

The FLASH



JANUARY 2021 | ISSUE 510

Gerry Coker

1922 ~ 2020



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

JANUARY • 2021
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THROUGHOUT THE FLASH.



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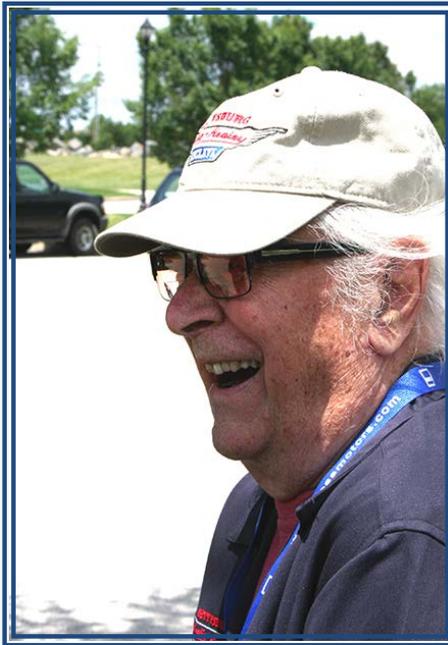
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GERRY COKER WITH THE WINDSHIELD THAT MADE HIM FAMOUS.

What's In The Flash

By Steve Jekogian



It's finally Over! 2020 that is and thank goodness. We all know 2020 sucked and we all hope 2021 will be better. And it should be.

There certainly was a lot of bad news in 2020 and the passing of Gerry Coker was one of them. Many of us have known Gerry for what seems like years, and from the day I met him to the last time he was at Enclave 2015 he was the same friendly, kind, graceful gentleman.

Just think about Gerry's career/life for a moment and think of your career/life. Gerry "did something" in 1952, over 70 years ago and then changed companies, careers and countries. But for the past 30 years has been a honored guest, keynote speaker, and signer extraordinary. He and his wife Marion were always available to discuss the cars, the Healey company in England and life.

Many Healey members have spent time with Gerry and Marion at Healey events, but Walt Mainberger ((North Jersey AHSTC and Tampa AHCA member) has lived by Gerry for years and has spent lots of "social" time with him.

I asked Walt to write some reflections of Gerry and Marion and here it is on page 4.



FAREWELL TO GERALD COKER

JUNE 24, 1922 - NOVEMBER 13, 2020

Gerald (Gerry) Coker, 98 years old, passed away peacefully on November 13, 2020, in Sarasota, Florida. Marion, his loving wife for 67 years, was by his side. He is survived by his wife, Marion Coker, his two children, Faye Coker and Adrian Coker, Granddaughter Maia Coker and his sister Josie Wickenden.

Born on June 24, 1922 in Northampton England, Gerry was an ardent car and motorcycle enthusiast from an early age.

During WW II, he was an apprentice design draughtsman for a factory in Coventry, England that was responsible for the design and production of Army vehicles. He was involved in several significant war-time projects that utilized his drawing and design skills. He was also a volunteer for the Home Guard, helping to extinguish the fires brought on by the bombing raids on Coventry.

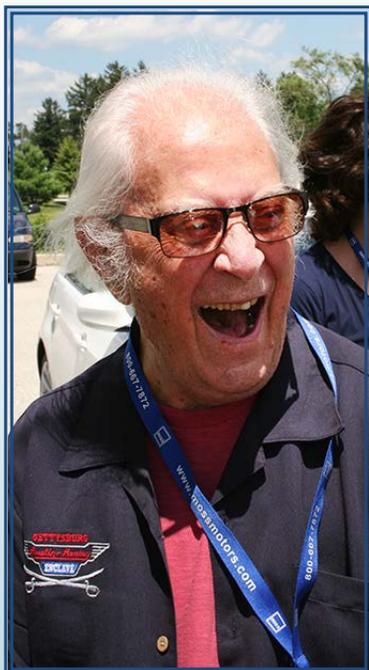
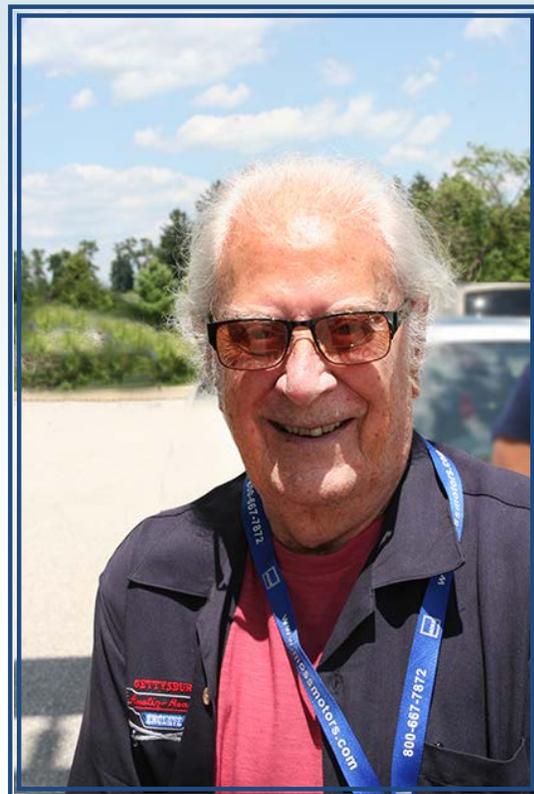
He was later hired by Donald Healey and became the automotive design engineer best known for being the sole body designer of the Austin-Healey 100 in the 1950's. A design that made the company famous overnight and has been recognized as one of the outstanding automotive body designs of the last 70 years. His Bonneville Streamliner design for Donald Healey, set records on the Bonneville Salt Flats in 1954.

He married the love of his life, Marion, in 1953 and in 1957, they traveled by ocean, on the Queen Mary, to their new home in the United States.

After moving to Birmingham, MI, he retired as a design engineer from the Ford Motor Company. They spent their time between Cashiers, NC and Sarasota, FL before living in Sarasota year-round.

He was happy and thankful to have spent much of his retirement traveling with his wife to Austin-Healey enthusiast events around the world, where he was always an honored guest speaker.

There will be a Celebration of Life Picnic January, 9th, 2021, 12pm-3pm at Twin Lakes Park, 6700 Clark Rd., Sarasota, FL. 



Photos by Chaz de Bourbon/BGA Studios.com



PRESIDENT'S MESSAGE

Happy New Year Club Members!

I hope that you and your families had a wonderful holiday season and are remaining safe as we enter a new and hopefully more normal new year. Driving season for most of us is merely 90 days away! As you read this I (hopefully) am basking in the warm sun in Arizona. Unfortunately no Healey in my AZ garage but I do have my Aston Martin :-)

We are planning to have a lot of activities in most regions in 2021 and most of us are chomping at the bit to exercise our beasts and again mingle with our fellow Healey enthusiasts. Mark your calendars for Encounter in late August, Summit in September, Red Mill in June and various other events throughout the country.

We are in the process of updating our website such that we can renew and pay for our memberships and register for Encounter and other events on line. Please remember to renew in a timely manner.

The new year brings us new opportunities. If you have ideas please share with your regional presidents and corporate officers. All of our contact info is in the *FLASH*.

I have made some resolutions this year to either use my cars more often or get them into the hands of new caretakers who will enjoy them. To that end I recently sold my BN1 to a fellow club member whom I know will enjoy it and drive it more than I did during my stewardship. That said, my goal in 2021 is to log more than 1000 miles each on my BJ8, Bugeye, Tiger and newest toy, a rhd Turner MK1. That means a lot of back roads commuting to the beach and ice cream runs to the local custard stand(s). Let's see how much I utilize my Hagerty towing benefit.....

I think we all were glad to see 2020 pass and I hope that we, who choose to, get vaccinated in a timely fashion. We want to increase club participation in events during 2021 and see our old friends again. Please remember to support our advertisers as they are key to our club's prosperity and deserve first shot at our business.

Stay safe and get ready for an outstanding new year.

*Regards,
John*



HARRISBURG REGION

By Fred Bennett

The day after Christmas: Got on the scale this morning and saw that I've gained four pounds. Needed to get up and do something to burn some calories. So I washed out all my California dusters. I'm thinking about cleaning the wire wheels on the 3000 and the TD with a toothbrush this afternoon- that should work up some sweat. Or maybe I'll take a nap. (Dr. Oz says we even burn calories when we sleep.) The rockers on the Bugeye need patched and re-sprayed, but I've procrastinated for too long and now the concrete floor in the garage has gotten too cold for that- hafta wait 'til spring, I guess. But by then the weather will be getting nice and I'll want to drive the tatty little bugger. On top of all this, our other go-too, "winter beater," Sonya's Spitfire, is in the shop getting a new clutch, so unless the roads are totally salt free we're stuck at home. You gotta love winter! (Not!)

It should be obvious by this point that I have absolutely NOTHING to report for the Flash this month, mostly due to the continuing Covid mess, which resulted in Joe having to cancel all our usual Holiday Season activities. I'm at a dangerous inflection point, as I have taken to scouring the Moss catalogue. Those vicious little buggers at Moss know just what they're doing- running a sale on everything this miserable time of year and tempting me with a 15% discount if I spend a mere \$1200. That shouldn't take much effort, right? Daddy's baby needs a new tonneau.

Even more serious, I've been looking at cars for sale online, particularly 1930s-era Austin Seven boat-tail sport specials. They're super rare here in the states but a dime a dozen in the UK, where the venerable Seven is ostensibly the "British Model T." Concours level cars list for about 18- 30K. I know this whole idea is nuts. I already have a Bugeye,



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which is practically “medieval” technology, and an MG TD that is arguably Stone Age in its sophistication. Why would any sane person desire to own a pre-war car with a tiny 700cc flathead motor, non-synchro gear box, mechanical brakes, and bicycle tires? Man, why wouldn't you want one?!

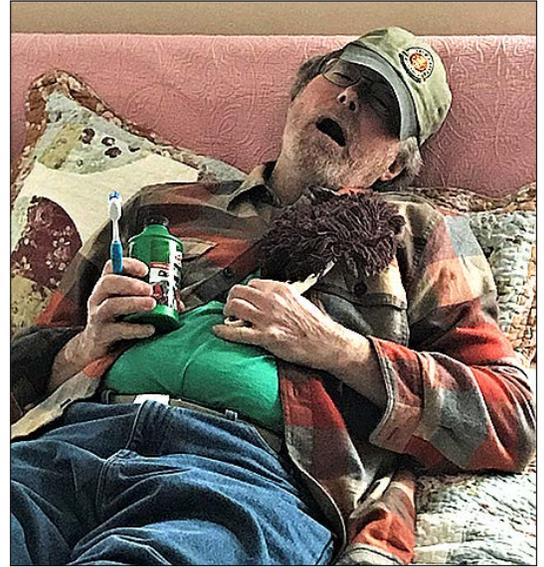


“A ‘MODEST’ PROPOSAL”

I'm thinking if several of us buy Austin Sevens at the same time, we could all share the same shipping container and save a bundle on transport from the UK. Then we can hold our own rallies and hill-climbs and vintage races. And we could even all go mud-plugging! (Follow this link if you want to see what-the-devil mud-plugging is:

<https://www.hagerty.com/media/hagerty-magazine/englands-vintage-sports-car-club-mud-warriors/>

Whaddaya say, guys? We've already got the “Austin” thing going with the club's name. I'm so stoked I'm going to binge-watch Swallows and Amazons right now! Well... first I should do those wire wheels... and then there's that nap I've been wanting to take... maybe I'll dream about driving my boat-tailed speedster on the old road course at Watkins Glen... catching a bit of air coming off the Stone Bridge... Zzzzzzzz... 



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The winter solstice is upon us, and the Healeys have been put to bed until spring. We had some December snow that is beginning to melt away. It's time to sit with cocoa and something good to read.



On Saturday, October 1, Marlyn and I were met by Ray Donovan, and Paul and Trish Woglom at the Milk House Market in Chalfont for a car show. Although most of the cars were muscle, there were three British cars, two Healeys and one MGB. It was good to get out of house to see friends and cars. The sticky buns for sale were exceptionally good, as were the coffee and cocoa.

We were met at the show by Jason Tickner, who rejoined the AHSTC after a long hiatus. We hope to see Jason at many of our events in the future.





On Saturday, November 14, six members met at Leo Kob's garage to remove the rear axle assembly from his original XKE. Attending were Dave Siwa, Dave Ogletree, Nick Ludovic, Bob Ott, and I, along with Leo. We were able to remove the 700-pound-plus axle and place it in Leo's panel van for rebuilding. I'm not sure we will be ready to lift that monster out of the van and back under the car in the near future.

On Monday, November 16, we held a BS Zoom meeting, which also included reelection of the existing officers.

I have been restoring the hardtop I purchased from Paul Knauer. I installed a new head liner and am in the process of restoring the outside to be sent out for painting.

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HOLIDAYS, AND ESPECIALLY A
BETTER 2021!**



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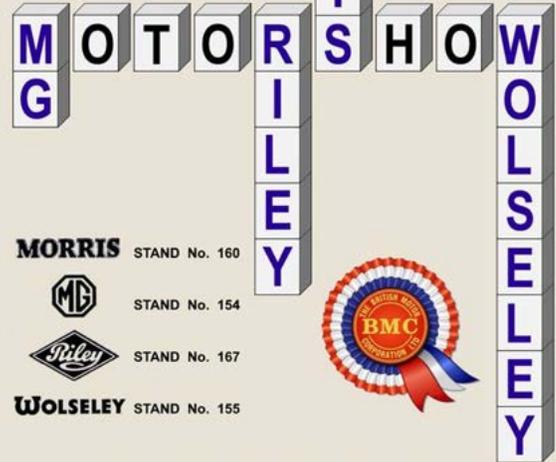
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Brandywine

Ernie Leser

REGION



Newly rebuilt speedometer with 12.2 miles on it.



BJ8 in Winter storage.

A happy and healthy New Year to all of our members. I am sure that we will not miss most of 2020 ever since the pandemic struck. With the new vaccines on the way, hopefully most of 2021 will return to “normal.” We all look forward to once again getting together with our friends and their Healeys.

Our region's election of officers was held on November 19th via a Zoom meeting. As usual, the various positions were hotly contested. Amazingly the same slate of suspects were re-elected. A re-count was not required.

PRESIDENT:	CHUCK OTT
TREASURER:	PETE ROBERTS
MEMBERSHIP:	ROGER BONO
ACTIVITIES:	DAVE EHRET
NEWSLETTER AND CHIEF TASTER:	ERNIE LESER
ENCOUNTER 2021 CHAIRMAN:	DAVE EHRET

Attendees at the Zoom meeting were: Chuck Ott, Ernie and Joan Leser, Dave Ehret, Jim Martin, Pete Roberts, Jeff and Lisa Lanno.

The 2020 Brandywine Region Christmas party was canceled due to the virus. The Planning Meeting for our 2021 Events will be held Thursday, January 21st at 7 pm. This will also be a Zoom meeting rather than in-person.

“THE HOME MECHANIC”

The speedometer on my 1967 BJ8 had been somewhat erratic for several years. This past October it suddenly got much worse. The needle was very jumpy at all speeds. It was time at last to get the speedometer and/or the

speedometer cable repaired.

Not being very mechanical, and certainly not familiar with problems associated with the speedometer or it's cable, I at first inquired as to who some of the club members would recommend to tackle this job. Coincidentally, a trio of members (Jim Martin, Dave Ehret, Chuck Ott) had recently dealt with the same problem. They believed that I could remove and re-install the speedometer myself. If the cable was at fault it might be a bit more involved.

The speedometer operation was indeed accomplished. Removal took more time as I was not familiar with the speedometer attachments (speedometer cable, dashboard and high beam lights) and how it was held in place. Working under the dash led to sore ribs for several weeks as anyone who has had to do work in that area knows.

The speedometer was sent to Nisonger Instruments in Mamaroneck, N.Y. for a complete rebuild. I had it back in a week looking brand new. Re-installation in early November actually took less time than its removal since I was now familiar as to where things belonged. Another sore back.

A test drive showed that the speedometer worked like new. Hence, apparently the cable was still in good shape. I was very happy with the results, and pleased that I undertook the job myself with the encouragement of fellow club members. 

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Long Island

By Paul Parfrey REGION

First, let me end the suspense and tell you what November's mystery tool is for. Two people, Frank Filangeri and Randy Alkins, correctly stated that the tool is used for holding the position of the steering wheel while disassembling the front end. (See photo.) What is it called? Beats me. How about "tool for holding the position of steering wheel when disassembling the steering components"? German is a language that is full of nouns made from verb phrases; that doesn't work so much in English.



Gregg Kalmar called me with questions about the transmission dipstick. On a BJ8, it is behind the console, on earlier models it is under the carpets on the right side of the transmission tunnel.

Gregg felt the transmission was noisier than usual and wanted to check the oil level. He was unsure how to remove the dipstick. You can twist it a little and mostly you pull it up, trying not to skin your knuckles. Gregg got it to come out as we were speaking and then checked the level. There was oil, the level just below the low mark. He went out and bought a quart of 30weight non-detergent oil. He reports the noise level is now lower. I advised him that changing the oil and cleaning the overdrive screen might be a good idea – a project for springtime.

Gregg forwarded me a video of a 100M. It seemed to be a commercial for the people making the video. It had some very nice shots of this white 100M. Here is the link: (turn on the sound) <https://youtu.be/jyYZv7OgApE>

All this made me think of a music video the group Tears for Fears put out in the early 80's. Needless to say, a good portion of the video is devoted to a band member driving a Healey. The song was "Everybody Wants to Rule the World." The father of one of the band members had a green TR3. At the time they made the video, they couldn't find one so a green BJ8 was substituted. Don't get me wrong, a TR3 is a beautiful car but it just wouldn't move me the way a Healey does. The video doesn't make a lot of sense but the music is good. Often, little snippets of the tune, usually the intro, are used in an advertisement. Every time I hear it, I see that green BJ8 in my mind. Try it out - <https://youtu.be/aGCdLKXNF3w>



Gregg also sent me a couple of photos he took when he and his wife, Pat, answered the siren song of the Healey. I've included one here.

I had the pleasure of being reunited with long-lost (only to us) member, George Robinson. He had contacted me last year while looking for a Healey shop near his summer home, close to upstate Oneonta. Neither myself nor any of my contacts were much help. This summer, however, he located a shop and got deep into a refurbishing of his beautiful car. (See photo of the car being picked up to get to the shop.) We had many conversations back and forth, and George was going to come back to NYC for Christmas and a doctor's appointment. He had been exiled upstate as a protection from the COVID virus but since he was coming to NYC, we made plans to meet at my house as George wanted to see my Healey. So here is a photo of the two of us. We took our masks off for one photo but it won't be reproduced here. If you knew George before, he still looks good and would be recognizable to you on the street. Me, not so much. Welcome back, George.

Unfortunately, there will be no post-Holiday Party this year, at least not in January. When this pandemic is over, and if there are still restaurants out there, we should go out for a super party. Keep your fingers crossed. 🇬🇧



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APR09



North Jersey

By George Crombie

I am writing this article on December 13th, with almost three weeks of 2020 left to navigate through, before flipping the year off in my rearview mirrors, with a snarled “good riddance!” With any amount of good luck and/or group positive thinking mojo, 2021 will be off to a more normal, and less chaotic, start than we saw during most of 2020. Since the last time I sat down in front of this old (gotta be going on five years old) laptop to recap the few remaining 2020 events of the North Jersey Region, I see that we have had two monthly ZOOM meetings, and... Um, is that all?? Holy cow! Well, we did also have a Polar Run scheduled, but it got cancelled. Surprisingly, it wasn’t a victim of the dreaded COVID-19 that has taken our whole blessed planet by storm, but was felled by a predicted weather system that brought copious amounts of rain to the area.

Allow me to elaborate. Or just turn the page; your choice. On November 10th, Steve Feld hosted North Jersey’s monthly ZOOM meeting, which kind of became the “norm” of how we held our meetings since the pandemic ran rampant, with about 13 members attending. The top priority of this meeting was the elections of Regional club officers. For better or for worse, y’all are stuck with a repeat of 2020 (sort of like “Groundhog Day”, only not). Let’s just hope that 2020 doesn’t keep repeating over and over again, just like in the movie. I shudder to think that. Steve Feld (president), Larry Gersten (treasurer), and George Crombie (newsletter) would like to thank the following members-in-attendance (grumble, grumble) for their continued votes of confidence, and trust in the direction we may be heading: Steve Feld, Mark Goodman, Steve Jekogian, Rudy Hyzer, Richard Ippoliti, Larry Gersten, Bill and daughter, Ava Geissel, Frank Muratore, Tom Mulligan, Allen Rosenberg, Dennis Meehan, and George Crombie. I am very thankful that several of my friends and fellow members have offered to help with my editorial

duties through the upcoming year, as writer’s cramp, block, or just plain weariness takes hold and sabotages all my best efforts to stay on task. We’ll take it one year at a time, shall we? After the elections (our Regional club variety), some of the topics covered included: the 6th Annual Polar Run, scheduled for Saturday, December 5th (sadly, postponed



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until 2021); tires (the best brands, and recommended sizes for our LBCs); a tech tip or two regarding putting silicone on the spoke heads and nipples of the wire wheels to prevent grease from seeping out and contaminating the spokes, as well as using anti-seize instead of grease on the splines; elections (that's all my note says, certainly couldn't be referring to our National Presidential Elections, could it?), probably Regional club variety. There was talk about experimenting with installing LED lights. We also talked a bit about the 2021 Encounter, and the 2022 International Enclave, and that the Red Mill All British Car Show will be held on Saturday, June 5th.

Next up on the calendar was supposed to be the annual Polar Run. In preparation for leading the expected masses on this jaunt over hill and skirting dale, I gassed up the Sprite and checked out the roads involved, not once, not twice, but... Well, truth be told, I can't really remember how many times I tested the route throughout the month of November; there were some really nice days for taking a drive in the country. I also took a cruise out to Flemington. Then, one Saturday, I put air in the left rear tire, and washed the windshield. You know what that means: Yup, gotta go on a test drive. The Sprite was just a little hard to start; I thumped the rear bulkhead with my fist to wake up the fuel pump, and we were off for a circuit of my local nine-mile loop. By the time I got half way around, the Sprite was purring along nicely. As I approached the turn-off to my house, Red and I were cruising along totally in synch. Ah, what the heck, I thought, let's take it around again, shall we? After the second lap, I thought; Maybe just once more, okay? My phone rang when we were a couple of hundred yards from the end of my street, so I changed my mind and headed for home so I could dig out my phone.

The next day was another great one for a drive, so I hopped (well, okay, clambered; my days of hopping are long past) into the Sprite again and tried to start her. Boy, was she being

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cantankerous! Normally, in two days in a row; even twice in the same week, she fires up readily; eager to hit the road again, but that day she was being a real B... Okay, "Brat". I finally got her started and, as the idle smoothed out, I backed her out of the garage, down the driveway, shifted into first, and promptly ran out of gas. Well, how do you like that? Not too bad, as far as timing goes, right? After filling up my gas can and transferring the contents into the gas tank, I was able to take my drive, although I figured that my first stop should be at the neighborhood gas station. Oh, son of a gun: I put in too much fuel. Now I must go for a longer drive to burn some off; otherwise, the garage will smell like gas. Well, one thing led to another, and I didn't get to burn off enough. I figured I'd get another chance when the Polar Run was run, but when it was cancelled, and with the garage needing to be aired out on a regular basis, another warm day was looking like after the first of the year. I got lucky and it warmed up into the 60s on Friday December 11th; and the upper 50s on Sunday the 13th. Also on the plus side: I was able to get into (and, more importantly, out of) the Sprite while treating my shoulder gently. I'm still gingerly taking my new pacemaker out for a few test runs; trying to get the hang of it, you know? I expect that the next week or so will let me know if I made an error in judgement.

Anyway, on the Wednesday before the Polar Run was scheduled, I attempted to "proof the route", but encountered three road closures with detours due to the heavy rains from the previous weekend. With heavy rains again anticipated from Friday afternoon into early Sunday morning, the difficult decision was made to cancel the Run and sleep in. We've missed a couple of great opportunities since then, but what can you do? Remember, hindsight is... Wait for it... 2020! That's right! Not like we'll ever forget it.

North Jersey's final ZOOM meeting of 2020 was held on Tuesday, December 8th, starting at 7:00 pm, with the following members attending to wish each other Happy Holidays, and toast another year into the history books: Steve & Ann Feld; Steve & Lynn Jekogian; new member Patrick Henry (proud owner of a red Healey Sebring MX Reproduction); Frank Muratore; Tom & Pam Mulligan; Dennis Meehan; Allen & Ginny Rosenberg; Jay Baumann; Richard Ippoliti; and George Crombie. We had some discussions on several members' earlier, and much older and dilapidated Healeys (Patchwork and the Orange Pumpkin come readily to mind, but there were more). It would be interesting to know who had a Healey that was known to have been "totaled" and are confirmed to be no longer in existence. We also talked a little about shows and events that are tentatively on the schedule for 2021 and beyond. And even a round or two of golf. Say what? Well, some talk of it, at any rate. The Annual Holiday Party has been cancelled as well (just in case you thought you had somehow missed it). The next regional club event is probably the January 12th, monthly ZOOM meeting. On tap for this meeting will be trying to set up some kind of Calendar of Events for the first half (or so) of 2021, at least to the best of our crystal-ball gazing abilities. 

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Lehigh Valley

Gerry Kunkle



On October 31 Lehigh Valley Region members Ken and Cindy Beck, Bob Pritchett and I took up the invitation of the Keystone Region MG Club and the British Car Club of the Lehigh Valley to go to on the Spooky Wine Run. The drive on Halloween started at K&T Vintage for a 60-minute drive to Big Creek Vineyard in Kresgeville. It was a nice day for a ride which took us past Blue Mountain Ski area where it appeared that visitors were getting ready for the ski season. At Big Creek participants were encouraged to bring their lunch and chairs. Wine by the glass was available but not the traditional tasting samples. If you wish to join us in future drives you should join the British Car of the Lehigh Valley by contacting Ken. The dues as I recall are \$15.



Ken and Cindy Becks BJ8 parked at Big Creek Vineyard.

The following Saturday November 7 the Delaware Valley Jaguar Club members gathered at the Classic Auto Mall in Morgantown. The Mall is open from 9 to 12 on Saturdays so we arrived early for coffee and donuts provided by the Club. I entered the Mall at about 9:30 and during the next two and a half hours saw most of the over 600 cars and artifacts that they have on consignment. Some of the cars were reasonable price and some not. A nice robin's egg blue 1961 Austin Healey Sprite was advertised at \$15,900. The consigner purchased the 948cc Sprite in 1965. Family members drove the car and in 2004 was painted and considered finished. It was well described with a few paint chips, bumpers with slight pitting and dent free. The second Healey for sale was a red 1964 probably BJ7 since I believe it has roll up windows and a red interior. The description of the car was obviously done by some one in sales at the Mall. The writer describes the fine job on restoration of the engine bay "under carriage underneath has all been



1961 Bugeye Sprite on consignment at Classic Auto Mall for \$15,900.

painted red for the X frame and floor pans as well as the rockers. Black rust-free suspension and drive train provide a nice contrast to the red as does the dual stainless exhaust". Doesn't make sense to me. One might wish to make his or her own inspection of this car before shelling out \$45,000. Third Healey was a 1967 3000 Mk III BJ8. When the description of the car starts out that the car's body work was made by Jensen Motors... you know you will not be getting any owner information on the car. The introduction goes on to say as the writer for Classic Auto Mall who has the pleasure of driving most cars and with a perchance for British Sports Cars, he had to hop into this one!! It has great sound and plenty of pep. The writer describes this car as not a concours car but has a nice old school feel. \$70,000.

Leo Kob has a Jaguar saloon for sale at the Auto Mall which you may wish to see. I am sure that Leo would share with you the details on consigning a car at the Mall. The Mall is 48 miles from Philadelphia, 65 miles from Hershey and 55 miles from Bethlehem.

For 2021 Lehigh Valley Region members should continue to receive the British Marque Car Club News. If not, you should contact Bob Pritchett our Treasurer at 610 837 1904 or rpritch245@aol.com.

I repeat from the November Flash that for several years our Region has not held any election of officers. According to Section 4.11 the election is to be held in the Fall of each year at a regular meeting or a meeting specifically called for that purpose. Regional offices shall be nominated and elected by a majority vote for terms of one year beginning January 1. Should anyone be interested please contact Ken Beck who has held the position of president unofficially for some time.



1964 BJ7 probably on consignment at Classic Auto Mall for \$45,000.



1967 BJ8 on consignment at Classic Auto Mall for \$70,000.

HOPE TO SEE YOU ON THE ROAD. 



Gettysburg 2015

Letter to the Editor

HARDTOP DÉJÀ VU

By Randy Alkins

In 1966 I purchased a 1961 Austin Healey 3000 BT7 complete with a white “factory” hardtop. I used the car for many years both as a student and as a member of the US Coast Guard. During those years in the Coast Guard, I drove it between Philadelphia, Cape May, and Brunswick, Georgia, and as far south as Marathon, FL. All that time I drove with the hardtop on except the few times I removed it to accommodate my surfboard in the front passenger seat area.



When I was reassigned to the CG Cutter Alert based in Cape May in early April 1970, I drove back from Brunswick intending to go up the coast and arrive in Lewes, DE, which would allow me to take the fairly new Cape May Lewes Ferry across and report to Base Cape May at the time required by my orders. It was quite cold driving north once I got past Virginia, and I had the little heater run as best it could. Unluckily, I arrived at Lewes too late for the last ferry, and for those who knew Lewes in 1960s, there were not many motels open in April. Therefore, I was forced to sleep in the car. Thank goodness for Wool Dress Blues and a Wool Pea Coat. It was a cold experience.

The next morning I drove onto the ferry for the ride to Cape May and my new duty station. I did arrive in time and served on the Alert for a year. After the Alert I was assigned to Lighthouse duty for two years and kept the Healey as it was very dependable. Eventually in about 1975, I sold the car to a shipmate on the Alert who lived off base in Cape May. I never did find out what he did with the car.

Fast forward to 2015. I decided to purchase another 1961 BT7, this one with a soft top. I still wanted a hardtop but as most members know they are either in very bad shape or very expensive. In 2020, on Craigslist I discovered a fellow member about 20 miles from me had one for sale. I decided to look at it and decided to buy it.



I placed the “poor condition” hardtop in the back of my pickup and took it home intending to restore it.

I began sanding the outside that had been painted with a paint brush at some time. As I got through that layer of paint, I discovered a thick red paint. To me it looked like a coating I was very familiar with. I broke out a lead paint tester and my assumption was correct. It was RED LEAD. For those who had been in the service you are probably familiar with this stuff. For those not familiar with it, it is lead-based paint outlawed about 1979 because it causes lead poisoning. As a side note in the early 1920s, red lead was used to paint roofs of lighthouses that collected the rainwater for their potable water cisterns. When quite a few of the keepers went a little bonkers, they found out that using red lead on the roofs was not a good idea as the rainwater washed it into the freshwater drinking tanks. But enough on digressions.

Back to this hardtop. I sprayed the top after removing as much of the red lead as possible to encapsulate it and protect me from the lead. I then took the top inside and flipped it upside down to access the headliner. I proceeded to remove the headliner and out dropped five items: a matchbook, two unused Peacock Free Sample Condoms, not mine, a ticket stub from the Tacony Palmyra Drive Inn movie theater, and the other was a book of Cape May County Bridge passes. The last item really caught my attention, as while I was stationed in Cape May, I would have to use the bridge system to get to various local stations.

Shortly after I found the Cape May Bridge tickets, I called Paul Knauer, the member who sold the top to me, and asked if he remembered who he purchased the top from. He was not sure but thought he had bought it from a Frank Fox, of Ambler, PA. I was not able to find Frank Fox but did locate a phone number that had been disconnected. Paul did think that Frank was quite a bit older than either himself or me so in all possibility he had passed away.

Because I do not remember having not seen any Healeys, much less having seen any with a white hardtop in Southern Jersey in my years there, leads me to one conclusion. This hardtop came from my original car. Whether it was or not I am sticking to the story that this was indeed my top. 🇬🇧



Hardtop white



Hardtop rear

KID'S ART ON A CART

By Leo Kob

Better than a barn find...

Marty & I drove our 1959 Austin Healey Bugeye Sprite on its maiden voyage the weekend of DVJC's Fort Washington Park outing on October 18. Picture perfect day, and a couple of new/potential club members attended. We told the story of the car's evolution to a few DVJC members, and they suggested we repeat it in *The Purr*. So here goes.....

I've owned Austin Healeys for over 40 years. All have been 1962 3000 cc models. At Healey Club (AHSTC) events we began to warm up to the little Bugeye (Frogeye on the other side of the pond) Sprites as their numbers increased (almost exponentially) but there were too many projects in our queue to seriously consider another.

As the years rolled on we started discussing colors and engines, and where to store it if the right one appeared. We were at the annual 2014 AHSTC event held in Paradise, PA. Ground zero is a hospitality room open from noon until 5PM daily. On this occasion, a fellow clubber (Pete) who owns an LBC service shop in Moorestown announced he received a cold call the week before from a gentleman in NJ who was offering up his Bugeye due to age/health. He wanted to sell it this week. I knew the club's president was in the market for one, so I quickly asked him what condition it was in: "belonged to his wife before they were married, taken off the road in 1968, then partially disassembled and stored in his heated basement. Second to his wife he fell in love with restoring mahogany boats. So the car sat in his basement for over 40 years!! All original, complete, and essentially rust free!" Pete offered up that he would have kept it if he had the space and time to restore. Business was just too good at the time.

So, I figured I had about 10 minutes to get a thumbs up from my better half before the

club president arrived. Ironically, two recent events turned on a mental light bulb....

- We had been sorting out our 7 kids' secondary & high school memorabilia, much of which was doodles, sculpture, photos, art class projects, and some writings at home for several months.
- A load of pedestrian wayfinding signs was delivered for a construction project at work by the printer in a small colorful van wrapped in vinyl a week or so earlier. He was more than anxious to explain the process, and noted it is removable without damaging a quality paint job.

So there was my hook. I suggested to Marty we restore the little rolling tub and wrap it in our kids' art rather than have it stuffed in boxes in the attic and reminded her our present would be coming in shorty. Already having had a couple glasses of gratis wine helped my cause.

It was a five-minute or so pause before her thumbs up. Pete didn't have any photos, but I was ready to pull the trigger. I asked him for a delivered price to our home and wrote the check.

Upon delivery a couple weeks later I inventoried all the parts (only a couple of items missing) and dragged the rolling chassis to another buddy's barn in Lancaster County where we have restored cars for years. Pete was spot on about the sheet metal - we only replaced the right front quarter panel and patched in heavier gage floorboards to add rigidity. These little puppies were a collection of compound curves that trapped water from bow to stern, thus making this dent-less, rust-free one too perfect to believe. Only took a day to have it ready for media blasting. In the meantime we asked the kids what background color should be used. That took

KID'S ART ON A CART (continued)

awhile. I naively thought at the time the wrap's background was transparent. We ended with my painter's recommendation: Ford's generic white (same paint code for over 50 years).

So, now we had to work our way through the wrapping process. Luckily an artist friend of ours also has a graphic arts business. Marty and I sorted through all our kids' stuff and pulled out several dozen candidates and photographed the pottery. Off went all of this for high-resolution scanning (not cheap).

I had a vision of pasting everything all over the body. But George (artist) observed the car would look like a leopard with small-pox beyond 10 feet. So, a lot of money wasted on scanning. I turned over the decision-making to George and Marty. We wanted to make sure all seven kids were represented.

Meanwhile, I made a shipping paper/masking tape profile of the car's one side, and took all kinds of measurements so George could set up the digital language to turn over his digital file to the company that actually creates and installs the wrap.

A month or so later I dragged the rolling chassis to the "wrapper" (ASI) in Pennsauken, NJ., armed with a "stick" containing George's digital program. ASI does funny cars and customs, as well as serving their bread-and-butter commercial fleet clients.

To my amazement it was done in a week, with no fit-up problems. I promised to have it photographed for promotional use when fit-out and when the interior and drivetrain were complete.

Another trip with the U-Haul dolly and our rolling art cart settled into the tool shed, awaiting completion of our '67 XKE coupe. By dumb luck the wrap's white background matched the Ford's paint so the underside of

bonnet and boot blended nicely.

In the meantime I grabbed a Datsun 5-speed transmission at an AHSTC flea market, a '59 HP 1275cc block off eBay (the original was only 948cc, 43 HP), and a front disk brake system from an LBC parts hoarder in upstate NJ.

Work resumed in late 2018, holding a couple dozen weekend tech sessions of AHSTC members, many of which really knew the DNA of Bugeyes. The engine and tranny were rebuilt by my long-time mentor, John Davies, who was over 80 at the time. A native Brit, he has been pulling spanners for 50 years. He literally finished the "bloody twit" on his death bed a year ago. It still needed the distributor and final tuning when cancer forced him to close his shop. Being John, he ordered his son and a friend to carry the block into his living room where he finished it, reaching out from his rental hospital bed. A final victory for the Union Jack!!

A couple weeks later (Thanksgiving weekend) I was helping his family "de-leaf" the yard and button things up for winter when he climbed his stairway to heaven. Last summer an auction of his shop's tools & inventory was held. I was able to buy the bright red MAC Tools timing light and dwell/tach test set we used together to fire up all my LBC's over the years. Guys like him aren't hatched anymore.

The engine fired right up after our club's tech team slipped it into the engine bay (after cutting a pretty severe curf in the transmission bellhousing).

One footnote - when installing the lights and trim on the bonnet I noticed some peeling of the wrap around the headlight "bulges" and lower edges. The shop in Pennsauken advised that sunlight exposure is important to maintaining the wrap's adhesion. Seems counter-intuitive but I admitted it had been in

KID's ART ON A CART (continued)

covered storage for about two years after initial installation. I loaded the bonnet into a pickup truck and they re-wrapped it overnight. Luckily, George still had the digital file.

What a difference in handling compared to the "Big Healeys." Both cars were designed by Gerry Coker. He and his wife have attended numerous AHSTC annual "Encounters" over the years offering many funny anecdotes about the development of both cars. He said Donald Healey, wanting to meet a certain price point to make his cars the choice of American GI's stationed in Europe after the Big War, kept shaving off many of Gerry's favorite touches such as retracting headlights, a trunk lid on the Frogeye, and eliminating the fold-down windscreen on the Big Healeys after a couple of years, etc.

There is an interesting tie between Healeys and Jaguar. Jaguar North America's president when under Ford's umbrella was Mike Dale. His first job after leaving the RAF was with the Donald Healey Motor Company's home dealership. He quickly became a

terror on the SCCA circuit, garnering the 1973 national championship in H-production class piloting a Series 1 Sprite. These little demons were challenged only by Abarth Fiat for over 15 years in this SCCA class. His competition Sprite was recently unearthed in the Midwest, an incredible barn find. Apparently Mike did not keep his racecars, preferring to retain a significant collection of WWII vintage planes.

As co-chair of AHSTC's 2015 annual meet in Gettysburg, Marty & I had the honor to dine with the Dales and Cokers, who were the event's awards banquet guest speakers. That week remains one of our most memorable auto events. The ladies even got Gerry to don a dress for an afternoon fashion show and tea while Marty played the harp.

Next step - get a hood (top) for our newest baby and start a preservation on another deceased friend's 1966 XKE roadster we acquired in 2017....very nervous about pulling this off (no second chance if something isn't treated properly during "refresh").

Motor on!!!!



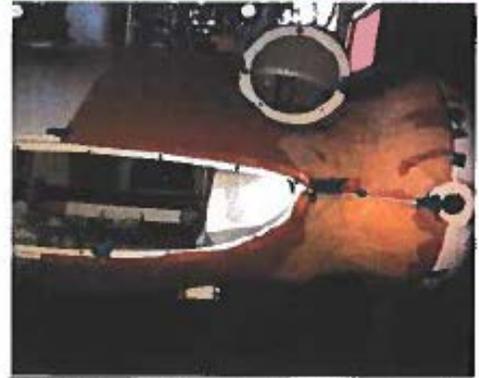
The Kobs at the October 2020 DVJC breakfast at Fort Washington State Park.

More photos on the following page.

KID's ART ON A CART Photos



Only required rust repair.



1/2 body profile mock-up for George's digital layout.



Ford's generic white single stage enamel paint.



Curf cut Datsun 5-speed tranny.



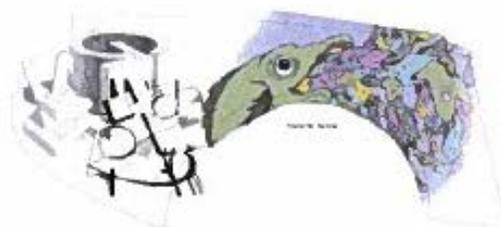
Original 948cc engine.



Bugeye Sprite designer Gerry Coker being fitted for hoop skirt



JD with his favorite weapon.



George's layout of RR fender.



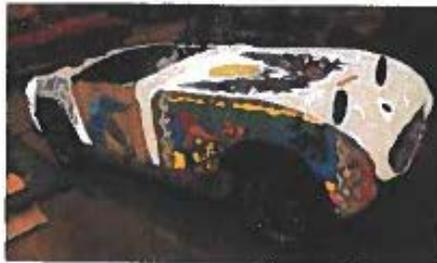
KID's ART ON A CART Photos (continued)



Back



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Passenger side



Driver side

Design approval images are based on vehicle schematics. This form is used for the approval by our clients for the overall aesthetics of their design wrap. Certain variances at the time of the installation may occur. Such variances may include design positioning (images and design location can be installed with a variance of location with regard to sign off layout form), L, sizing, and color of objects with the wrap design. The appearance of design may change on the final product with relation to the substrate used. How the factory paint, rubber and textured plastic surfaces, such as window molding, fender flares, bumpers, protective plastic and chrome cannot be wrapped and warranted. All warranties expressed or implied are through the material manufacturer ONLY. In addition, creases and corners on vehicle surface may produce material failure and separate from vehicle surface. Certain installation applications require relief cuts and seals to adhere properly. By signing this document the customer holds Advertising Systems Inc indemnified from damages that may occur during the installation of your wrap. Customer understands that the vehicle must be cleaned and NOT waxed at the time of the wrap installation. Failure to provide a clean vehicle may result in additional charges to the customer. Advertising Systems, Inc is NOT responsible for poor or low quality images provided by the customer or agents of the customer. All wrap designs are considered intellectual property of Advertising Systems, Inc and remain the property of Advertising Systems, Inc. By signing this approval form the client agrees to these conditions. Any vehicle that requires cleaning or wax removal will result in a charge of \$200.00. Price samples are available at an additional fee.

Job#: 36181
 Customer: Rothacker Advertising & Design
 Job Name: Bugeye Sprite Wrap

For ASI to proceed with production of your wrap, please sign this approval and fax to 856-488-1998

Approved by: _____ Date: ___/___/___

ASI's pre-wrap proof



Expensive bumper stickers.



Mike Dale's Bugeye Sprite raced from 1972 to 1992.



MEMBERS CORNER

By Rick Brodeur

We have a new members this month!

Brandywine
Buzz and Paula Marshall
Cochranville, PA
'67 BJ8

North Jersey
Theo Padavano and Linda Levy
Blairstown, NJ
'69 AN9

Philadelphia
Jason & Christina Tickner
Chalfont, PA
'62 BT7
Returning Member

Brandywine
Rick Pompilli
Broomall, PA
'62 BT7
He is continuing the long time membership
of his brother Ron who passed away.

Long Island
George Robinson & Mary Thomas
Stramford, NY
'66 BJ8
Returning Members

If you have a problem receiving the Flash, please contact me at 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 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



CONVERTING REAR REFLECTORS TO LED RUNNING LAMPS ON A BT7

Article & Images By Steve Feld

WHAT THIS PROJECT IS:

- CHANGING THE STANDARD REFLECTORS IN A BT7 TO RUNNING (TAIL) LAMPS
- CREATING NEW REAR REFLECTORS TO REPLACE THE CONVERTED ONES
- COMPLETELY REVERSIBLE

WHAT THIS PROJECT IS NOT:

CHANGING THE STANDARD BRAKE LAMPS OR TRAFFICATOR (TURN) SIGNALS

WHAT THIS PROJECT COSTS:

ABOUT \$30 (DEPENDING ON YOUR STASH OF “STUFF”)

Are you concerned about driving your Healey at night and being seen by other drivers behind you? I was, so many years ago I installed a third brake light that also included trafficator signals. (My use of British terminology may be corny but it makes me feel like I know what I'm talking about!) However, the additional brake light didn't give me comfort that other drivers would see the low-mounted tail lights on my 1959 Healey 3000 BT7 during evening or night drives. This problem applies to all Healey 100-6s and early 3000s. (See “BEFORE” Photo (the 3rd brake light is NOT on)) My solution was to convert the small reflectors in the wing above the tail lights to LED lights that would be in addition to the low-mounted, standard tail lights but be separate from my third brake light. I also added new rear reflectors to replace the ones I eliminated. I also wanted to make my changes easily reversed.

There are several plans on the internet for doing this but the two I looked at just didn't suit me. In addition, I have a tendency to want to create my own solutions from “stuff” I happen to already have. Because our illustrious editor is always looking for articles for The Flash here are my plans for your consideration

PARTS LIST: TAIL LAMPS

- 2 1 1/2" PVC Schedule 40 pipe 2 3/4" long
- 2 1 7/8" Plastic Disks
- 2 2 1/2" Zinc Coated Right-Angle-Brackets
- 2 BA155-SW Wired 1156 Sockets* (\$1.29 ea)
- 2 R51-PTAC Red LED 1156 Bulbs* (10-30VDC 300 (\$11.90 for two)
- 16G red wire; Posi-Tap tap-it connectors; sheet aluminum; red spray paint; misc. stainless nuts and bolts, rivets, hot glue *Superbrightleds.com

REFLECTORS

- 2 Sections of Aluminium(!) flat bar 3"x 1/8" x 3/4"
- 2 Mini Panel Clamps 1/2" x 1/2" (AES Industries #20411) (\$13.49 for 5) (Amazon)
- 2 M6 x 20 Machine screws (Stainless) (hex or round head)
- 2 2 3/16" Round Red Reflectors, screw mount (etrailer.com #RE35RB) (\$2.68ea)

New Tail Lamp Construction:



The new light assemblies are mounted on 2 ½” right-angle brackets which are attached by using the bolts that secure the wings to the inner boot panels. Instead of removing the bolts and the potential consequences thereof, I cut a U-shaped end to the brackets so that they could slip under the bolts after loosening. (See Photo #1) The right-angle bracket on the off-side (passenger side) may need to be adjusted (bent) to clear the battery which needs to set as far forward as possible.

Cut the 1 ½” PVC pipe into two 2 ¾” lengths. Position the pipe inside the boot on top of bracket with the front of the pipe against the grommet of the reflector. Mark the pipe where the bracket contacts it. You will have to adjust the right-angle bracket so that the pipe lines up centered with the grommet. Make two small brackets from sheet aluminum and rivet one to each pipe where you marked the location of the wing bracket.

Cut two round disks 1 7/8” in diameter from a piece of plastic and then drill holes in the center of the disks for the lamp sockets. A step drill bit works well to make the hole the correct size for the socket. Drill holes on both sides of the center hole for the machine screws to secure the socket. Hot glue the screw heads to the plastic. (See Photo #2)



Glue each disk to one end of each of the PVC sections with the screw heads inside the pipe. This will allow changing the bulb after the 50,000 hours that the LED is supposed to last! Then paint the inside of the pipes with red paint. I painted the outside of the pipes as well but it's your choice. (See Photo #3) Even though the LEDs are red, the white of the PVC pipe tends to dilute the red to pink when seen through the lenses of the original reflectors. The inside red paint eliminates the pink effect. Unfortunately, the “AFTER” photo does NOT accurately show the almost identical red colors of both the original and the converted lights.

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3

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To mount the LED light assembly in the car, remove the existing reflectors. Access the reflector from inside the boot and pry out the rubber grommet holding it in place. Be careful not to damage the grommet. Disassemble the reflector by gently prying off the chrome ring and remove the inset red plastic reflector. Peel off the metallic foil that makes the reflector reflect. Now would be a good time to clean the area housing the reflector, polish the chrome ring and clean the plastic reflector. The next step is to cut a round 1" hole in the center of grommet so that the LED light can shine through to the red lens. I used an xacto knife with a pointed blade and made successive small cuts through the rubber. This is somewhat tedious because the rubber is a little more than ¼" thick and not easy in which to cut a hole. In making the hole, you need to be careful not to damage the lip of the grommet that holds it in place when put back into the wing. After cutting the hole reinstall the "holely" grommet in the wing. I found it best to insert the grommet first and then install the red lens and then the chrome ring. Lubricating the grommet with a rubber compatible lubricant assists in the installation.



4

Finish the light assembly by inserting the LED bulbs into the sockets and then secure the socket and bulb in the disk with lock washers and nuts. Attach a 12" length of red 16G wire under one of nuts. The socket comes with a black wire attached to the center contact. Because these LED lamps are not polarity sensitive it doesn't matter if your Healey is positive earth or converted to negative earth (as mine is).

Before mounting the assembly you need to connect the black wire to a ground. The wire is long enough to attach to the same bolt that you attached the right-angle bracket to the wing. Then mount the assembly on the right-angle bracket by connecting it with screws and nuts to the small brackets you riveted on the pipe. (See Photo #4) The red wire should be connected to the red wire that goes into the tail light. I use Posi-Tap brand "tap its" for these connections because they are simple and secure, make great contact and don't involve cutting or splicing. (Also I had some in my "stuff"!)

Notes: Because the new lights are tied into the existing incandescent tail lights, no ballast or resistors are needed for this installation. Also this project uses 1156 bulbs which have a single contact unlike the 1157 bulbs used for brake/trafficator bulbs with two contacts. If you want to change the original reflectors to be tail, brake and trafficator lights you could substitute 1157 LED bulbs and sockets and change the wire connections accordingly. Because I like the height of my third brake/trafficator light and its central location, I changed the reflectors to function only as tail lights.

New Reflector Construction:

The elimination of the original reflectors means that there are no reflectors at all on the rear of the Healey unless new reflectors are installed. The use of the mini clamps allows attachment to the bumper in any location desired and for easy removal. These mini clamps are used for welding and come in packs of five so you'll have some extras. I replaced the standard thumb screws with stainless round hex head screws for better tightening and security. Other attachments methods no doubt exist but these are what I used.

Construction of the new reflectors is a matter of drilling holes in the sides of the clamps and cutting and drilling two 3" sections of flat aluminium bar (1/4" thick and 3/4" wide). Attach the reflectors and the clamps to the bar with stainless screws and nuts. (See Photo #5) The bar needs to be bent to position the reflectors perpendicular to the ground for appropriate visibility and reflectiveness. Attaching them to the underside of the bumper required about a 30° bend.

Turn on your lights and you should have safer, brighter night drives!! 🇬🇧



THE TURN SIGNALS (DIRECTIONAL LAMPS) STOPPED WORKING OCTOBER 2020

At one of the Cars and Crumpets rallies Pat Venezia commented that while driving to the show, his turn signals stopped working in his 1965 3000 BJ8. He was not aware of any problems prior to this day. At the show, Pat mentioned his problem to one of the show participants who quickly sprang into action; the hood was propped open and the trouble shooting began. Since the directional lamps shared filaments with the parking lights this was the first thing checked. Lights on and both front and rear lamps are working. OK, time to move to somewhere else. Out came the test light looking for 12 volts to the directional filament. Key on, turn signal on and we have 12 volts. Try changing out the flasher unit.

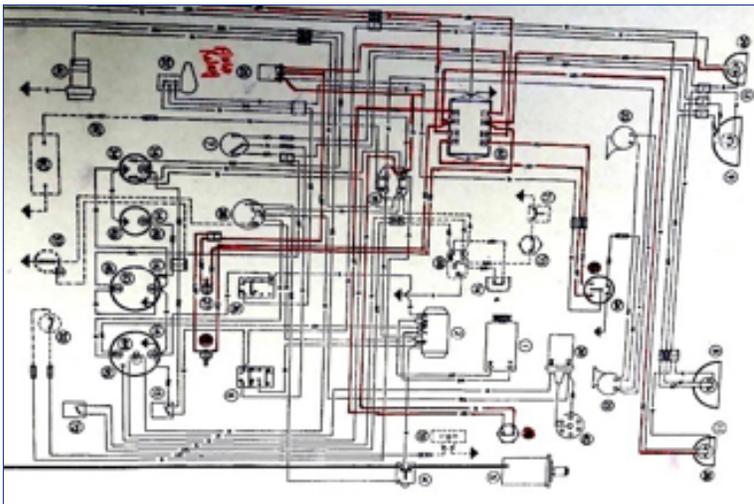


A working unit from another Healey was inserted; key on, turn signal on and nothing changes. All agreed that this was going to take some trouble shooting to isolate the problem.

With the car back home, the first step in isolating the problem was to secure a copy of the wiring diagram for the Healey. (Diagram at end of article). Using the diagram and checking for 12 volts in numerous places, the culprit appeared to be the flasher relay. Voltage was being delivered to the relay. Tapping on the relay to free up the contacts, did not solve the problem. Using the diagram of the relay (page 166 manual) and following the instructions in the Healey manual for flasher relay trouble isolation (refer to pages 166 - 167 in the Haynes Austin Healey 100/6 & 3000 Owners workshop manual published by Haynes publishing group) it confirmed that the relay was in fact the problem. The contacts providing voltage to the signals was the culprit. All other functions delivered by the relay were working. A new relay and flasher unit were ordered. Now that the reason for the turn signals not working was determined, the next problem was trying to figure out how to remove the existing unit. As you can see from the photo at the end of this article, the unit sits behind the fresh air vent on the driver side. One school of thought is to cut the vent, replace the relay and rejoin the vent using a cylinder of the same diameter. The other is to remove the fresh air vent. This vent is very stiff with little or no wiggle room in the engine bay. Good luck! Since Pat felt this was outside his comfort zone, he contacted a local specialist (New Vernon Coach & Motor Works) who agreed to install the new relay. Now that the signal problem has been corrected, New Vernon was asked how they removed the relay without disturbing the fresh air vent. They said that they had done this many times before and were able to remove the vent without cutting it. No further details provided.



End of story.



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.

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



Tach disassembled showing case, bezel and glass.



Tach disassembled showing case, bezel and glass.

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 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.



The new capacitor soldered in place.

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.

MANY THANKS TO MY DEAR FRIEND AND HEALEY MENTOR RAY CARBONE WHO LEFT US ON OCTOBER 20, 2020.



A close-up photograph of a classic car's front end, focusing on the headlights and grille. The car is light-colored, possibly silver or chrome, and the headlights have a distinctive multi-faceted lens design. The image is partially obscured by a teal-colored text box on the right side.

It's your prized classic. Protect it.

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WANTED

Austin Healey 100 Parts wanted for restoration: Any part, mechanical, interior, electrical, body. No part too small to help in my restoration.

Contact: Paul at pis9@yahoo.com

Austin Healey Sprite: Wanted: Seats. Front bumper .Rivergate 5spd kit.

Contact: Paul at pis9@yahoo.com

For Sale



1967 BJ8 Austin Healey. Great running and great driving car. Pristine Healey Blue paint, chrome wire wheels, rebuilt transmission, new clutch and resurfaced fly wheel, new Vredestein tires. Vinyl interior in good condition. Regularly serviced with recommended gas and oil additives. Many other large and small upgrades. Contact me at bjspear1@verizon.net or (717) 272-8343 for complete list of work done and additional pictures.

All receipts since 2004. Reasonably priced at \$62,000.



There is a Devin fiberglass kit car from the 1950s here in Virginia Beach for sale. Currently mounted on a TR6 frame--no running gear. Stalled project. New-never completed. Contact Hank Giffen if interested at hankgiffin@cox.net designed for a V8 and there is a Buick 215 plus transmission available in Richmond to get it going.

BUSINESS

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

1978 red MGB. Well maintained, garage kept, interior and top good, best offer-need to empty garage. Phone 570-275-1736 (Danville, PA area) ask for Elizabeth



Healey 100-4 Displayed at America on Wheels museum. Dennis Welch modified to M+ specs. NO RUST. Mods and photos available.

Docile on street yet lapped LRPARK 1:09.

\$87,000.

Bob Wade 610-905-8311.

rwade@rattlesnake-ridge.net

Been collecting Healey parts since my first in 1972.

• A 1960 BN7. Most parts are from current car. • 1959 BN6.

Side shift Trans and OD. Rotors, calipers and green pads. New from 1967 late Vin.

Front grill from BN6. Red leather seat covers, well used, but cheap.

Side shift carpet for Trans tunnel, black '59 bug eye parts car with new fiber glass hood.

And 998cc race engine, not complete. Another project car not finished.

Will send pictures to interested parties. I live on Pine rd. Near Welsh rd.

Edwardwjackson@comcast.net

I have some parts for a BN1 that I am trying to sell and was wondering if I can post in your classified ads? The items I have are an oil pan, a clutch plate which is brand new in the box, an original oil filter assembly and a spoked wheel. All were from a 1956 BN1.

gjbridi@gmail.com

Gary J Bridi

Telford PA 18969

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Unique chassis rotisserie, well designed and constructed, for Austin Healey restoration work. Allows chassis to be at a comfortable work height and allows for turning chassis 45 degrees to expose the underside. Lockable caster wheels allows easy movement. Easy pick up on your way to/from Carlisle Import show.

\$400. Don Schneider. 717-333-2061 dschneid@ptd.net

1967 BJ8 Silver, grey/black black interior black stripe on hood small burn on drivers seat.

Runs well with carbs just rebuilt, but overdrive not working.

Owned by Dean for 31 years 60,000 on odometer.

Purchased originally from the Stable Tires 2017

Asking \$45,000.

deanswilson@hotmail.com

1959 Bugeye Convertible Top Studs on the windshield frame

brand new in a box from Moss motors #242-180 \$100

Steve Jekogian stevejekogian1@gmail.com



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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.

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