuum advance as it was interfering with our turning of the distributor to achieve the proper timing. After adjusting the distributor for a while, the engine came to life. We put the timing light on, and timed it as best can be, and tightened up everything. I let Terry bend the vacuum advance tube to line up properly as it was about a quarter of the distributor off, and I did not want to break it.

Dave Siwa and I traveled to Atlantic City for the Atlantic City Antique and Classic Car Auction and Show, and were not terribly impressed, as there were very few foreign cars on display. Too much muscle and steel were presented.

Our monthly meeting on February 19 at the Metropolitan was well attended. Our guest speaker, Derek Jones, gave a great talk about the past year's Mini racing events that he was entered in. Overall, the Minis did very well for the year, and Derek and his crew have been signed up for another year, this time racing three Minis.

Our next tech session will be held March 10 at Paul's garage, at which time we will be working on Terry's carbs to get the car running properly. We also hope to have Rays's necessary items to complete the front of Ray's Bugeye assembly. If you have any needs for your car, please let us know so that we can schedule you into a tech session before driving season begins.

Toward the end of March, we plan to have another Cars and Coffee at Pour Richard's in Devon. Watch for details.

The next meeting is Monday, March 19, at 7 p.m., at the Metropolitan in Montgomeryville. Also, let us know what you can suggest for activities for the club.



Brandywine

The “Best of Britain” show at the Simeone Car Museum was excellent as usual. A good number of Brandywine members attended the Saturday Feb. 24th event: John Montague; Jim Martin; Roger Bono and his mother Helen; Tom and Mike Zalewski; Jeff Lano; Dave Ehret; Pete Roberts; Dee Caffrey; Chuck Ott; Ernie Leser. We also welcomed new member Ian Hall from Kennett Square who is restoring a Sprite.

Five cars from the museum’s collection were selected for their importance in the development of the sport of Road Rallying over the years. The special features of these cars were described by the museum staff. These cars were then given demonstration runs on the museum’s course by Dr. Simeone and his staff.

- Jaguar SS-100 (1938)**
- Talbot Lago T26GS (1948)**
- Austin Healey 100-4 BN1 (1954)**
- Ferrari 375 MM (1954)**
- Mercedes Benz 300 SL (1955)**



Brandywiners at the Simeone.



1954 AH 100-4 BN1

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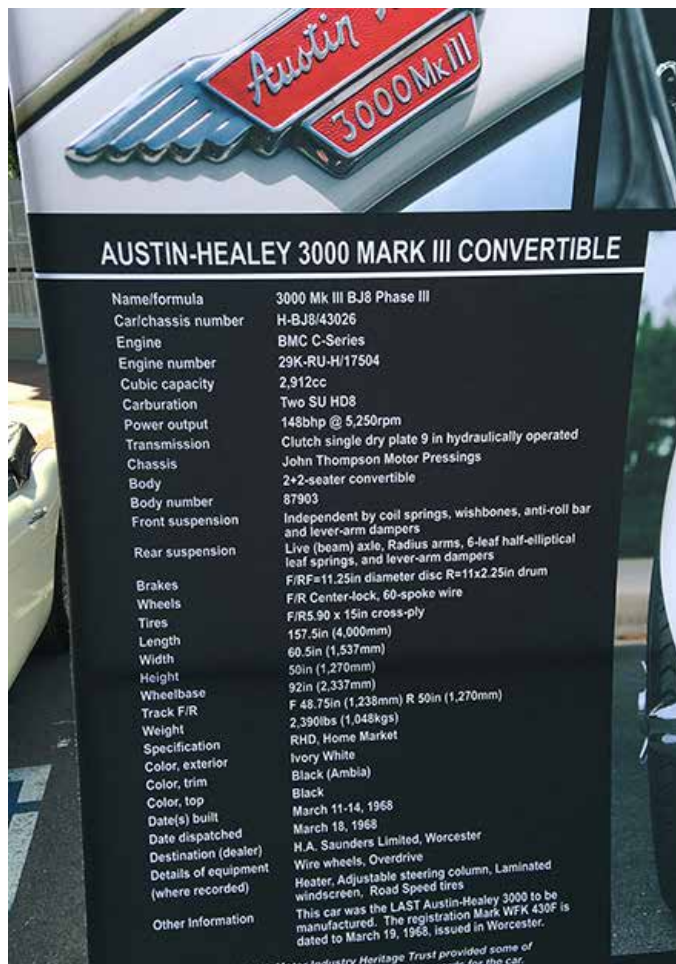


Dr. Simeone gave a lecture on the history of Sports Car Rallying from the early 1900's through the 1970's. The sport gradually got more technical with improved mechanicals and an increased emphasis on navigation. The cars and drivers became more specialized over time. More stringent safety requirements for the drivers and spectators were also instituted.

After the museum talks and driving demonstrations, the Brandywine group had lunch at a nearby Chickie's and Pete's restaurant. The food was quite good and all left well fed.

Mike Jennings submitted the following report and photos concerning the very last Austin Healey 3000 manufactured in March 1968.

The photos were taken at the Golden Gate Healey Club "International Healey Week" car show held in Pacific Grove (near Monterey, CA) in September, 2017. One photo is a close up of the placard giving the details concerning the last 3000 built. The second photo is of the car itself with the placard. This car has a license plate with a suffix of "F" which indicates that the car was first registered in 1968. The suffix number plates started in 1963 with "A".



Details of the last 3000 built.



The last AH 3000

Our next event will be the ever popular "Pizza at Pete's". This will be on Saturday, March 17th at 1 pm at Pete's house: 21 Waterview St., Downingtown, PA. RSVP to Pete by March 10th (610-458-5412). A tour of the Robert's Austin Healey collection is included.



By Paul Parfrey

Long Island

REGION

With the beginning of car shows and driving season still sometime off, I thought I would include an article from the UK Healey Club magazine, *Revcounter*. We discussed it at our post-holiday party, and I hope you finally get to see it here. It is reprinted with permission from the magazine and from the author.

“Call the Midwife” is a popular BBC series seen here on PBS. It is based on the memoir of a nurse who worked in the poor neighborhoods of London in the 1950’s. By last year, the show had reached the early 60’s with one of the nurses dating a dentist with a BJ8. The real owner of the car writes of his having his car used in the filming. He calls his piece “Call the Healey.”

(FYI: The next season of the series runs on Sundays from March 25 to May 6 at 8 PM on PBS, locally channel 13. I am hoping to see more of the BJ8!)



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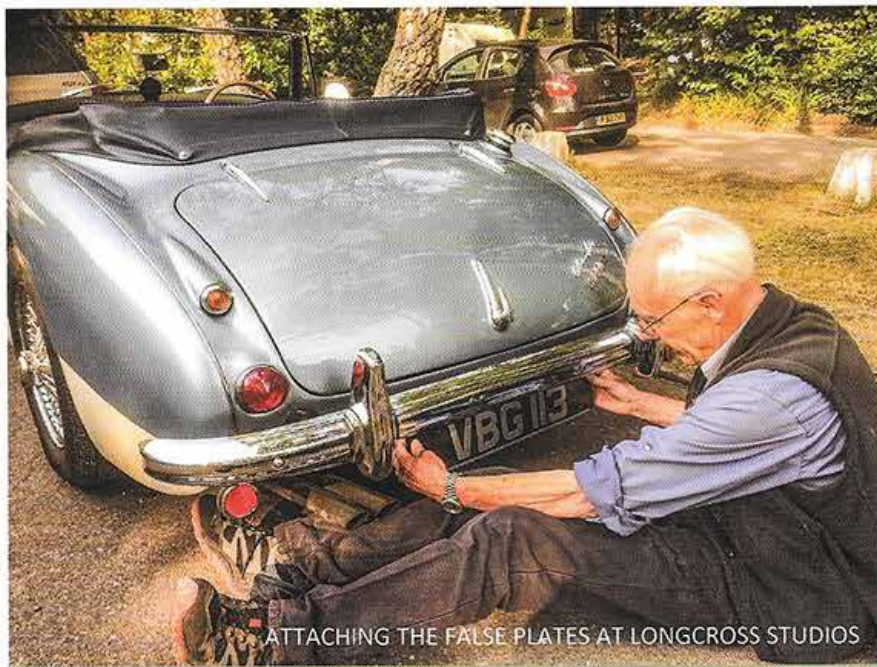
CALL THE HEALEY

By Richard Ansell

On a very hot and sweaty Tuesday, the 13th September, I received a phone call from Dave Colwell, our Southern Counties secretary, who told me that a guy called Tim Reynolds from TLO Film services had called him, desperately looking for a blue over white BJ8 that could be used for filming "Call the Midwife" on Thursday that same week. I called Tim and soon discovered their reason for the last-minute panic. They had already filmed a few scenes with another BJ8 but did not realise that the one they were using did not have a hood fitted. The final few scenes were supposed to be set in November 1962 and they needed to shoot one of the main scenes with the hood up. I later discovered that Tim had called Kevin Law at Orchard Restorations, Bill Rawles Classic cars, Rawles Motorsport and many others to ask if they could fit a hood before Thursday!

For filming continuity, my car had to look the same as the one they had been using. Tim and I exchanged a few pictures via email and agreed that without my badge bar and spot lamps they looked the same and agreed a fee.

And so, on a bright and warm



ATTACHING THE FALSE PLATES AT LONGCROSS STUDIOS

Thursday morning, badge bar removed, I set off for the film set at Longcross studios near Chobham accompanied by a fellow Healey friend, Keith Charie. We had to be on set by 2:30pm so, running a little early, we felt that we just had to stop for a pub lunch on the way.

We then drove to the studio and, after some initial confusion as to where the "Call the Midwife" set was, we eventually parked up around the corner from "Nonnatus house." Longcross studios is on the site of an old WW2 Ministry of Defence tank factory, complete with a two-mile-long tank testing track. Nonnatus House was originally the officers mess. The rest of the buildings, including the obelisk in the square that you see in the program are made entirely of fibreglass on wooden frames.

One of the guys from TLO

Film services met us there and, after attaching some different number plates on top of mine with black gaffer tape, removing my National Trust sticker and changing my period 1964 tax disc for a 1962 one to fit in with

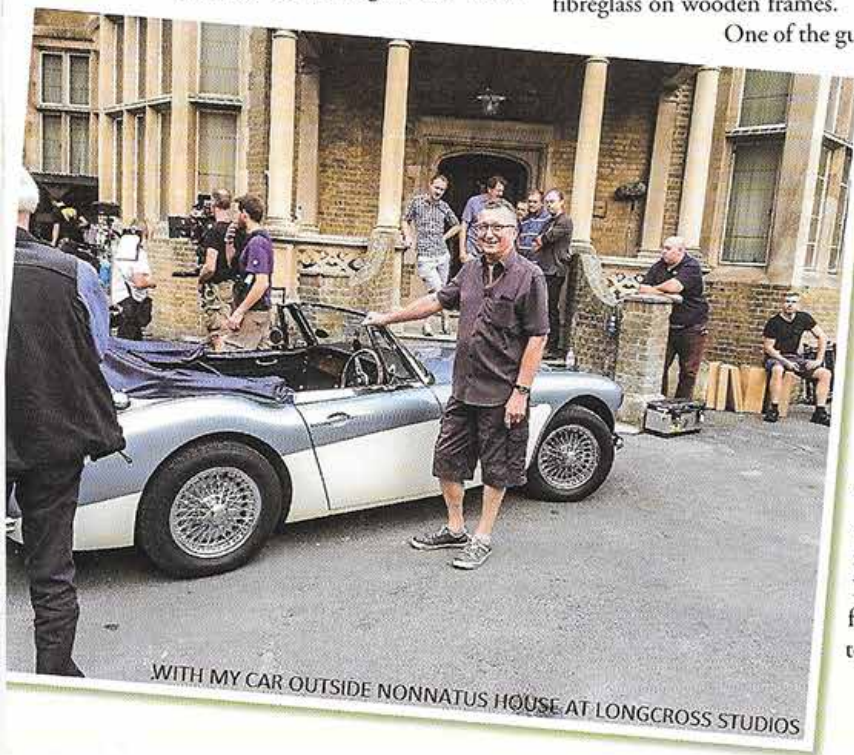
the winter of 1962 theme, both he and the continuity guy from the film crew were happy that the car was ready. I then told the film crew guy how impressed I was by his attention to detail but pointed out that the BJ8 was not produced until 1964! His reply with a grin was, "only you buggers will notice!"

Having prepared the car, we then had to hang around for many hours until we were finally called onto the set at around 6:30pm and I had to park the car outside Nonnatus House.

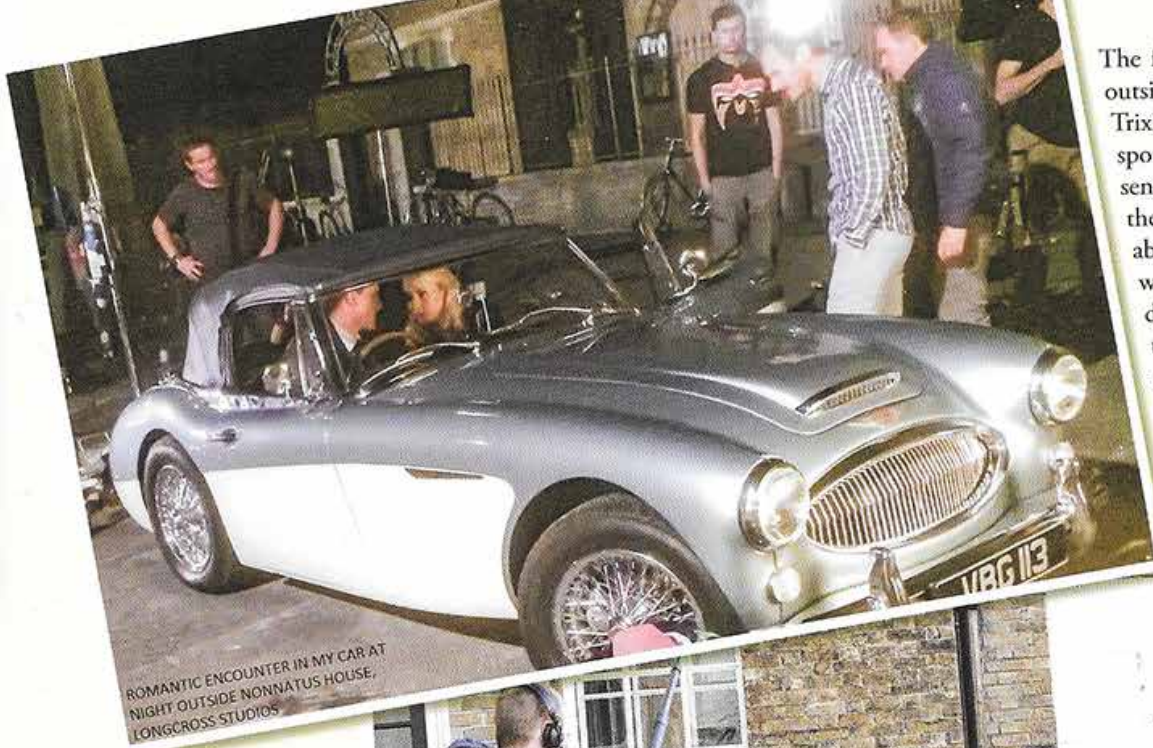
Each scene had to be rehearsed and then shot from different angles. One particular highlight that amused both Keith and I involved Helen George, AKA "Trixie" delivering quite a lengthy monologue from the steps of Nonnatus house. She rehearsed it a couple of times and then they started the 'take'. Having got almost to the end the sound man suddenly raised his arm shouting, "cut!". A few seconds later a jumbo jet rumbled overhead. The terribly well-spoken and professional "Trixie" just took it in her stride and was soon repeating her speech again. Once more, when she had almost finished, she was interrupted again. This time by a helicopter. There must have been at least a couple more shouts of "cut!" due to aircraft noise before the genteel Trixie exclaimed, "For F### sake!" Having expressed her frustration the next take then went without a hitch.

My car was then fitted with radio microphones hidden in the hood and one behind the rear-view mirror ready for Trixie and her dentist love interest to have a long conversation culminating with a kiss.

Having been very well looked after and



WITH MY CAR OUTSIDE NONNATUS HOUSE AT LONGCROSS STUDIOS



ROMANTIC ENCOUNTER IN MY CAR AT NIGHT OUTSIDE NONNATUS HOUSE, LONGCROSS STUDIOS

The filming for this scene was set outside the Dentist's surgery where Trixie arrives on her bicycle and spots a lady's scarf on the passenger seat of his car. This time the Healey was only needed for about an hour and so, as we were already inside the historic dockyard we took the opportunity to have a good look around at all the naval exhibits before setting off home in glorious sunshine. Oh, and of course, we had to stop for a pub lunch on the way!

fed by the catering crew we finally left the set at around 11:30pm; just in time to drive home through the mother of all thunder storms. Torrential rain and Austin Healey wipers made for a dreadful journey home but somehow we made it back.

A few days later I got another call from Tim at TLO Film Services and the following week Keith and I were at the other "Call the Midwife" set at Chatham Historic Dockyard. This time we had to be there for 7am. The catering on these film sets is fantastic and free! And so, having arrived a little early, Keith and I felt obliged to have a full English breakfast before being called on set.



LIGHTS, CAMERA, ACTION, AT CHATHAM HISTORIC DOCKYARD



PREPARATIONS FOR SHOOTING AT CHATHAM HISTORIC DOCKYARD SET



HELEN GEORGE PREPARING FOR A SCENE OUTSIDE THE DENTIST'S PRACTICE AT CHATHAM HISTORIC DOCKYARD

North Jersey

By George Crombie

I guess that the most important item to pass along this month is the sad news that Joan Herkomer has passed away. She, and husband Art, have been long-time members of the Austin Healey Sports and Touring Club. Joan passed away at home on February 19th, surrounded by family. She was a kind and caring person, and will be dearly missed. Heartfelt thoughts go out to Art and their family and friends.

The month of February, 2018 started off rather cold. Then we had some warmer days (if you can call temps in the mid-50s up into the mid-60s “warmer”!); here in the northeast, I’d call it a most welcomed heat wave! Then we went back to “seasonably cool”, with snow and ice, and now we are in for several days of a cold rain. I am just thankful that this past week has been rain and not snow, or we wouldn’t be seeing the grass grow until these many feet of that white stuff finally melts in August!

I had the Sprite out two or three times recently, taking full advantage of the milder days and warming up my blood, whilst creating the few sparks necessary in gearing up to write this article. Tuesday, February 20th and Wednesday the 21st were just about perfect mid-Spring days (for the middle of February, they were bonus days). Sarah and I cruised several local backroads for over three hours. My excuse was that I had put too much gas in the car, and what better way to extract it than to drive it away? It is days like this that I am glad I don’t allow Red to hibernate; the days are so short, she wouldn’t wake up properly before it would be dark again, and time to put her back to bed.

North Jersey members gathered at Charlie Brown’s in Chatham on Tuesday night, February 6th for our monthly club meeting. The following members were in attendance: Steve & Ann

Feld, Tom Mulligan, Larry Gersten, Rudy Hyzer, Bob Pense, Steve Jekogian, Ernie Marateo, Knut Holzer, Allen Rosenberg, and George Crombie. Knut recently joined the North Jersey Region; he owns a ’62 with a 5-speed conversion, if I can decipher my notes correctly. Most of the meeting was spent setting up an events calendar for 2018. Many of the standard slew of car shows are still on the schedule (it’s getting harder and harder to fit them all in!). There are also a few tours (at least one per season); and a couple Ice Cream Socials. Add in a couple of Tech Sessions, and we have a pretty full season ahead of us.

Steve Feld has made arrangements to have a guest come in and give us a



presentation on 3-D printing during the March 13th monthly meeting. We will also have a representative from Chubb Classic Car Insurance scheduled for the April meeting. We hope to have a decent (BIG!) turn-out for these. Do contact Steve Feld to let him know if you plan to attend either (or both) of these meetings so he can let the restaurant know how many to set up for. Both meeting will start at 7:00 PM. I believe that the restaurant staff will be ready for us anytime after 6:45.

Ralph Scarfoglio has recently ordered a new wiring harness for one of his Healey Hundreds; a BN2 "barn find". Apparently, one of the previous owners (maybe there was only one or two – who knows?) had some fun with wire cutters, and made a mess of the original harness. Anyway, the new harness has arrived, and we are having a go at installing it. Suffice it to say that it would be easier and (much!) less aggravating to replace it than to figure out what was left. We will let you know... Come on out to the next meeting to hear the latest.

The next few scheduled items on this year's calendar include:

MARCH – 4th; Tech Session at Steve Jekogian's: dropping rear end on BJ8 to replace rear pinion gear 1PM

MARCH – 13th; Club Meeting at Charlie Brown's in Chatham with 3-D Printing presentation

MARCH – 17th; Annual Motorcar Garage Open House Tech Session, Maple Shade, NJ

APRIL – 10th; Club Meeting at Charlie Brown's in Chatham with Chubb Classic Car Insurance presentation

APRIL – 21 ; Spring Tune-up at the Felds' in Morristown, NJ, with Routine Maintenance Guide ideas

MAY – 5th; Brit Fest Car Show, Succasunna, NJ

MAY – 6th; AACA Spring Car Show (multi-marque / antique) in Morristown, NJ

MAY – 8th; Club Meeting at Charlie Brown's with a "Spring Cleaning Table" for used / unwanted parts

MAY – 18 – 20th; Carlisle Import Show at the Fairgrounds in Carlisle, PA

MAY – 20th; 60th Birthday of the Austin-Healey Sprite. Go out and get yourself an ice cream cone!

MAY – 26th to JUNE - 2nd; British Car Week. Drive your LBC as much as possible and show it off!

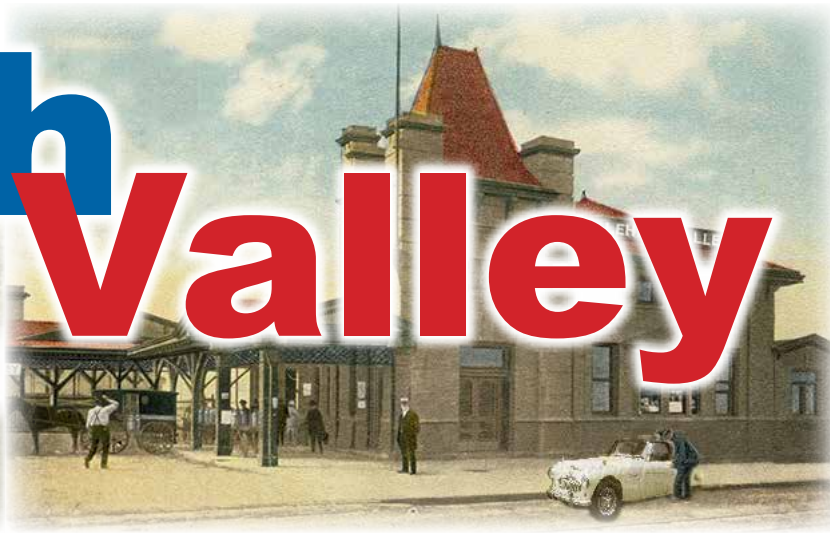
JUNE – 2nd; British Sports Car HOF Induction for Class 2 at Moss Motors in Petersburg, VA

JUNE – 3rd; RED MILL ALL BRITISH CAR SHOW at the Red Mill Museum in Clinton, NJ

Congratulations to Steve & Ann Feld on their 5th year anniversary with the AHCA; and Richard & Barbara Ippoliti and Joe & Marge Costa on each of their 10-year anniversaries.



Lehigh Valley



Bruce Lawrence a Lehigh Valley member from Easton sent his regrets regarding attending the region's holiday party at Morgan's. Bruce is currently performing a frame-off restoration of his Healey. In our first e mail Bruce said that he works on it 2-4 hours a week and anticipates that he has 2 – 3 years to go. The motor rebuild is done and installed. Frame welding and rust removal is done. New wiring is half done. The radiator is in as is new gas tank and fuel lines. He will be installing the mufflers next with aim to starting engine in the spring followed by body and interior. Long way to go and slow progress. Bruce says he will definitely need the club's help before too long. So he will need to keep connected with the group.

In our second e mail Bruce stated that this was his second Healey project. He has also restored two Triumph TR3's, a Mini Cooper S and a really sweet Morris Minor. The BT7 he is restoring now was bought in Texas 30 years ago as a failed project car, and sat idle in his brother's garage before he trucked it up here, first to their home in Hunterdon County. NJ where it sat unattended for several more years before it was shipped to a barn in Danielsville, PA. He recently lost his garage lease and moved the car to Phillipsburg, NJ where the work goes on at a snail's pace.

In my next e mail I asked Bruce what did he mean a failed project car? His response was that his brother Whitney and he bought the car at an affordable price because restoration had already begun but was stalled mid-work and that it had been expertly disassembled. It turns out that the interior parts were missing not even a steering wheel. The body parts had been repainted when he bought the car but now the paint is faded and needs to be resprayed. He was told that the car was complete and all of the remaining parts were included in various and sundry cardboard boxes that came with the car. This proved sorrowfully wrong and he had to buy dozens and dozens of replacement parts over the years. Bruce says that it's like putting a 1000 piece puzzle together, with

some of the pieces missing. Without having broken it down originally, or even known how it's supposed to be assembled, Not Good!

I asked Bruce that being a Texas car I guess that there was not much rust? His response was that was their expectation to, but sadly, that also proved incorrect. Bruce says to the owner's credit the previous owner had cut out the two rusted floor pans; replaced them with good steel, and there is evidence that he had made other rust fixes to.

Being a BT7 it must be a 2+2 seat car. Bruce's response is it is a 2+2 car but the two rear buckets were missing. This was just two of the many missing seat and upholstery items missing when he bought the car and he replaced with new front seats and refurbished back seats which have been beautifully re-upholstered.

I asked Bruce if it has the original hardtop. His response was yes but it is rough shape needing a replacement rear window. Bruce feels that with the top on the car loses its slippery lines and with the too-bulbous hardtop it will be the last item which will be refurbished.

I asked Bruce if he has the heritage certificate? His response is that no he does not in fact he doesn't even have a title. He has been told that Texas didn't issue car titles back then, oh my!

I asked Bruce if he has any history prior to his 30 years of ownership? He responded that he has done limited research, and evidently, based on the serial number, his AH3000, BT7, Mark I, was built in October 1959 and first sold as a 1960 model. Based on his restoration efforts and the uncovering of old paint, the original color was either a pale green or red. He is not sure which. He plans to paint the car Colorado Red over Ivory but that is still years away.

Thank you Bruce.

Both Bruce and Linda's responses were appreciated even though they could not make the holiday gathering at Morgan's.

I, as well as I am sure other members, would love to come to see your Healeys as they progress to becoming road worthy. Please keep in touch as spring is around the corner and coming to your garage to see your cars could end up being a Healey driving event.

Gerry Kunkle Hi Gerry:

This is my 1960 BT7 Austin Healey 3000 under reconstruction.



This is my second Healey project. I've also restored two Triumph TR-3s, a Mini Cooper S and a really sweet Morris Minor. This BT7 was bought in Texas 30 years ago as a failed project car, and sat idle in my brother's garage for years before he trucked it up here, first to our home in Hunterdon Co. NJ where it sat unattended for several more years before it was shipped



to a barn in Danielville, PA. I've been slowly re-building it for the last 10 years, the motor and trainee were both rebuilt and installed. Now that the engine is in, I'm installing all the auxiliary systems necessary to start the motor (new wiring, new fuel lines, re-built rad. and exhaust systems.) I expect to fire-up the engine for the first time since the 1970s next summer, then it's on to installing re-built fenders, front and rear cowlings, new brakes, bumpers, etc. and new interior. But I recently lost my garage lease and have had to move the rolling chassis to another garage in Phillipsburg, NJ where the work goes on at a snail's pace.

Here are a few recent pictures, with my son Brad manning the welding machine.

What do you mean a failed project car?

BEL Response: My brother Whitney and I bought the car at an affordable price because restoration had already begun, but was stalled mid-work, and not much was completed at that! It had been expertly disassembled, including the motor, which was completely broken down, and evidently it had a new upper block, as the motor number is missing. (This motor and carbs have since been totally re-built.) The interior parts were also missing... not even a steering wheel... and the body was down to the bare chassis when we got it. The large body parts (i.e.: fenders, cowlings, doors, hood and rear lid were all included, and all had been recently re-painted when we first bought them. Now, however, the paint is faded and will need to be re-sprayed. (Most) chrome parts except bumpers were included and in pretty good shape. It had four painted wire wheels, but the tires were awful. (I now have chrome wheels and new rubber.) We were also promise that otherwise, the car was complete and all the remaining parts were included in various and sundry cardboard boxes that came with the car. (This proved costly and sorrowfully wrong, and I've had to buy dozens and dozens of replacement parts over the years, both new and used.) It's like putting a 1000 piece puzzle together, with parts missing, without having ever broken it down originally, or even known how



it's supposed to be assembled. Not good! I rely a lot on pictures of other Healeys, and of course, the A-H workshop manual.

Being a Texas car I guess there was not much rust?

BEL Response: That was our expectation too, but sadly, that also proved incorrect. To his credit, the previous owner, before he got tired and stopped his restoration efforts, had already cut out the two rusted floor pans;

replaced them with good steel, and there is evidence he made other rust fixes too. As a result, since we've had the car, I've only done a limited amount of rust removal, or cutting and welding of new panels. Thankfully, the frame is sound and what little rust that's left is under control. Eventually, everything will be sealed and undercoated.

Being a BT7 it must be a 2+2 seat car.

BEL Response: It is a 2+2, but the two rear buckets were missing when we bought the car; these were just two of many missing seat and upholstery items. Fortunately, the new interior I bought included two refurbished rear buckets which were beautifully re-upholstered. The new interior also included the two replacement front seats with new vinyl upholstery and black ribbing.

Does it have a optional hardtop?

BEL Response: I have the hardtop; it's original but in rough shape; needing a replacement rear window, headliner, and of course it needs to be re-sprayed. Since I don't like the look of the BT7 with the hardtop on, sort of loses it slippery lines I think, with its too-bulbous hardtop, it will be one of the last items I'll refurbish... all in good time.

Do you have the heritage certificate for your car?

BEL Response: I don't have the certificate; in fact I don't even have a title (I'm told Texas didn't issue car titles back then, oh my!). I guess I'll have to get both documents at some point.

Do you have any history prior to your 30 years of ownership?

BEL Response: I've done some limited research, and evidently, based on my serial number, it appears that the car is an A-H 3000, BT7, Mark I; it was built in October 1959 and first sold as a 1960 year model. Based on my restoration efforts and the uncovering of old paint, the original color was either pale green or red; I'm not sure which. I plan to re-paint with an original Healey color... Coronado Red over Ivory side panels, but that will still be years away.



Thanks for listening...

Cheers,
Bruce



Letter to the Editor

I thought it was a rhetorical question! The simple answer as to why I keep my 1969 Sprite is this: Of the 50+ cars that I have owned over the years, it is my favorite car of all of them. I bought it from a very careful original owner 38 years ago, and cared for it myself since then. In all that time it has been a joy to work on and drive. I have been on many adventures in it with my wife and kids and friends, and it holds lots of good memories. I know every nut and bolt on the car, having worked on all of the systems at least once over the years. It is fun to own, fun to wrench on, and fun to drive. Besides, it is not worth much monetarily, so there is no temptation to sell it! I also have a BJ8 that I have owned for about 28 years, getting it back on the road 2 years ago after an 18 year restoration. The BJ8 is sexier looking and faster than the Sprite, but parts for it are expensive and it is not as fun to drive as the Sprite. Compared to the Sprite it has the turning radius of the Queen Mary, and it cooks my legs whenever I drive it, despite the insulation I added to the floor. But driving on the highway in overdrive, with the sun just setting on the horizon on a cool evening, it doesn't get any better than that. In the final analysis, however, I plan to keep it because I took it down to the frame to get it painted, then I replaced or refurbished every part, and assembled it myself with help from my friends. So essentially, I built that car. Yes, I BUILT A CAR. How many people can say that? And here is the proof! How could I sell that?



Chuck Ott



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Austin Healey Sports Touring Club
Statement of Financial Position

ASSETS	December 31, 2017	
Current Assets		
Checking/Savings		\$14,143
Certificates of Deposit		27,495
		41,638
Total Current Assets		41,638
Other Assets		
Encounter Advance		250
TOTAL ASSETS		<u>\$41,888</u>
LIABILITIES AND EQUITY		
Current Liabilities		
Deferred Income		
Memberships		\$3,720
Equity		
Net Assets		
Temporarily Restricted		195
Unrestricted		37,973
Total Equity		38,168
TOTAL LIABILITIES AND EQUITY		<u>\$41,888</u>

Austin Healey Sports Touring Club
Statement of Activities

INCOME	Year 2017	
Members Dues		\$8,603
Advertising		3,300
Encounter Income Exceeds Expenses		2,909
Clothing Sales		521
Interest		327
		15,660
Total Income		15,660
COST OF SALES		
Merchandise		803
GROSS INCOME		14,857
EXPENSES		
Flash Layout		5,572
Region Rebates		2,805
Insurance		3,274
Membership		721
Charity Donation		800
Board Travel		370
Board Meetings		143
P.O. Box Rental		70
		13,755
Total Expense		13,755
INCOME EXCEEDS EXPENSES		<u>\$1,102</u>



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ENCOUNTER 2018 - Lancaster, PA

September 19-22, 2018 at the DoubleTree by Hilton

Yes, it's an Austin Healey event. But it's not only about the cars!

Opening Night Event – FREE for the first 35 registrations by July 1

Wednesday evening begins with a private, ENCOUNTER only, tour of historic Wheatland, the home of President James Buchanan, the 15th President of the United States. And the only President from Pennsylvania. This wonderfully restored mansion and guided tour provides a look at the life of a prominent American citizen who preceded Abraham Lincoln in the White House.



Downtown Lancaster - Central Market and Walking Tour of Historic Lancaster Sites

We'll be offering a bus trip to downtown Lancaster on Friday morning, Sept. 21. You will visit Central Market and enjoy the sights, sounds, and smells of this famous landmark. The trip also includes a guided walking tour of downtown's many historic sites and architecture. Then grab lunch on your own at one of the many great restaurants in the immediate downtown area before boarding the bus back. Cost for this trip is only \$15 including transportation and the walking tour.

FORE!! - ENCOUNTER Golf Tournament

Squeeze your golf clubs into your Healey and bring them along. On Friday afternoon of ENCOUNTER, we will be holding a golf tournament on the beautiful Willow Valley nine hole golf course on the hotel property. Tournament Director Fred Sherk (aka: the Jack Nicklaus of the Hbg. Region) is planning this fun event. And trophies will be awarded, so practice up and bring your best game. Green fees payable at the tournament.



Official ENCOUNTER Registration form is coming soon. But in the meantime, make your room reservations at the DoubleTree by calling 717-464-2711 and mention "Austin Healey" for the ENCOUNTER room rate of \$119*.

*plus tax - - ENCOUNTER rate guaranteed until 8/20/2018.



MEMBERS CORNER

By Rick Brodeur

Harrisburg

Daniel & Linda Bourinski

Dillsburg, PA

'61 BN7

Kim & Eric Swartley

Harrisburg, PA

'61 3000

Returning to Brandywine

Jim Martin

Landenberg, PA

'64 BJ8

Membership renewals have gone out to all who are due to renew this year. Please renew by the 25th of March to continue receiving your Flash. Some members are paid ahead so they will not receive a renewal notice. If you aren't sure, please contact me.

If you have a problem receiving the Flash, 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 or I can send out a copy to any member who requests one. My email address for the Club is 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 on the web site.

WEBSITE INFORMATION

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 the current and past Flash newsletters.

When you log in to the site you will be at your 'Profile' page. Here you can add information about yourself, change password, etc.

From there you go to the website by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.



Regalia Online Store

The AHSTC club has started a new way to get Bling. We have set up with a vendor who has all our logos. Click on the link below and Buy,Buy,Buy

<https://ahstc.qbstores.com>

Questions/concerns contact: Harrison Roberts Email: harrison220@msn.com



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IS YOUR TACHOMETER READING ERRATICALLY?

There may be an easy fix

After driving my 1966 Austin Healey 3000 this season I noticed the tachometer was giving me inconsistent readings. At the same road speed the tach was reporting different RPM's at different times....as much as 500RPM. I checked the speedometer with a GPS device and that checked out so it must be the tach. The only experience I have with tachometers was on my 1960 TR3. That car has a simple mechanical tach; you have a cable from the distributor to the tach which rotates like a speedometer cable...simple. After doing a little research I discovered the Healey has an electronic tach; it uses impulses from the ignition coil to read the engine's RPM's. In my research I also found that a very common problem with the Healey tach is a faulty capacitor. OK...this is where I stop; I don't know the difference between a transistor and resistor. I call Nisonger Instruments to see what they charge to rebuild a tach...\$175.00 plus shipping. Oh well, nobody told me to buy a 50 year old car.

I'm about to pack up the tach and send it out for repair when I talk to my friend, PEDC founding member and Austin Healey aficionado, Ray Carbone. I tell Ray about my tach problem and he says: "The fault is probably with the capacitor; they tend to leak as they age and give an erratic reading. Easy fix, just change it." Easy for Ray, he is an electronic engineer; I was a advertising major. Ray assures me it's not difficult and refers me to John Sims web site, www.healey6.com for detailed instructions. I am familiar with the John Sims site and it has been very helpful with other projects I have performed on my Healey. I found the articles in question, read and re-read them and decide to take the plunge. After all, how bad can I screw things up; if it doesn't work I can always send it to Nisonger Instruments which I was going to do in the first place.



Back of case showing the 2 screws holding in the tach and the coil wire



Tach disassembled showing case, bezel and glass Tach disassembled showing case, bezel and glass.

After removing the tach from the dashboard, disassembly is pretty straight forward. The bezel twists off releasing the glass and two screws on the rear of the instrument releases the tach from the case. My bezel came off easily but the glass was stuck to the case and it took a little persuasion to get it out. Obviously you need to treat the instrument very carefully at this point. Following the instructions from the Sims web site I identified the capacitor which was clearly marked ".2uf"; keep in mind, I have no idea what that means but I figured I had the right part. I needed to find a new capacitor with a ".2 uf rated at least 25volts DC "(????)". The obvious supplier would have been my neighbor Radio Shack but as we all know, they are out of business...or are they? I went on Amazon and found a Radio Shack web site that had the correct capacitor. You get two in a pack and they are \$1.00 (yes, I said \$1.00 for 2). I gladly paid the \$3.00 shipping cost and in three days they were in my mail box. What would we do with out the internet?



The culprit capacitor.



The new capacitor soldered in place.

The Radio Shack product was exactly as described in the Sims article so I was feeling more confident. All I had to do was cut out the old capacitor and solder in the new one. Admittedly, I was a little nervous never having soldered anything to a circuit board before. Luckily, the capacitor was relatively accessible so there was no need to disassemble the tach itself. Snip, snip out came the old unit; I left the leads of the old capacitor in place so I was able to carefully solder the new one to the old leads rather than the circuit board itself.

Reassembly was just the reverse process; now came the moment of truth...does it work? I installed the tach in the dashboard and attempted to start the engine; this proved to be the hardest part of the job. As we all know, our LBC's hate the cold and my Healey is no exception. Now admittedly, I was doing this in an unheated garage and the temp outside was 10 degrees! It took some doing but the engine finally started; good thing I have a good battery. However, to my chagrin, the tach needle didn't move. Disappointed, I went in the house, admit to my wife I failed at my latest project and I would pack the tach up and send it off to be repaired by someone who actually knows what he is doing. But wait...one more thing to check; maybe the ignition wire feeding the tach has a polarity issue; I didn't think so but it was easy enough to switch the wires, so I did. The gods

must have been smiling on me that day because that did it...it worked. Now, I really will not know for sure if the tach is working properly until I get it on the road in the spring and run it under various temperature conditions but the fact it reads at all is a major victory for me.

This project was a great experience for me. For one thing, it was a good winter project since most of the work was performed on a bench in my warm basement. It gave me the confidence to attempt a project that I really had very little knowledge of and no prior experience. The internet is a great tool...along with some good information and encouragement from PEDC member Ray Carbone. The John Sims web site is just a font of information and while it focuses on Healeys many of the tech articles can be applied to most British cars of that era. Check it out at www.healey6.com. And if you need those hard to find electrical parts there is always www.radioshack.com. Have fun 



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Article and images provided by Randy Alkins

Use a small amber plastic pill bottle 2 inches long by 1 inch diameter with a turn on top. Cut the bottom end off with band saw about 1/8 inch. Remove top cap and drill a 1/4 inch hole in the center to receive the bayonet end of the bulb holder with the wires. This way you can remove the bulb in the future without removing the entire assembly.

Remove the rear reflector from car, then remove chrome dress ring and the reflector from the rubber grommet. Once the reflector is out remove the metal foil from the back of the reflector. The LED lamp will shine through the reflector

You will need a 1 inch spade drill bit to cut a hole in the grommet to accept the "pill bottle light unit". Drill the 1 inch hole in the center of the grommet and insert the light unit into it with lamp pointing out. The unit fits very tightly so I did not have to glue it in place.

Now mount the grommet to the car then insert the red reflector and finally install the dress ring. You may have to use some WD-40 to lubricate the grommet to fit the dress ring in place.

The wires are inside the trunk area and ready to hook up. There is a white wire and a black wire in the bayonet hook to the brake light wire and the ground wire on each side.

Parts needed: two Jtecj 2X 1156 BA155-7w Cree 5Q LED Red bulbs and two Satco Bayonet Single Contact Bases 802099, 1 inch spade bit and wire connectors.



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Contact Ian Hall 610 883 7109 or Motovespa65@gmail.com

I am an owner of an Austin Healy 3000, MK1, BT-7. It's been restored. I am trying to find someone who might be **interested in buying some left over original parts** I've had for years. The largest and most complex is a complete engine and transmission. They would need a total work up and restoration but all of the parts are there. Thanks Rich Hollenbush hollenbu@cs.com

My father in law passed away, and we are looking to sell the 1966 Austin Healy Mark III. The car is dismantled and was in the process of being professionally restored Is anyone interested ?

Thanks John jsts@optonline.net

Thanks to the great friends and members of the AHSTC my "wanted to buy list" has become considerably smaller.

Looking for a 100-4 battery cover panel. Thank you, stmiller96@hotmail.com

Bugeye parts

Wire Wheel conversion *(62 Midget suspension and wheels) \$100.00

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NOS BMC blue Tonneau \$350.00

Fabric Side Curtains , one NOS, one used \$200.00

Top Frame, early 1958, no springs \$150.00

**WW Conversion , pick up only at zip code 21131.

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Clint Becker • 410-371-3188 cell or whitesprite59@gmail.com

Wanted

60 Bugeye needs a bonnet and seat bottoms.

Contact Gary Hoehing at posa371@yahoo.com

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The Austin-Healey Sports & Touring Club

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YOUR NAME: _____
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(Example for a 1967 3000 MK3)

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Region you'd like to join? Harrisburg Lehigh Valley Philadelphia North Jersey Brandywine Long Island

How did you hear about AHSTC? _____

When Healey-Related organizations request our mailing list, can we include your name? YES NO

Can we include your address and phone in membership lists distributed to our general membership? YES NO

Membership includes a subscription to the FLASH, our monthly newsletter. **We send out our newsletter via email** Monthly except for December. Members with email addresses will receive a link to download the Flash each month. If you don't have email, let your Region President know so arrangements can be made for you to obtain the Flash.

Members may place non-commercial classified ads, free of charge. Our membership year runs from April 1 through March 31. Dues are \$30.00 per year, \$15 if joining after September 30. For your convenience you can join for multiple years, just add \$30.00 for each additional year.

If there is a particular need that you think the club can help you with, make some notes below (or include a note) and we'll try to get you in contact with someone who may be able to assist.

If you have questions about AHSTC, contact the Membership Coordinator, Rick Brodeur at 215-536-6912 or info@austin-healey-stc.org

ENCLOSE YOUR CHECK PAYABLE TO "AHSTC"
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Time & Location

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Time & Location



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.

MEMBERSHIP & SUBSCRIPTIONS

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.

ADVERTISEMENTS

25 word, non-commercial classified ads run for 3 months and are free to members. Non-member classified rates are \$0.20 per word. Commercial Advertisers please contact Bob Ott at 610-657-6688 or rsott9@gmail.com

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Contributions & advertising must be received by the editor prior to the 25th of each month for inclusion in the following month's issue.

CONTRIBUTING EDITORS

Send contributions and ads to Steve Jekogian stevejekogian1@gmail.com

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