

# The FLASH



MAY 2020 | ISSUE 503

## Going Nuts!



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

MAY • 2020

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# THE FLASH

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# What's In The Flash

By Steve Jekogian

I am going NUTS.

The cover photo illustrates it all. We are all going NUTS over COVID 19 and I and all the AHSTC board member hope you and your family are health and well.

As I write this on April –oh what is the date? Or what day is it? I continue to turn B SIP ( Before- Shelter In Place) as a Healey repair marathon!

Speaking about B SIP or B SIG, I have had many responses to the contest of what B SIG means, and I have picked a winner. That's right that persons car will grace the cover of the June Flash. And remember, I was giving extra points for the member who “generally” does not read or open the Flash. Stay tuned!

The cover photo was the start of me going NUTS, and the photo below shows how I then sorted, cleaned, and organized the hundreds of nuts and bolts. So I am prepared, for another restoration Healey project.



# HARRISBURG REGION

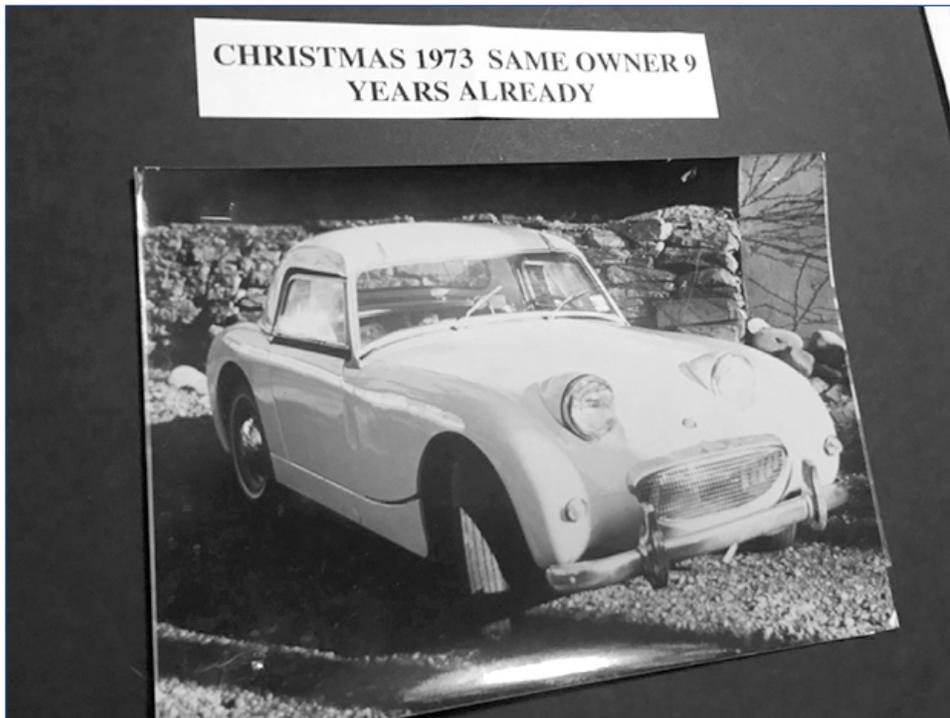
By Fred Bennett with Dave and Priscilla Hooper, Del Border & Donna Sherk

As yet another month of “sheltering in place” drags on and our favorite club events are cancelled or postponed, we all continue to hope everyone is well and not going too stir-crazy. Things could be worse- our spring weather so far has not been conducive to top-down touring, so we’re not missing that much quality time on the road. Nevertheless, Sonya and I have been driving the Bugeye and BT7 pretty regularly- with the side curtains up, hood lowered, and the heat cranked. We use those rare trips out for “life-sustaining” items as excuses to take the Healeys, instead of the Toyota. The occasional, short sunset drive also helps keep us and the cars running reliably. We seem to be getting way more thumbs-ups and smiles these days from all those folks suddenly out walking. It’s good to know that the vast majority of people out there appreciate seeing a “thing of beauty,” even during these trying times.

*I want to thank everyone who sent in tech articles for last month’s Flash. This month’s Harrisburg edition contains three great reader submissions for your pleasure and edification. The Hoopers have written a piece about their plucky little Sprite that really gets to the heart of what makes these cars and our club so special. Del Border took the time to write up some very helpful and interesting tech tips for us to consider as future projects. And Donna Sherk answered Joe’s call for interesting hobbies other than Healeys that members are involved with, submitting a terrific piece about quilting. Enjoy!*

## The Bugeye and Parking Lot Winter Meeting- January, 1979

Dave & Priscilla Hooper



The Bugeye- 1970

that day, putting the card away for a drier, warmer day. A real car club for Healeys got our attention since we had seen none in our previous ten or twenty locations, including our year and a half in West Germany, and while living relatively close to State College, PA for almost five years.

We called a name on the card the following spring and were invited to club meetings on the third Tuesday of each month at the Knights of Columbus in Camp Hill, which was relatively close to our house.

We ventured there on a warm June day in 1979. Cheap beer on the menu was a great attraction. I still recall

We moved from Huntingdon, PA to Lewisberry in September, 1979. The Sprite was one of our two “family cars.” With two 75 lb cinder blocks in the “trunk” above the rear wheels, it handled very well in the snow, though it was far from a 4 wheel drive vehicle.

We parked the Sprite in the Camp Hill Mall area stopping for food during the snow storm of the day. Our son, Dave II had just been picked up from his daily Day Care nearby. Returning to the snow encrusted Sprite, we saw a small business card on the wipers inviting us to join a sports car club named the “Austin-Healy Sports and Touring Club.” The card was signed by none other than Jeb Boyd, a local character of some reputation in local government.

We did not think too much of the invitation at that point. We drove home

meeting the Hoffers, Olsens, Borders, and Nulls at that meeting. Who else but John Morrison ran the meeting. His red haired previous wife was selling 50/50 tickets. I never saw Jeb Boyd again though, as I recall.

The Sprite blew some smoke of course. Those in attendance were “Big Healey” owners, so a Sprite was a real oddity. Mention was made of dues, which did not attract us at all. However, it was mid-year so dues were cut in half to accommodate the “newbies” with their ‘61 Bugeye to \$12.50 for the remainder of the year. What a deal! We were slowly hooked after that.

It’s hard to believe what we have done with that car throughout the 41 years since a chance “encounter” in the middle of a snow storm in Camp Hill. We attended our first AHSTC Encounter the following August, and the rest is history, much abbreviated.

## Tech Tips – March 2020

Del Border

This is what I have been working on this winter, turning my work into tech tips...

### Tech Tip #1 – SU Carbs Rebuild

This was on my list of projects for the winter, rather minor since nothing major broke during last summer. Liz gave me permission to use one-half of our dining room table for the month of March to rebuild my three 2” SU’s. I cleaned all the parts with lacquer thinner before placing them on the dining room table, where I could inspect them for function and wear.

It’s been seven or eight years since I had them apart and thought it was about time. I hate to have a problem at a driving event that could have been prevented by doing some preventive maintenance. Sharp eyes will see one carb has the float bowl attached, as I had already started to reassemble them in order to clear the table before Easter dinner.

If you use gasoline containing ethanol in your Healey, you should seriously think about replacing the rubber parts if you haven’t had it done for a few years. The ethanol really creates havoc with the rubber parts.



A ‘feast’ of carb parts



The battery cut off switch

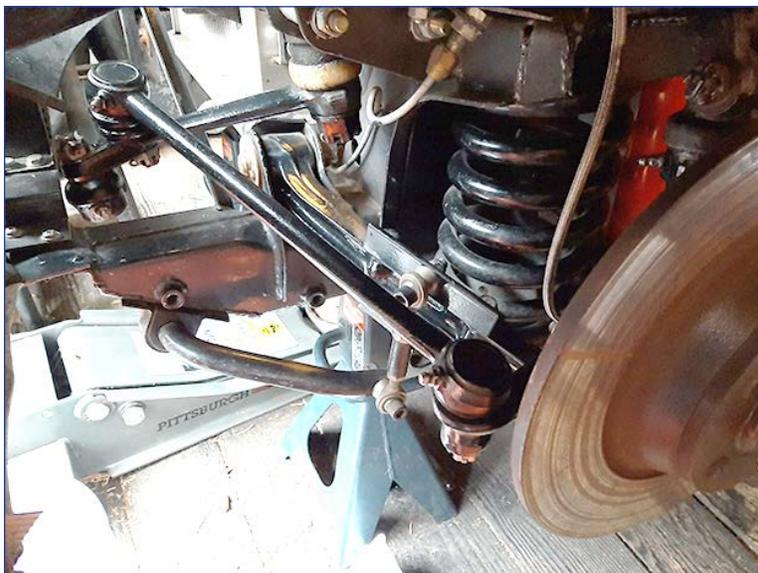
### Tech Tip #2 – Battery Cut-Off Switch

The battery cut-off switch can create all sorts of problems when it fails, usually sporadically. The problems will be confusing, as they can appear to be either electrical or fuel related. The problems I’ve had include occasional engine miss, engine dying while driving (which will then run again in a few minutes), total failure, and even other in-between problems.

My first two switches each lasted about 25 years. The next two switches only 3 or 4 years each. If you haven’t replaced your battery cut-off switch in the past 4 years, at least buy a spare now.

Or...you can do what I did. Toss it. You can attach the ground strap directly to the frame of the car, as seen in the photo below.

## Tech Tip #3 – Lube Fittings



**T**he Healey has grease fittings that need greased every year – about 18 places, if memory serves me correctly. The photo shows the left front suspension of my car.

While greasing, I took the time to clean the entire suspension, check the brakes completely, including linings and hoses, and tighten everything that needs tightened. Do this at all 4 wheels.

## Tech Tip #4 – Spare Tire Inspection and Maintenance

**I**n my opinion, the most overlooked maintenance item on cars is checking the air pressure in the spare tire. I'm not talking about just Healeys. Some modern cars have no spare tire, but most have a space saver tire which requires about 55-65 psi. Don't wait until you get a flat to find out your spare is also flat. I check mine each spring and fall. Also note the tire has to be totally removed to access the valve stem.

If you have an SUV, especially with a tow package, a full-size spare tire is usually mounted under the SUV. This involves locating a screw in the inside of the rear area of the SUV and turning it with a special wrench to lower the spare. Note that the engineer in his/her infinite wisdom has the spare tire mounted where the tire has to be completely lowered to access the valve stem. Caveat – I spent a lot of years as a mechanical engineer working to improve efficiency in a manufacturing environment – this stupid stuff drives me crazy.

When you do lower the spare to check the air pressure, make sure you totally remove it from the lowering mechanism – consider this practice. You don't want to learn on "a dark and stormy night" how difficult that can be. Ask me how I know that.

## Shifting Gears

by Donna Sherk

**I**n June of 1999, I retired from the Palmyra Area School District with 31 years as the middle school librarian/reading specialist. At my retirement party a good friend told me, "Don't retire from something - retire to something." That "something" was my quilting studio.

The first thing I did was to negotiate the purchase of a first class Bernina sewing machine. This was done by simply pointing

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# PHILADELPHIA REGION

**W**e are deeply imbedded in this stay-at-home time. We learned to order food from Wegman's to be delivered by a masked bandit in about a week. We order from local restaurants once or twice a week to be delivered to break up the monotony. We took a short ride to Peddler's Village to see the gorgeous blooming tulips and for a walk. We then went to Lambertville to window shop.

I've been in contact with various club members to see how they are doing. Leo Kob has finished the interior of the Sprite, and has started the engine, but still is running into a problem with the hydraulics of the brakes and clutch. Marty has been helping him to determine the problems.

Nick Ferrant and Alice have been busy working to resurrect a Bug-Eye Nick has had covered up for years and is now on the rotisserie in the process of installing new floor pans. Additionally, they have been growing a large amount of vegetables and





flowering plants in the basement, but no maryj.

Dave Siwa had the Bug-Eye bonnet fixed and repainted and ready to install. He additionally installed a new wiring harness in the car.

George and Lise Baxter are keeping busy at their shop and planted a Victory Garden.

Let me know what projects you are working on so they can be included in the next Flash.

I applied many coats of wax to my Healey and am beginning to wonder how many are too many.

We were able to use Zoom to have a seder with our sons and their families, and it certainly was a different seder from other years.

We hope everyone stays well and safe. 



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# Brandywine

Ernie Leser

REGION

## My First LBC

**A**t an early age, I was fascinated with cars. I remember when I was 9 years old my brother and I would try to identify cars by their headlights at night when they were following our family car.

I was ecstatic that a friend in high school let me drive her stickshift Datsun B210 around the parking lot after school, my first time driving a stickshift car.

One summer while in high school I got a job at Rick Case Honda / Fiat in Cuyahoga Falls, OH as a “lot boy” which involved moving cars around the lot, washing cars, driving cars back and forth between dealerships, etc. A dream job for a car nut. Most of these cars in 1974 were stickshift, so I basically honed my skills on these brand new cars.

My first car was actually an English Ford, which in the US was called a Mercury Capri. Mine was made in Cologne, Germany, but they were somewhat popular in England. Mine was a 2-liter 4-speed, not the V-6 that was the hot setup, but I drove that thing all through college.

My second summer in college I decided that I had saved up enough money and that I wanted to take the summer off – no school or work, just bum around like the retired guy that I am now. I had road trips planned, but also I wanted to work on a project car. With no income, my budget was limited.

I scoured the classifieds, and found a 1963 Austin Healey Sprite for \$250. The thing was badly in need of work, and I couldn't drive it because the transmission was shot, but the engine started and I was hooked. The guy took \$200 for it and I had a buddy of mine tow me home with a rope, with me in the Sprite driving. I was invincible back then! That car needed everything, and I bought a Haynes manual and started fixing things. My cousins provided orange carpet scraps with which I carpeted the interior to cover up the floor patches that were made of road signs.

I got the transmission rebuilt. I found a guy close by that was a Sprite addict, and he used to buy every Sprite that he could, fixing and selling some and parting out others. I went to him with a list and got pretty much everything that I needed. Once I got it running the carbs kept filling up with dirt. I took off the gas tank and when I emptied it, I found dirt, rocks and cigarette butts! I learned so much about working on cars from that Sprite that probably should have been junked. I have heard people disparage



Haynes manuals, but the simple explanations and helpful illustrations were just right for me as a novice car mechanic.

I finally got it to the point where it would run and drive, and decided to take it on some adventures. A friend of mine had just gotten a 1970 Dodge Dart drag car restored into a street car by buying a wrecked Dart and combining the two non-functional cars into one functional car. We decided that we would take a couple of his brothers and drive down to Columbus, about a 125 mile drive each way, and visit his other brother who lived there.



One brother rode with me on the way down, the other took his turn on the way back. Both cars did fine on the trip, although the Sprite did use a quart of oil each way. We had the top down on the Sprite, of course, and my friend's brother's comment after the ride home is "my hair hurts". Good times!

After college I needed money, so I decided to sell the Sprite. I sold it for the money that I had in it, but the buyer insisted that if they were to buy the Sprite I had to take their 1966 Imperial and haul it away. I put a battery in it and got it running in their driveway, then drove it home using the parking brake to substitute for the failed braking system. (Remember, I was invincible back then!) I eventually sold it to some drag racers, who wanted it for the good-running Chrysler 440 under the hood. About 6 months later, I had saved up enough money from my job to buy another Sprite, and I knew what to look for.

I purchased a very solid, rust-free, 1-owner 1969 Sprite. More than a half dozen other LBCs have passed through my hands since then, but I still own that 69 Sprite to this day. Here also are a couple of pictures – me in my Sprite, big 70's hair and all. The ad that started it all. Note below it the owner of a fully-restored 1959 Austin Healey 3000 for \$2,000 firm. 



# Long Island

REGION

By Paul Parfrey

It's amazing, already it's time for another Flash article. Time flies when you're having fun...or not. Bob Maichin tells me he had his BJ8 running and decided he should drive down to the beach. After driving around locally, he thought better of that idea and headed for home. His thinking was: if a problem developed, would there be anyone available to come flatbed him home? Not a knock on Healey reliability, but more lack of towing backup. See photo of Bob's Healey and Namath, his golden retriever.

All this social distancing and sheltering in place can, after awhile, impact your sanity. See photo entitled "American Pandemic" with apology to artist Grant Wood's "American Gothic". Susan and I posed for a similar photograph years ago when I had carpal tunnel surgery and a bandaged arm in a sling. I'm told a photo of my grandchildren's attempt to stay within social distancing guidelines will appear in this issue also.

This issue would have included photos of the 2020 Garden City Easter Parade (for cars, not Easter bonnets) but, you guessed it, the event was cancelled. Instead I've included photos from past parades.

This month long-time member Max Sammons sent me some of his Healey reminiscences. Max lives in Cortland, NY where Healeys are more "few and far between" than even on Long Island. Max has a 60 BT7.

### *Here is his story:*

I bought my first car in Cortland, NY the summer of '69. It was a '63 AH Sprite which cost me \$125. It had new tires and battery and bad rings. I threw a rod at 75mph on Rt. 17. I pushed it to a gas station and got \$10 for the car. After that I was on the lookout for another Healey.

The summer of '82 I saw a guy pushing a 3000 out of the garage across the street from my house! It was a '60 (built in Oct. '59). He was a grad student that was moving to Boston and he couldn't take it with him so after some "talk", we settled on \$1500.

There was no interior leather or carpet, no exhaust, no paint BUT the compression was to specs according to the manual. It sat for four years in my garage until I got to keep it after a divorce. I spent two years doing an amateur rebuild. It was a body-off project. It hit the road in '90. I paid a mechanic to help with the project but I did all the cleaning and rubbing. I did pretty good for a beginner. All in all, I had spent \$6000 and had a nice ride.

I drove it a lot at first. I went to see my mother in Durham, NC five times over the years, every time with the top down. You all have some idea how dirty you are after 640 miles in an open car!

It needs a new paint job. The one I put on the car was lacquer. It was very nice but the bug guts took a toll. The interior leather wasn't done right by the shop that I gave the task to so that needs to be redone. I was stopped in traffic a few years ago and was rear-ended by a guy with bad brakes. That needs some attention, too.

There have been many wonderful rides and some crazy adventures/failures. Like the time I hit a



Bob and Namath

pothole on a country road and the fan went into the radiator. I found out that's because it had a broken transmission mount. I took the radiator to an old radiator repair guy. One of my MGA buddies told me he had a radiator there for two years, good luck! I went back to the shop and told the guy I had a race in two weeks. He got it done, including small details that I didn't expect. He wished me luck in the non-existent race.

That's my story.



The Sussman's at 2017 Easter Parade



American Pandemic

*Max*

*I bought my first Healey, a brand new Sprite in the spring of '69, and it made me an hour late for my wedding. We Healey owners could write a book. Jim McMillan's article in the May 2020 issue of the Austin Healey Club of America's magazine, Healey Marque, titled "40 Years of Healey Ownership", ended with the sentence, "Thanksfor the ride, Donald Healey."*



2013 Easter Parade



Hello in there!

Amen.



Max and Healey

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# North Jersey

By George Crombie

I suppose this is the May issue, and there just MAY be a bit of news to pass on from April. Or maybe even late March. Kind of a harbinger for July, August, and September. I must admit that I had to re-read the April issue to clarify the contest that Steve Jekogian mentioned in that issue: "What does B SIG stand for?" I surmised what it meant when I read it, but I didn't know that it was a contest. Oh well, next time I will try to read between the lines. Oh, and by the way (btw), Lynn looks really dashing sporting her face mask; I must remember to ask where she got the material!

As I mentioned last month (and I am quite sure that everyone is well aware) that most, if not all, British car activities have been put on temporary hold for the foreseeable future. All is not doom and gloom, however; there are a few rays of hope starting to peek in from the far distance of the proverbial tunnel.

I heard from Steve and Lynn Jekogian, Steve and Ann Feld, Ernie Marateo, Richard Ippoliti, Rudy Hyzer, and Paul Olson earlier in the month. All were doing well. Steve and Lynn were planning to take a short drive (not sure if that meant in the Healey) out to Lambertville to walk their dogs. They planned to go by way of the last Polar Run. I hope the dogs were going for the exercise, and not because they "really had to go" if you get my drift. Steve and Ann were doing well, just going a bit stir-crazy. Steve was planning to get his Healey ready for the next dry and sunny day; however, they have managed to fit in a couple of short drives in Steve's Aston Martin. Ernie was doing well and working from home (he says that is a novel experience for him), and Marion has been staying at Louise's to keep her company, and help out. Richard is doing well, and can't wait to get back into the swing of things. Rudy appears to be well on the mend, and can't wait to tackle the projects that seem to be stacking up on him. Paul Olson spotted Little Red one day a couple of weekends ago when Sarah and I were out on a cruise and went by his place. He is in the process of doing work on the rear suspension on his AN6. We waved as we went by, you know, keeping our social distancing intact. He said that he might be up for a short run, you know you have to do a test drive whenever you do a repair or refurbishment on these LBCs. And, depending on said repair or refurbishment, it is prudent to have a fellow traveler along to make sure everything goes well. That's my story, Officer, and I'm sticking to it!

Sarah and I have had Red out a few times during the past month or so. It is always (well, almost always) a good run, usually going for around half an hour to an hour. Red has developed a rather nasty habit of popping out of 4th gear at the most inopportune times lately. Even when I remind myself that I need to keep my hand on the shift lever, I forget moments later and oops!

Anyway, please do keep checking on your e-Flashes from Steve Feld so you know what's going on and when, and what has been either postponed or canceled outright. And remember, if you must take your LBC out for a short run, wait until after sunset and you can be assured that Lord Lucas, the Prince of Darkness will help keep you in the dark and away from prying eyes at the most inopportune times. I call it "stealth mode." Test driving your LBC actually does qualify for "essential travel". It falls under the category of "mental therapy." And your car needs exercise every bit as much as your dogs or kids or...

Disclaimer: I'm just kidding about waiting until after dark; but then, you knew that, right?

I would be remiss if I did not mention the recent deaths of Sir Stirling Moss and John Wheatley. I shall raise a pint to each, and wish them farewell.





# A COUPLE OF RUNS WITH LITTLE RED...

*By George Crombie*

**S**o, here we are well into “Shelter in Place” or “Lockdown”, or whatever it is they want to call it, and we are trying to adapt to “the new normal”. Regardless, people still need to go places, get necessities, and whatever. As I mentioned last month, Little Red needed exercise and we were in need of water and TP, so I opted to take care of both at the same time. You know, one trip instead of two; I was trying to condense and conserve, less interaction with the public, as it were. When I opened the garage door, I did not notice the odor of gas permeating the area, a prime indication that there was less than a half tank of fuel, so I transferred (I was classified as a “petroleum transfer engineer” when I was in high school – I pumped gas at the local gas station) the rest of the gas from my lawn mower gas can to the tank of the Sprite, before backing it out. With Sarah riding “shotgun” in the passenger seat, my intent was to head out towards Flemington, get about 10 bucks worth of gas on Route 202, hit Aldi’s and Costco in Flemington, burn off about half an hour’s worth of fuel and then head home. Where I went wrong, the first time, was choosing to take the back roads instead of heading straight out to Route 202 South. Once out in the country, I found myself taking a detour or three before coming up to Route 202 at an intersection that I didn’t want to be at. Those would be the second and third “wrongs” I made. For those that know the area, we were on Pleasant Run Road and about to merge onto 202 from behind the Shell Station. Now, I didn’t want to be there as you can only go north onto Route 202. That wouldn’t do at all, as Flemington was still a few miles to the south. Consequently, and mistake #4, I made a U-turn at the Shell Station and headed back to the intersection of Old York Road, and we made a right. We made the corner, went about two driveways and promptly ran out of gas. I think I’m going to stop counting all my mistakes at this point. We let the car roll backwards a bit into the driveway we had just passed so we wouldn’t be stuck sitting on that rather narrow country back road. It was a steep driveway, going up, so Sarah and I had to push the Sprite up it a little to make sure the car was fully off the road. To passersby, it would have looked like that

little red Sprite was “For Sale.” Hmmm.

I had Sarah call Denise, who was our rescue contact (always have to have one of those) and was working from home, thanks to “the new normal”, to bail us out. The only problem was that she was due to be on a conference call in about 10 minutes, and we were 15 minutes away; each way. That wouldn’t do at all. If I had remembered that, I never would have called her; no need to endure that kind of humbling if you don’t absolutely have to, is there? She’s not much of a fan of riding in Red as it is; there’s no sense in adding more fuel to the fire. Okay, pun intended.

We were only about a half a mile from the Shell Station; a mile walk round trip, but I figured the guy at the station would insist on selling us a gas can as well as the gas, and I didn’t want to buy a gas can. Ok, plan “C”. Sarah and I walked up the driveway in search for a gas can, hopefully with enough gas in it to borrow to get us to the station. We surprised the lady of the house (and her kids, and her dogs) when Sarah knocked on the door. I let Sarah do the talking; I mean, would you lend me a gas can? Would you even open the door after taking one look at me? Knowing that you lived in a house that was practically out of sight from your neighbors, and they probably wouldn’t hear your screams? Yeah, I didn’t think so. The lady of the house kind of voiced that same thought, saying “we never get visitors, not even on Halloween”. Then she called her husband, who directed her to a spare gas can (yup, it was empty) that we could borrow.

On our walk to the Shell Station, we chatted with her neighbors (the house on the corner) for a couple of minutes and we all agreed that it was a very pleasant day for a walk. It would have been even more pleasant if it weren’t for the fact that we were



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The advertisement features a red Austin-Healey convertible car as the central focus. The car is shown from a front-three-quarter view, parked on a light-colored surface. The background consists of a stylized, geometric pattern of red, white, and grey shapes. The text "The Original Austin-Healey Parts Specialist" is written in a red, cursive font across the top left. The "AH SPARES LIMITED" logo is positioned in the top right, with "AH" in large, bold, white letters and "SPARES LIMITED" in smaller, white, sans-serif letters below it. At the bottom, the website address "www.ahspares.co.uk" is displayed in a large, white, sans-serif font on a red background.

carrying a gas can... We said "hi" again as we came back by with the can full, and a bit heavier. After emptying the contents of the can into the tank of the Sprite, Sarah walked the can back up the driveway, and left it by the front tire of the owners' truck with a five-dollar bill tucked under a small rock next to it. Cheaper than another old gas can. Then we modified our drive a little, getting another eight dollars' worth at the Speedway farther south. Shell was about \$2.25 or so per gallon, while Speedway was just under two bucks. Now we had plenty of gas to finish our drive. We actually had enough gas in the tank to take another drive a few days later.

After a few days of cold, with and without rain, Sarah and I took another drive out through Whitehouse Station, Oldwick, Lamington, Far Hills, North Branch, Readington, and Raritan Township this past Saturday, the 25th of April. We were cruising into Far Hills when it dawned on me that this was the day that was set aside for the Spring Tour, before The Pandemic turned all our world upside down and put days like this one on hold. It opened my eyes a bit, and helped me realize how fragile our little world really was, and just how lucky we were to be able to enjoy it on days like this.

I'm ready for another run, or "test drive", or whatever you want to call it. I'm sure we can find a way to keep our "social distancing" and wear face masks. We can even pack a lunch or a snack. Does anyone want to join me? The motorcycles have been out in force quite a bit lately, and maintaining "social distancing".

Just a thought...



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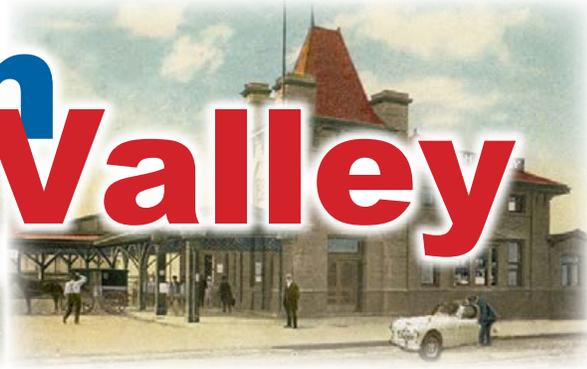


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APR09

# Lehigh Valley

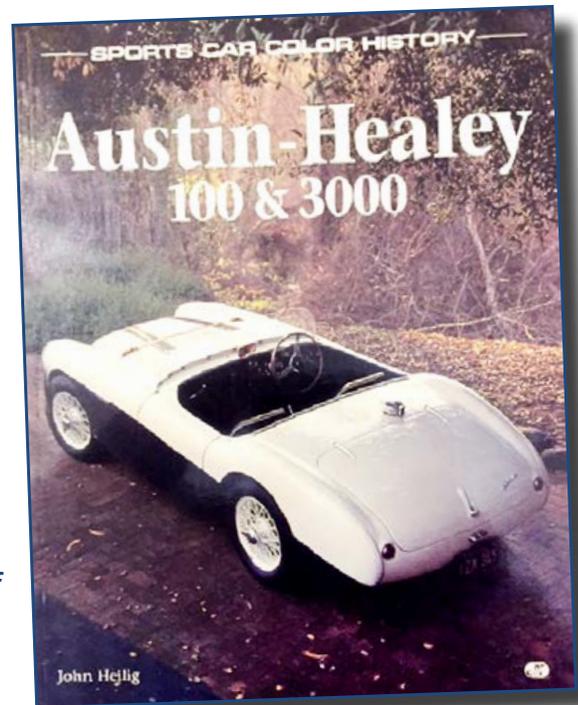
Gerry Kunkle



On Sunday April 5 I drove my Jaguar E Type for the second time this year. On Sunday April 12 the sun was out and the temperature was in the high 50's. I started up the TR6 but did not drive it since it was on my Back Yard Buddy and I needed EJ's guidance to back the Triumph off of the lift. I did get both the BN2 and the BJ8 started and took them both for about a 5 mile drive. As everyone knows there is always concern that the cars might start up after sitting for four to five months. There were neither Healey's on the road nor many other cars. Hope you have had a chance to take your Healey's out for a spin. If so let me know how your car ran.

Being home due to the Corona Virus has given me some time to go through the Healey books I have on my book shelves. A list is as follows:

- ***The Healey Book – A Complete History of the Healey Marque – By Bill Emerson with Photography by William Taylor 2002 – Coterie Press Limited, Forrest Hill, London – 263 pages -***
- ***Original Austin-Healey – The Restorer's Guide to 100, 100-Six and 3000 – by Anders Ditlev Clausager – Photography by Paul Debois 1990 – Bay View Books Ltd. Bideford, Devon, England - 96 pages - 17.95 pounds sterling - \$29.95.***
- ***Original Sprite & Midget – The Restorer's Guide to all the Austin-Healey and MG models 1958-79 – by Terry Horler, Photography by John Colley 1994 – Bay View Books Ltd. Bideford, Devon, England – 144 pages - 19.95 pounds sterling - \$35.***
- ***The Works Big Healeys – The International Competition History of the Austin-Healey 100-Six and 3000 by Peter Browning 1995 – A GT Foulis & Co. is an imprint of Haynes – 19.95 pounds sterling. 223 page all black and white photos. (Sometimes the black and white photos reflect the times better than if they were touched up in color.)***
- ***Healey – The Specials – Geoffrey Healey 1980 – Published by Gentry Books London – 9.95 pounds sterling when new - \$65 in 1997 when Baird Foster purchased it. 205 page all black and white photos.***
- ***Big Healeys in Competition – Austin- Healey 100, 3000 and Jensen Healey in Race and Rally – by John Baggott foreword by Peter Riley 2006 – Published by The Crowood Press – Ramsbury, Marlborough, Wiltshire. = 19.95 pounds Sterling \$34.95 US. 192 pages with eight pages of color pictures.***



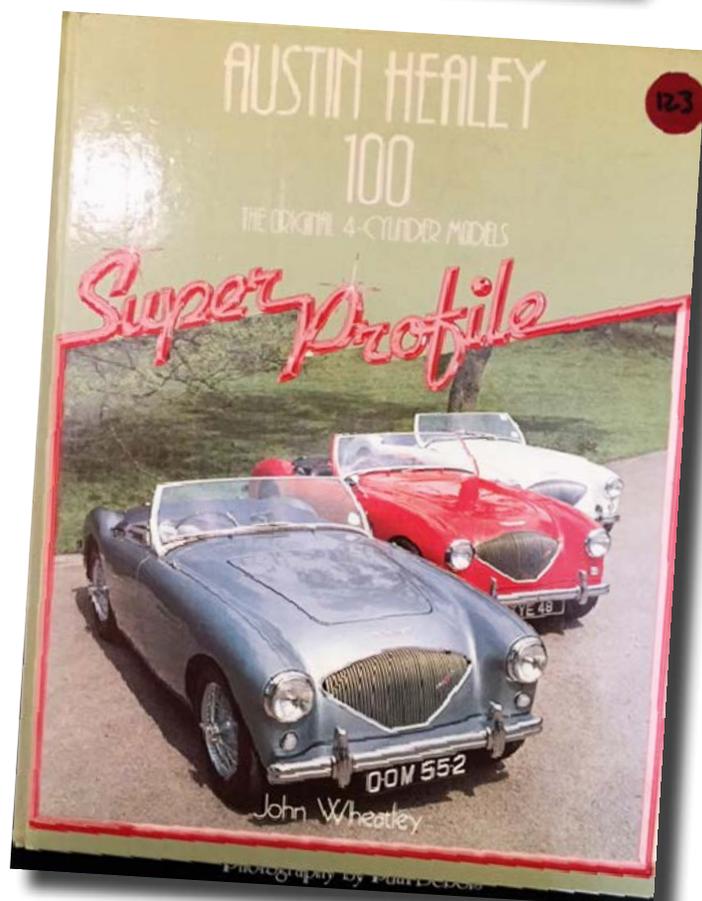
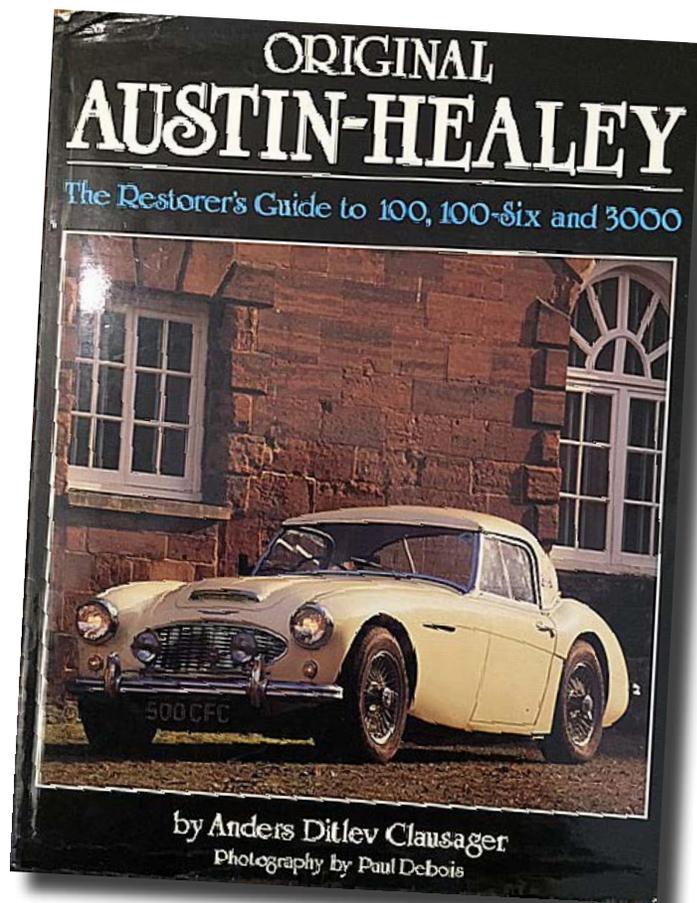
The Cox's BLUJAY 8 at Encounter Healey Driving Tour in 94

- **Austin Healey 100 – The Original 4 Cylinder Models – John Wheatley 1986 – Foulis Motoring Book – Haynes Publishing Group. 56 pages. Eight pages in color. Super profile of clubs includes Austin Healey Sports and Touring Club, P.O. Box 360, N. Baldwin, New York, 11510 U.S.A.**
- **Healey The Handsome Brute by Chris Harvey 1978 – Printed in Great Britain – Oxford Illustrated Press Ltd. \$25. 239 pages with some pictures in color.**
- **Essential Austin Healey 100 & 3000 – The Cars and Their Story 1953-67 – Mike Lawrence 1994 – Bay View Books Ltd. Bideford, Devon. England 80 pages some pictures in color.**
- **Sports Car Color History – Austin Healey 100 & 3000 – John Heilig 1995 – Motorbooks International, Osceola, WI. - 128 pages in color. (Features on pages 106 – 112 Jim and Linda Cox’s BJ8 Blue Jay with memories from Don and Susan Nally and 1994 Encounter).**
- **Keith Martin on Collecting Austin Healey, MGk and Triumph – Forward by Jamie Kitman featuring Gary Anderson and the Editors of Sports Car Market - 2006 – Motorbooks St. Paul, MN. 128 pages in color - \$19.95 and 12.99 pounds sterling.**
- **Illustrated Austin Healey Buyer’s Guide – Richard Newton 1984 – Motorbooks International, Osceola, WI. 142 pages. No color pictures.**
- **Austin-Healey 100 & 3000, 1952 – 1968 – David McLavin & Andrew Tipping 1992 – Osprey Publishing, London. 127 pages in color.**
- **The John Wheatley book, Austin Healey 100 the original 4 cylinder models, includes on page 42 the early books on Healey’s starting with The Austin Healey ghosted for Donald Healey and Tommy Wisdom in 1960. It seems that the ghost writer was C.P. Davidson.**

If you get this far in the Flash I would be glad to loan you any of these books. My e mail address is [agkunkle@aol.com](mailto:agkunkle@aol.com). If you have any books that you think I would like send them to me or better yet bring them for the silent auction at Encounter.

Hope to see you on the road.

Please heed all health precautions issued during this time of Coronavirus Pandemic!



Austin-Healey 100 by John Wheatley

# Tech Tips • Mighty Sight

Article and images provided by Steve Jekogian



**R**EMEMBER ROAD & Track used to do “road tests” of cars? I remember years and years ago R&T did a road test of a locomotive. Fast, but not good in the corners.

I also remember a humorous article on a car chamois.

Well, I AM SO BORED that I am doing a tech usage test of something I bought on line watching TV, because I am sooooo bored.

The test product is Mightysight\$19.99 plus shipping and handling. BUT “if you order now you get 2 –just pay shipping and handling.

I used them while working on the carbs and they were excellent. 

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# Tech Tips • Clips

**M**any of us have replaced the clutch slave cylinder of a big Healey and after much cursing and wondering what the H\_\_\_L the designers were thinking you get it out.

That top bolt is really hard to get to and after doing it a few times it is still is an issue.

Tom Mulligan suggested the following idea which I just did and it works great.

First cut a groove in the top bolt hole ( note this was an old used part )



Then screw in the top bolt in the bell housing enough so the Slave slides into it. Position the slave and put the bottom bolt in and tighten up both bolts.

Simple and easy to get the clutch slave in and out.



---

# Tech Tips • Clips

**N**o, it isn't so. It can't be. No way would I ever believe that. So hard, yet so easy. All you have to do is ask. Really how could it be that easy? Why didn't I know? How could metal change?

So what am I speaking about?

For years the gauges in my 3000 have been perfect. All running fine and as accurate as a 60 year old Smith's unit could be. But, Healey gauges are a mystery. Sometimes the go wrong. About five years ago one of my gauges went wrong.

Not stopped, but when I filled up it went much higher than F, and when empty it was ¼.

## What is it? You know the fuel gauge.

So, while in SIP or SIG, I decided to tackle the faulty fuel gauge issue.

I called Nisonger gauge's and discussed sending them the unit. He explained what to do to send it and most importantly said a common issue is the ground wire from the tank sending unit.

Years ago I was working on a 3000 and the fuel line from the tank to the fuel pump was damaged. So I cut the damaged metal piece off and used a rubber gas line replacement.

Instantly the fuel gauge did not work. It appears that the fule line is part of the grounding process. So why did my gauge start acting up? The man at Nisonger suggested the ground is an issue and he was 100% correct.

So with nothing to do but SIG, I attached ( Blue wire in photo) a wire to the sending unit and grounded it to the frame.

I thought "why not try it" before I send the gauge to Nisonger. It worked! For the first time in years my fuel gauge needle was not bouncing all over the place, and the level was accurate. I even added three gallons of gas and yep, up went the level on the gauge.



# MEMBERS CORNER

By Rick Brodeur

---

We have new members this month.

*Philadelphia*

*Kenneth & Vanita Fleming*

*Kernensville, NC*

If you have a problem receiving the Flash, please contact me at [membership@austin-healey-stc.org](mailto:membership@austin-healey-stc.org)

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](mailto:membership@austin-healey-stc.org) If you have any questions about your membership please contact me. Contacting me is the quickest way to solve a membership problem. My phone number and email address are on the inside front page of the Flash and 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. 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 the Home page. If you want to add information about yourself, change password, etc. you go to the 'profile' page by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.

Contact me if you are having trouble with the website.



---

## **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**

**Questions/concerns contact: Ken Beck • Email: [kenbeck@rcn.com](mailto:kenbeck@rcn.com)**

# Letter to the Editor

## Driving Lights

by Don Schneider

**A**s we are sequestered at home due to the Covid 19 virus pandemic, I thought it appropriate to share some info on work that I recently did on both my BJ8 and BT7 tri-carb.

Do you have trouble starting your car because it just seems to turn over pretty slow? Does it take a lot of cranking to get it started when cold or after it sits unused for a month or so?

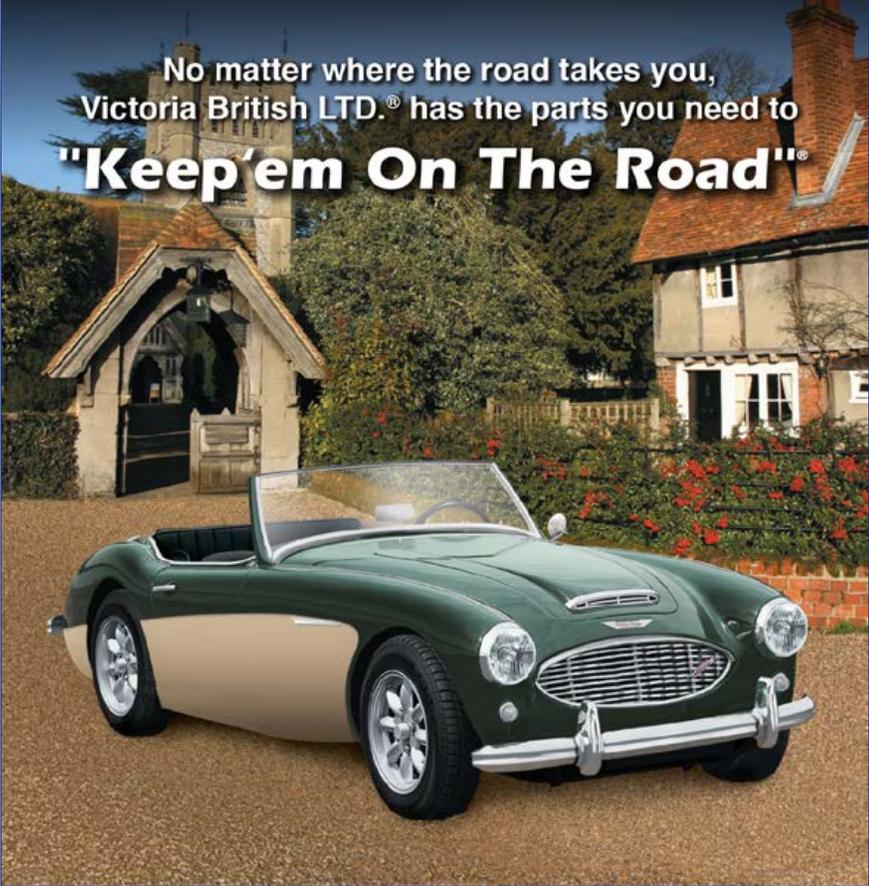
These were symptoms that I had on both cars and it only got worse after I had both motors rebuilt. Now with more horsepower and compression starting both cold and hot became a bigger issue. I first bought new batteries which seemed prudent as my maintenance free batteries from Antique Auto Battery were getting old (2012), older than a recommended 5 years. Brandy new Interstate Batteries helped, but not much.

I then removed the starter from my BJ8 and took it to a shop specializing in starter/generator rebuilds. The starter was deemed OK so I put it back in and drove it to K & T for some tune up work. While at Ken's shop, I had a chance to look at the gorgeous, new restoration done on Roger and Astrid Bono's car. They are relatively new members and I have talked with them a few times while the restoration was in progress. One thing that caught my eye was that they had a compact, hi-torque starter motor on their car and it fit in the small space without any modifications.

On my way home from Ken's shop I stopped for gas and wouldn't you know, the BJ8 would not turn over to start. Too hot, tight tolerances and not enough oomph to turn it over even with a new battery. With the help of a young man who also stopped for gas, I was able to bump start it on a slight incline at the exit. The car fired right up.

That was the last time (I hope) for this drill, so when I got home I ordered a WOSP hi-torque starter from Moss Motors, part # 140-361. It came within a day or two and I installed it in December of last year. Easy installation once you have the old and very heavy starter removed. (Note, I also had to remove the oil filter to have clearance to get the old starter out of the car past the brake servo unit.)

I finally got around to trying it this spring and I was so impressed I bought a second one for my tri-carb. These starter motors really do the job and I am writing to recommend that if you hassle to get that big lump to turn over fast enough to fire off quickly, then I suggest you spend the money and get one of these bad boys. I think you will be glad you did and kick yourself for waiting so long. Cost is about



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## Letters to the Editor

I am so Bored I .....

Was the newest idea sent in by a member. Tom Mulligan came up with the idea to have members tell us what they are doing since they have been SIP.

We have received a lot of "Things" members are doing to their cars while we get through this.

### From Tom Mulligan

- I'm so bored that I .... painted the Wix spin-on oil filters for my Healey from black to Healey green!



### From Robert A. Preston

- I am so bored that...I actually started to think about the planning for ENCOUNTER 2023. And then I went and sharpened a knife so I could slit my wrists if that happened again!

### From Del Border

- I am so bored, I polished the brass floats in my carburetor float chambers..
- I am so bored, I polished my aluminum fuel tank to match my polished aluminum radiator.
- I am so bored, I cleaned the knock-off splines on my car as well as my 8 wheels.
- I am so bored, I torqued the spark plugs so the opening at the electrode on all 6 spark plugs all face the same way - toward the intake valves.
- I am so bored, I polished the underside of the bonnet.
- I am so bored, I polished the vertical slats in my grille on the sides as well as the front.
- I am so bored, I polished my roll bars.
- I am so bored, I polished the chrome bezels on the dash, plus the "Oh Jesus" handle.
- I am so bored writing this, I think I'll take my afternoon nap.

### Joe Spears

- I'm so bored I'm building an outhouse so I can go someplace and not have to wear a mask. Joe
- Barb is so bored she cleaned out the garage and enjoyed it. Bought me a new drip pan for when the Healey comes home.

### Steve Feld

#### Here's my contribution to the "I'm so bored that I..." section of The Flash:

I'm so bored that I built an overdrive drain plug wrench. I change the oil in my BT7's gearbox/overdrive every 2-3 years not because it is recommended but because it is so much fun!? In the past I used a supersized Channellock pliers to remove the drain plug. Obviously, this doesn't do the brass plug any favors unless you're very careful. Moss sells a specific drain plug wrench for \$59.99 (#386-336) but I couldn't bear to spend that much on a tool that shouldn't be necessary had the drain plug had been designed better. (Just design a protruding 9/16 hex head as the center of the plug.)

Having pandemic free time, I realized it couldn't be that hard to make a tool that would grip the plug for removal and reinstallation.

Unfortunately, this realization didn't occur to me until after I had already changed the gearbox/OD oil last week. Fortunately, I had made a tracing of the plug when I removed it to change the oil. Because I thought I was getting my Healey on the road the next day, I didn't think I had the time to make the tool. So I reinstalled the plug and filled the gearbox with oil.

In other words, I didn't have the plug removed from the car to make the tool this week. I only had the tracing. Lesson: have the plug off the car if you're going to make this tool.

Nonetheless, it was raining today so what else better to do than at least look for parts among my stash of stuff that might be used to build such a wrench. The plug has six square slots around the outside circumference about  $\frac{1}{4}$  inch wide that must be gripped by the tool (See photo). Why not just put six screws at the correct positions on a piece of wood that has a handle? The answer became clear when I found six knurled thumb screws with heads that could be ground to be square on three sides to fit into the slots on the plug. The key would be to locate the squared screw heads at correct positions to fit the slots. (I'm sure that some inventive AHSTC members may have other ideas, probably better than mine, to build such a drain wrench.

Care to share?)

The unaltered thumb screws and the squared-off thumb screws are shown in the photos. I also show the tracing of the drain plug on a piece of  $\frac{3}{4}$ " finished plywood (about 12" long and 4" wide). This piece of plywood eventually was shaped with the head curved around the tracing of the plug and the other end as a handle. Holes were drilled with a drill press so that the screws would be located with the squared heads in the slot locations on the tracing.

Holes were slightly smaller than the diameter of the screws so that they could be tightened into the wood. The squared faces were turned to coincide with the slots in the tracing and to face the screw face in the slot on the opposite side of the plug. To keep the screws in place after test fitting all six screws, I used superglue on the threads so they won't twist when applying pressure on the plug. The finished tool with the tracing beside it is shown in the photo.

Total time was about 2 hours and zero cost (my time is free these days). I was able to tighten the plug with this tool beyond what I did with the Channellock pliers. Mission accomplished! Now what to do next?



## Ray Carr

I'm so bored that I not only enjoyed a benchtop rebuild project of the windscreen wiper motor, gearbox and wheelboxes, but now every once in a while I'm jumping the positive terminal and watching it operate.



The video clip at the link makes the point better than the photos

<https://youtu.be/201drWNVlIM>



**VIDEO LINK OF AMUSEMENT  
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A photograph showing a collection of classic cars in a showroom. In the foreground, a red Austin Healey convertible is prominent. Other cars include a yellow sports car, a blue classic car, and a green classic car.

A close-up, high-angle shot of a classic car's front end. The image focuses on the intricate details of the headlights, which have a multi-faceted, prismatic lens design. The chrome trim around the headlights and the upper part of the grille is visible, reflecting light and showing the car's metallic finish. The overall tone is bright and clean, emphasizing the car's classic and well-maintained appearance.

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## CHANGE OF PLAN

### Encounter 2020 – Date Change

**CHANGE OF PLAN!!!** Encounter 2020 has been rescheduled from **July 15-18 to SEPTEMBER 30 – OCTOBER 4, 2020**. While the July date may have been OK, we are hoping that the membership will be more comfortable with a later date. The activities are the same, the days are the same, the costs are the same. If you registered and want to move your registration to the new dates, you are all set – no action is required, other than to change your hotel reservation. **IMPORTANT INFO** - There is another event at the hotel the same weekend. Everybody had to squeeze in. Whether you are making new ones or changing existing ones, **MAKE YOUR HOTEL RESERVATIONS EARLY**. You don't want to get closed out of our block of rooms. If you are unable to attend with the revised dates, send an email to Encounter registration chair Tom Zalewski at [Encounter2020@comcast.net](mailto:Encounter2020@comcast.net) and any funds you have sent in for registration will be returned to you.

The early registration deadline has been moved to July 30, as has the Brandywine room raffle deadline. In addition, there are still spots open for the Marshall Steam Museum dinner / tour, but once it is sold out there will be no more tickets.

When you register, don't forget to consider the Brandywine raffle. For \$20/ticket, you can win 4 free room nights at the hotel during the event, and also you will get the prestigious registration number 1. With registrations starting off slow, your chances of winning are improved so buy a chance (or two or three!) by checking the box at the bottom of the registration form and including \$20 for each ticket you buy.



**ENCOUNTER 2020**  
**healey**  
AHSTC Brandywine Region

**FALL OF 2020**

Hilton Wilmington/Christiana  
Newark, Delaware

1949 Healey Elliot  
Donald Healey Motor Co. Ltd.  
of Warwick, England



1915 Stanley Mountain Wagon  
15-passenger steam car  
Marshall Steam Museum



Join us as we celebrate the history of the Healey  
and explore the beauty of the Brandywine Region



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Reserve your room now!

- 302-454-1500 Group Code "ENC20" for special rate of \$139/night plus tax
- or Hilton's special Encounter 2020 group reservation page online at

<https://www.hilton.com/en/hi/groups/personalized/1/ILGCHHF-ENC20-20200930/index.jhtml>



**WED Sept 30th** Step back in time to the era of early electric and steam automobiles at the [Marshall Steam Museum at Auburn Heights](#). Space is limited – First 75 people to sign up get to ride in a steam-powered vehicle!

**THU October 1st**

- Morning rallye through beautiful Brandywine countryside
- "Tour of Italy" Luncheon
- Afternoon tech session
- Evening auction to benefit the American Diabetes Association

**FRI October 2nd**

- Morning Gymkhana
- Afternoon tech session
- Summer Buffet and valve cover races in the evening

**SAT October 3rd**

- Morning Funkhana
- Popular car show
- Event Banquet



**ENCOUNTER 2020**  
**mealey**  
AHSTC Brandywine Region



***“CELEBRATING 75 YEARS OF  
THE HEALEY MARQUE”***

**PLAN TO KICK OFF YOUR  
BRANDYWINE  
2020 ENCOUNTER EXPERIENCE  
WITH A  
“TRIP BACK IN AUTOMOTIVE  
TIME!!!”**

**ENJOY AN EVENING FULL OF  
FUN, FOOD AND FRIENDS  
ALL FOCUED ON  
THE ENJOYMENT OF  
UNIQUE ANTIQUE AUTOMOBILES**

**IT’S ALL HAPPENING AT THE  
MARSHALL STEAM MUSEUM  
Yorklyn, DE**

**Wednesday July 15th  
5 PM TO 8:30 PM**

Don’t miss this opportunity to  
step back in time to the era of  
early electric and steam  
automobiles. There might even be  
a miniature  
steam train ride in store!

**Space is limited for this event.  
Only the first 75 people will go.  
So don’t miss out!!! Get your  
registrations in early!**

**\$20**  
Per chance



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\* Two people for 4-night stay — Taxes and incidental charges not included

**15-19 JULY 2020**

Hilton Wilmington/Christiana, Newark, Delaware

**BUY RAFFLE TICKETS WITH EARLY BIRD REGISTRATION**

**INFO:** [brandywineahstc@austin-healey-stc.org](mailto:brandywineahstc@austin-healey-stc.org)

**Use Subject Line: FREE FREE FREE**

**ENCOUNTER 2020**



AHSTC Brandywine Region

*Celebrating 75 Years of the Healey Marque*

## ENCOUNTER 2020 SCHEDULE

As of 25 March 2020 – subject to change

DATE	TIME	LOCATION
<b>DAY ONE - (Wednesday)</b>		
Registration open	2 to 4	Hotel Main Floor
Museum Bus Departure	5:00	Depart Hotel Parking Lot
"Trip Back in Automotive Time" & Reception	5:30 to 8:00	Marshall Steam Museum
Museum Bus Return	8:30	Return to hotel
<b>DAY TWO - (Thursday)</b>		
Breakfast Schedule (Hilton Guest Vouchers)	6:30 to 10:30	E'central restaurant
Registration Open	9-11 & 2-4	Hotel Lobby
Regalia Open	9 to 12	Rosemary Room
Rallye School	8:30	Lavender Room
Rallye	9 to 1	Depart & Return to Parking Lot
Chef's Table - "Tour of Italy" Luncheon	1 to 2:30	E'central restaurant
Hospitality	1 to 5	Parlor 184
Tech Session	2:30 to 3:30	Lavender Room
Reception & Charity Auction	7 to 10	Le Chameleon Ballroom
<b>DAY THREE (Friday)</b>		
Breakfast Schedule (Hilton Guest Vouchers)	6:30 to 10:30	E'central restaurant
Registration Open	9-11 & 2-4	Hotel Main Floor
Regalia Open	9 to 12	Rosemary Room
Gymkhana	9 to 12	Hotel Parking Lot
Hospitality Open	1 to 5	Parlor 184
Tech Session	1 to 2	Lavender Room
Board Meeting	2 to 4	Basil Room
Summer Buffet Dinner & Valve Cover Race	6 to 10	Christiana Ballroom
<b>DAY FOUR - (Saturday)</b>		
Breakfast Schedule (Hilton Guest Vouchers)	7 to 10:30	E'central restaurant
Registration Open	10 to 2	Hotel Main Floor
Regalia Open	9 to 12	Rosemary Room
Funkhana	8 to 10	Hotel Parking Lot
Concours Judging	9 to 12	Hotel Parking Lot
Tech Session	11 to 12	Lavender Room
Hospitality Open	1 to 5	Parlor 184
Popular Car Show	12 to 3	Hotel Parking Lot
Regalia Open	1 to 4	Rosemary Room
Event Banquet & Dancing	6 to 10	Christiana Ballroom





Come Celebrate Seventy-Five Years of  
Donald Healey Automobiles!

# ENCOUNTER 2020

Newark Delaware

September 30 thru October 4, 2020

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Evening Phone \_\_\_\_\_ Email \_\_\_\_\_  
 Guests' Name/Children's Names & Ages \_\_\_\_\_  
 \_\_\_\_\_ Region/Club Affiliation \_\_\_\_\_

**Car Information:**

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

**INSTRUCTIONS:**

1. Complete registration form and print
2. Make check payable to AHSTC ENCOUNTER
3. Mail to: Tom Zalewski  
21 Autumn Woods Drive  
Elkton, MD 21921-8437

**Full Registration Fee includes:**

- One show car, includes  
➢ 2 adults and children under 21 for all events
- Free access to our hospitality room for the weekend
- Free Admission to All Tech Sessions, Rallye & Khanas
- Thursday Charity Auction/Social with One Complimentary Beverage plus Cheeses, Fruit & Vegetable crudités
- Registration Gift

**Hotel Registration:**

Hilton Wilmington/Christiana Hotel  
100 Continental Drive  
Newark, Delaware 19713-4319

Online Registration Site:

<https://www.hilton.com/en/hi/groups/personalized/I/IL/GCHHF-ENC20-20200930/index.jhtml>

Phone: 302 454-1500 for reservations.

**Mention Group Code: "ENC20"** to get the special rate of \$139 plus taxes. Deadline for this rate: 1 September '20

**CONCOURS JUDGING: Contact Chuck Ott for details**  
Email [chuckott@verizon.net](mailto:chuckott@verizon.net)

**About you:**

Is this your first Encounter? Yes/No \_\_\_\_\_  
 Will you need space to park a trailer? Yes/No \_\_\_\_\_  
 Are you staying at Hilton? Yes/No \_\_\_\_\_  
 When will you arrive?  
 \_\_\_\_\_ Wednesday 9/30 \_\_\_\_\_ Thursday 10/01  
 \_\_\_\_\_ Friday 10/02 \_\_\_\_\_ Saturday 10/03

**REGISTRATION FEES:**

\$75 if postmarked by July 30, 2020 \_\_\_\_\_  
 \$95 if postmarked after July 30, 2020 \_\_\_\_\_  
 Extra Cars \_\_\_\_\_ @ \$10 each \_\_\_\_\_  
 Extra Adult\*\*(same household)\*\* \_\_\_\_\_ @ \$20 each \_\_\_\_\_

**WED 9/30 Marshall Steam Museum**

All \_\_\_\_\_ @ \$65 \_\_\_\_\_

**THURS 10/1 Chef's Table "Tour of Italy" Luncheon**

All \_\_\_\_\_ @ \$30 \_\_\_\_\_

**FRI 10/2 Summer Buffet Dinner/Valve Cover Race**

Adult \_\_\_\_\_ @ \$35 \_\_\_\_\_  
 Children 12 & Under \_\_\_\_\_ @ \$18 \_\_\_\_\_

**SAT 10/3 Awards Banquet**

Adult \_\_\_\_\_ @ \$50 \_\_\_\_\_  
 Meal choice: Chicken Piccata \_\_\_\_\_ Herb Tilapia \_\_\_\_\_ Prime Rib of Beef \_\_\_\_\_

**OTHER:**

**SAT 10/3 CHILDREN'S DINNER PARTY**

Children 4-10 yrs. old \_\_\_\_\_ @ \$10 \_\_\_\_\_

**"Bucket of Loot" Tickets \_\_\_\_\_ 7 for \$5 \_\_\_\_\_**

**Concours Judging Fee @ \$175/car \_\_\_\_\_**

Concours Cut Off Date: August 1, 2020

**Encounter Performance Polos**

Men's Polo Navy Blue:

\_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L @ \$30 each \_\_\_\_\_  
 \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ 3XL @ \$33 each \_\_\_\_\_

Women's Polo Navy Blue:

\_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L @ \$30 each \_\_\_\_\_  
 \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ 3XL @ \$33 each \_\_\_\_\_

**Encounter Oxford Shirts (long sleeve)**

Men's Wrinkle Resistant Oxford Shirt Navy Blue:

\_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L @ \$32 each \_\_\_\_\_  
 \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ 3XL @ \$35 each \_\_\_\_\_

Women's Wrinkle Resistant Oxford Shirt Navy Blue:

\_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L @ \$32 each \_\_\_\_\_  
 \_\_\_\_\_ XL \_\_\_\_\_ 2XL \_\_\_\_\_ 3XL @ \$35 each \_\_\_\_\_

**Brandywine Region Raffle: \_\_\_\_\_ Chances @ \$20 each \_\_\_\_\_**

**TOTAL**



*Austin Healey  
Sports & Touring Club*



Embroidered Expandable Attache



Embroidered All Purpose  
Contrast Duffel



Embroidered Velour Golf Towel



Embroidered Men's Core Soft Shell Jacket



Embroidered Women's Core Soft Shell Jacket



Embroidered Women's Enhanced  
Value Fleece Full-Zip Jacket



Embroidered Structured Fitted Cotton Cap



Embroidered Fitted Knit Cap

THESE REGALIA ITEMS AND MANY MORE AVAILABLE AT;  
**ahstc.qbstores.com**

Or contact Ken & Cindy at [kenbeck@rcn.com](mailto:kenbeck@rcn.com)

# For Sale



## Bugeye doors

Left and right- great shape ready for your project

\$100 or best offer [Stevejekogian1@gmail.com](mailto:Stevejekogian1@gmail.com)



FOR SALE: 1966 Sprite for sale. Proceeds benefit the Center for Vision Loss in Allentown, PA. Contact Dennis Zehner for additional information or to make an offer. at 610.433.6018, Ext. 241, or to write to him at [dennis.zehner@centerforvisionloss.org](mailto:dennis.zehner@centerforvisionloss.org).

## Whit Ball is selling some parts:

- 4 piece set of fiberglass fenders never mounted good heavy construction, no scratches (I was told) and in a box—but will need to be carefully boxed if it needs to be shipped. Asking \$750

- A Center Shift Trans, complete with overdrive and shifter (again, I was told it was good) price negotiable. If you are interested in the Trans, visit Whit and he can get it out and let you inspect it inside and out.

He has other items info.

- Early car hardtop, complete, will need a full redo, for BT7 cars—the good ones without roll ups—negotiable on this one too.

Contact Whit at [WBall@ptd.net](mailto:WBall@ptd.net) , or cell 610 322 6507. He lives on W Lincoln Hwy. in Exton, PA

**FOR SALE—** It will need some one that is looking for a project. The car is complete but not running and the interior is out but there. I also have a lot of extra parts, Bonnet, wire wheels, doors, side curtains, grills etc as well as some new old stock parts.

I also have a early 60's Sprite that is totally in parts but all there. also have two rusted cars that have engines, trams, rear ends etc that have been out side for a while..

Jim Mcclay 717 877 4160 Pinetown Rd. Lewisberry, PA 17339

[iamac42@aol.com](mailto:iamac42@aol.com)

*Go light & go faster*  
*Fiberglass Fenders & Shroud*



The shroud is cut at the firewall great for a flip forward design  
\$750 for all [Stevejekogian1@gmail.com](mailto:Stevejekogian1@gmail.com)

It is Winter, time to clean out your basement and garage and SELL,SELL,SELL. the stuff you have. You know you have stuff, and you know other members want your stuff. So put it together and send it to me.

[Stevejekogian1@gmail.com](mailto:Stevejekogian1@gmail.com)

# J.C. TAYLOR

## ANTIQUÉ INSURANCE

1-888-ANTIQUÉ

JCTAYLOR.COM





# The Austin-Healey Sports & Touring Club

## MEMBERSHIP APPLICATION

<http://www.austin-healey-stc.org>

YOUR NAME: \_\_\_\_\_  
(first) (mi) (last)

SPOUSE NAME: \_\_\_\_\_  
(or other members at this address)

STREET/PO BOX: \_\_\_\_\_ APT \_\_\_\_\_

CITY/COUNTRY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP+4: \_\_\_\_\_

**HEALEY(s) OWNED**  
Year Serial Number

**Member Information**

_ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _   _ _  6 7 H B J 8 L 3 4 5 6 7 (Example for a 1967 3000 MK3)	Primary Phone - - Alternate Phone - - <b><u>Email</u></b> _____ Other Healey Club(s): <input type="checkbox"/> AHC USA <input type="checkbox"/> AHC of America <input type="checkbox"/> Other _____ Occupation _____
--	---

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](mailto:info@austin-healey-stc.org)

**ENCLOSE YOUR CHECK PAYABLE TO "AHSTC"**  
**MAIL TO: AHSTC 309 EAST BROAD ST. QUAKERTOWN PA 18951-1703**

PRINT THIS PAGE

# Directory

## CORPORATE PRESIDENT

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215-300-4023

[John.heffron@hotmail.com](mailto:John.heffron@hotmail.com)

## CORPORATE VICE PRESIDENT

Steve Feld  
973-206-1973

[Stevenergy@optonline.net](mailto:Stevenergy@optonline.net)

## CORPORATE MEMBERSHIP

Rick Brodeur  
215-536-6912

[membership@austin-healey-stc.org](mailto:membership@austin-healey-stc.org)

## CORPORATE SECRETARY

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Watch E-Flash  
for Location

## LEHIGH VALLEY REGION

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Watch E-Flash  
for Location

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[randyalkins@gmail.com](mailto:randyalkins@gmail.com)

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Metropolitan DIner

## BRANDYWINE REGION

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Watch E-Flash for Date,  
Time & Location

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Watch E-Flash for Date,  
Time & Location

## LONG ISLAND REGION

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Editor

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Meetings

Watch E-Flash for Date,  
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](mailto:rsott9@gmail.com)

## NEWSLETTER DEADLINE

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](mailto:stevejekogian1@gmail.com)

## DISCLAIMER:

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