

The FLASH



June 2021 | ISSUE 515



ENCOUNTER 2021
healey
AHSTC Brandywine Region
8-11 SEPTEMBER 2021

OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

JUNE • 2021

CONTENTS

3 CLUB | Editor • *What's In The Flash*

4 CLUB | *President's Message*

6 REGION | *Harrisburg*

7 REGION | *Philadelphia*

8 REGION | *Brandywine*

9 REGION | *Long Island*

12 REGION | *North Jersey*

14 REGION | *Lehigh Valley*

15 ARTICLE | *Tech Tips & Clips*

19 CLUB | *Members Corner*

22 CLUB | *ENCLAVE • Calling All 100's*

25 CLUB | *ENCOUNTER 2021*

32 BUSINESS | *For Sale & Wanted*

34 CLUB | *Membership Application*

35 CLUB | *Directory*



THE FLASH

CORPORATE OFFICERS

President: John Heffron
Vice President: Steve Feld
Membership: Rick Brodeur
Secretary: Del Border
Treasurer: Gerry Kunkle
Flash Editor: Steve Jekogian

HARRISBURG REGION

President: Joe Spear
Editor: Fred Bennett

LEHIGH VALLEY REGION

President: Ken Beck
Editor: Gerry Kunkle

PHILADELPHIA REGION

President: Dave Siwa
Editor: Randy Alkins

BRANDYWINE REGION

President: Chuck Ott
Editor: Ernie Leser

NORTH JERSEY REGION

President: Steve Feld
Editor: George Crombie

LONG ISLAND REGION

President: Paul Parfrey
Editor: Paul Parfrey

Copyright 2021 AHSTC©



LIKE ON FACEBOOK

ACTIVE LINKS;
TABLE OF CONTENTS,
WEB LINKS & ADVERTISEMENTS.

ON THE COVER
HEALEY'S FEATURED • 2018 BMTA

What's In The Flash

By Steve Jekogian



Encounter is right around the corner -September 8 -12. At the Sheraton Great Valley Hotel in Frazer, Pennsylvania. Make sure you sign up for Wednesday night Helicopter tour, which sounds like great fun.

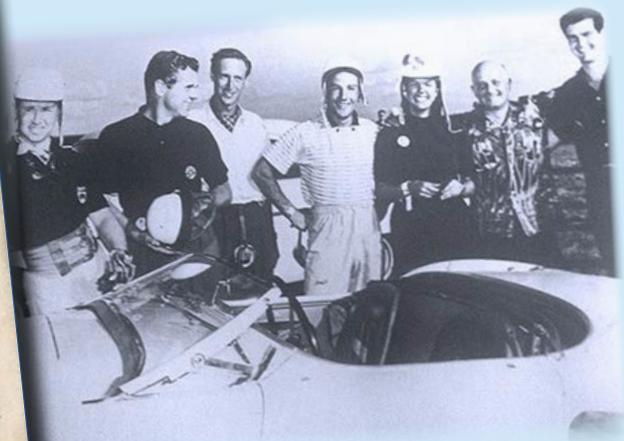
As many of you have heard, AHSTC and AHCA will be hosting another Enclave in September 2022. Yes, next September.

Next year will be the 70th anniversary of the introduction of the AH 100 at Earls Court in London. In this issue of the Flash is the SAVE THE DATE info.

We are very lucky that it will be in the Pocono's right off route 80 at the Kalahari Resort and conference center. More info to follow but we just wanted you to know so you can plan ahead.

Also in this issue is the clubs "statement of Financials as required by the by-laws to be posted in the Flash yearly.

Get out in the cars and have some fun –WITHOUT MASKS!





PRESIDENT'S MESSAGE

GREETINGS MEMBERS!

It's a very wet weekend here at the Jersey shore. I hope that all is well and that you are enjoying some occasionally nice weather behind the wheel of your favorite LBC. With the return to near normality, car shows and club member get togethers are re-emerging.

May has been a rather busy month for me as I've clocked over 4000 miles across a dozen states (sadly none in the Healey). I recently returned from the Amelia Island Concours d'Elegance where we observed a sage green '65 Healey BJ8 sell for \$168,000 at the RM Sotheby's auction. In addition, a black (stock) BN2 sold for \$95 big ones. It looks like the market is strong for excellent cars. It was a great concours and it was refreshing to congregate with fellow car enthusiasts

Ray Donovan and I had an interesting and enjoyable adventure down to Amelia where we participated in the Hagerty Amelia Island or Bust (AIOB) road tour in Ray's Porsche 993 over 1300 miles of twisty backroads through MD, WV, KY, TN, NC, GA & FL for 5 days. Some incredible roads and great people. The 993 ran great and wasn't too uncomfortable. We joked multiple times about how beat up we would have been had we taken a Healey. The Tail of the Dragon in Tennessee-11 miles with more than 300 curves was incredible. If you get the opportunity to participate in a future AIOB tour I highly recommend it. On our return trip, we decided to break up the monotony of I-95 by spending the night in Petersburg, VA and visiting the British Sports Car Hall of Fame at the Moss Motors distribution center. After spending a horrific night in an unnamed hotel, we arrived at Moss only to find that the Hall of Fame was still closed due to Covid until sometime in June. They neglected to note that on the website. Nonetheless, we picked up a few hard copy Moss catalogues and resumed our trek. It was a fascinating trip noting the variety of CV-19 safety measures used in each of the 12 states we traveled through. It was also eye opening to observe some of the abject poverty in the Appalachian areas of WV, KY & TN. I hope some of this Federal assistance money finds its way to those areas.

June will be bringing more club activities to our members. The Red Mill show run by our North Jersey region is quickly approaching and should not be missed. Enjoy your June! 



PASSION
IT'S WHAT DRIVES US.

**PROVIDING SERVICE,
TOURING PREPARATION
& CONCOURS
RESTORATION FOR YOUR
AUSTIN HEALEY**

- PERIODIC ATTENTION
- CARE & ADJUSTMENT
- FLAWLESS COACHWORK
- COMPONENT REBUILDS
- SAFETY UPGRADES

Since 1990

**RAGTOPS &
ROADSTERS**
INCORPORATED

BRITISH AUTOMOBILES • PREMIUM RESTORATIONS
203 S. 4TH STREET, PERKASIE, PA 18944 215.257.1202 • RAGTOPS.COM

Austin Healey Sports and Touring Club
Statement of Financial Position
As of December 31, 2020

ASSETS	
Current Assets	
Checking Accounts	\$ 9,761
PayPal Account	14
Other Current Assets	
Certificates of Deposit	34,368
Total Current Assets	44,143
Fixed Assets	
Timing Equipment	2,277
Accumulated Depreciation	(2,277)
Total Fixed Assets	-
Other Assets	
Advances for Encounter and Enclave	3,500
TOTAL ASSETS	\$ 47,643
LIABILITIES & EQUITY	
Current Liabilities	
Deferred Income	\$ 4,065
Equity	
Net Assets - Unrestricted	43,508
Net Income	70
TOTAL LIABILITIES & EQUITY	\$ 47,643

Statement of Income And Expense
January thru December 2020

INCOME	
Advertising	\$ 2,675
Encounter income exceeds expense	-
Interest	599
Dues	7,613
Sales	-
Total Income	10,887
Cost of Goods Sold	489
Gross Income	10,398
EXPENSE	
Board meetings	-
Charities	1,000
Flash services	5,500
Insurance	1,453
Membership	466
PO Box rental	198
Rebates to regions	1,237
Website fees	474
Total Expense	10,328
INCOME EXCEEDS EXPENSE	\$ 70

HARRISBURG REGION

By Fred Bennett



The Carlisle Import and Performance show took place on May 15th. The pandemic isn't in the rear view mirror just yet, but events like Carlisle promise to be more "normal" in the coming months. Unlike previous years' shows, members provided their own food and beverages under the tent due to COVID concerns. The weather was "car show perfect," with temperatures in the mid-seventies and clear, blue skies and little chance of rain. Sonya and I were unfortunately unable to attend, so the following account is provided courtesy of our fearless leader and crack, cub reporter, Joe Spear:

"We had a really nice turnout of seventeen members and six Healeys and BJ9s for the show. Davie and Jan Burgdorf made it up all the way from South Carolina. Four "Jersey Boys" were there for the flea market on Friday.

"With exceptionally good weather and a good crowd, the only down side was some jerk across from us playing loud music from his modified Toyota. The first time we asked him to turn it down he complied but later turned it very loud and began shouting obscenities because the DJ in the grandstands was broadcasting loud music and he (ironically) thought that was offensive.

"Most of the Healeys departed by 2:30. Thanks to all who participated this year and to Corporate for sponsoring the tent!"

In other Carlisle news, Fred Sherk reports that he did very well selling parts at the club's flea market space, netting nearly \$500. Fred and Donna brought their Sprite racecar, which garnered a lot of adoring attention from show goers.

I close this month's report with a slight complaint... Folks, in a world where every single person has a high-quality phone/camera in their pocket, you'd think somebody from AHSTC attending the show would've taken a couple of nice pictures and sent them to me for inclusion in this article, but you would be wrong. I guess everyone was just having too much fun watching the "jerk" in the loud Toyota have a meltdown. So, no pictures of the 2021 Carlisle Import and Performance Show here, folks! Oh well, Oscar Wilde wrote that "memory is the true picture we keep always in our mind," and he was a pretty witty bloke. But a car magazine needs pictures, right? Since Fred Sherk's little "pansy-assed" blue Sprite was such a big hit, here's a sampling of photos taken of his baby at previous events over the years...



Have a great summer driving season! Here are some dates to save.

June 15th - Soda Jerk --- Ladies Night
July 17th - Summer picnic at Bruce and Donna Brockman's
August - Night at Penn National Race Course (date to be announced)
September - 8th – 12th Encounter
October 16th or 17th – Fall Tour de Brockmans
November 6th - Holiday Banquet – Stockyard Inn
December 18th - Progressive Dinner

Finally, Healey events have begun. The first one took place on Saturday, May 1. Marlyn and I met with Ray and Charlene Donovan in Doylestown, and drove north, meeting up with Bob Ott in Dublin, for the K&T swap meet held by Ken and Cindy Beck at their shop in Allentown. It was well attended by other members of the club. The discussions were, of course, about cars.

The following day, Dave Siwa and I drove our cars to the New Hope Cars and Coffee car show in Peddler's Village in Lahaska. The event was a precursor to the annual New Hope Auto Show to be held in August. The Cars and Coffee drew hundreds of cars. There were cars of all makes, models, and years. The parking lot was entirely filled with car nuts who could not wait to get out and have their cars on display.

On Saturday, May 8, a tech session was held at Paul Woglom's garage in Lansdale to evaluate the Bugeye of our new member Jerry Yarborough. Jerry has owned the car since 2012, but has just recently begun a concerted effort to get the car on the road. We were evaluating the electron ignition that he installed, checking for the needed hardware for the choke and throttle linkage, as well as trouble-shooting the wiring for the turn signal system. On site were Ray Donovan, Dave Siwa, Leo Kob, Allen Kramer, Paul Woglom, Jerry Yarborough, and I. We did find that the double flare of the new clutch line would not fit the clutch slave cylinder, which required Jerry to go back to the drawing board to solve that problem.

On Sunday, May 23, Dave and Barb Siwa, Nick and Diane Ludivic, Bob and Sue Ott, Nick and Alice Ferrant, Ray and Lois Dunckley, and Marlyn and I met at Washington Crossing State Park for a drive through Bucks County, eventually winding onto River Road along the Delaware River for a scenic drive to Tinicum Park. The park was not crowded at all and we enjoyed a picnic lunch under beautiful, cool trees. As usual, topics of discussion ran toward cars. Everyone seemed reluctant to leave.

We began monthly meetings on Monday, May 24, at the Metropolitan, where we felt comfortable enjoying dinner inside, now that all have been inoculated. Meetings will resume the third Monday of each month. Attending were Dave and Barb Siwa, Nick and Diane Ludivic, Bob and Sue Ott, Allen Kramer, Terry McNelis, Jim Leshner, new member Dave Smith, and Marlyn and I.

We hope to see members at Red Mill on Saturday, June 5, for a car show. We are planning the annual picnic to be held on Saturday, June 19, with a rain date of June 26, at the home of Donna and Terry McNelis in Lansdale. Details will follow in an E-flash.



Brandywine

REGION

By Substitute Brandywine Flash Editor Chuck Ott



We had a small gathering this month at the American Helicopter Museum to do a publicity photoshoot for the event that will be held there during Enconter 2021. Buzz Marshall, Dave Ehret and Chuck Ott brought their Healeys to photograph them with the museum's Osprey, a unique aircraft cross breed between a helicopter and an airplane. Ernie and Joan Leser also attended, but since there was no good route from their house that didn't involve traffic, they elected to leave the Healey home. Unfortunately, my BJ8 had some mechanical issues on the trip potentially related to sitting in traffic, but still managed to get me home. Now I need to figure out why foam is burping out of the radiator overflow tube. It sounds like some future tech sessions may be in order.

Car shows are back! Since the BJ8 had a disappointing test drive the day before, I elected to drive the Sprite to the Carlisle Import show. It hadn't been run in about a month, but I pulled it out of the corner of the garage, turned the key and it fired right up. It made the 5 hour round trip to Carlisle with zero drama, as usual. The weather was perfect. It was a bit chilly in the morning so I had the Sprite's top up on the Middletown to Carlisle drive, but on the way home I had a glorious top-down ride. I was the only Brandywine member who ventured out in a Healey, but I did meet Steve Garrett there, who drove up from Virginia in his VW diesel. I counted 8 Healeys at the show, compared to the 3 Healeys that attended Import Carlisle 2020. The vendor spaces, car coral and club participation were also way up this year, I would say that they were at or near pre-pandemic levels. It is looking good for Healey activities to finally resume in full capacity. 



Long Island

REGION

By Paul Parfrey

I am a day late and a dollar short in submitting this, well, more than a day late but now I have so much more to report!

Tedd Krummeck went for a ride to get gas. Big deal, I bet you're thinking. Tedd volunteers at the Bayport Aerodrome. The Aerodrome is home to a number of old airplanes. It is the only grass airfield left on Long Island. A fellow who owns an AT6 Texan needed a fill-up, and asked Tedd if he'd like to go along. The owner of a second AT6 decided to join them. They took off and flew to Brookhaven Calabrio Airport where aviation gas was \$5.95 per gallon. The AT6 was an advanced pilot training aircraft with a 600 hp, nine cylinder Pratt & Whitney radial engine designed in the mid 1930's and used during and after WWII. See some photos Tedd took.

Harrisburg member Del Border responded to my car quiz and correctly identified the '50 Studebaker Commander. Turns out that Del's first car was a '51 Studebaker Commander with an overhead valve V-8 and 3 speed standard transmission with overdrive. Oddly enough, a Commander won its class in the 1951 Mobil Gas Economy Run, averaging 28 mpg. Now I'll let Del tell you about his car:

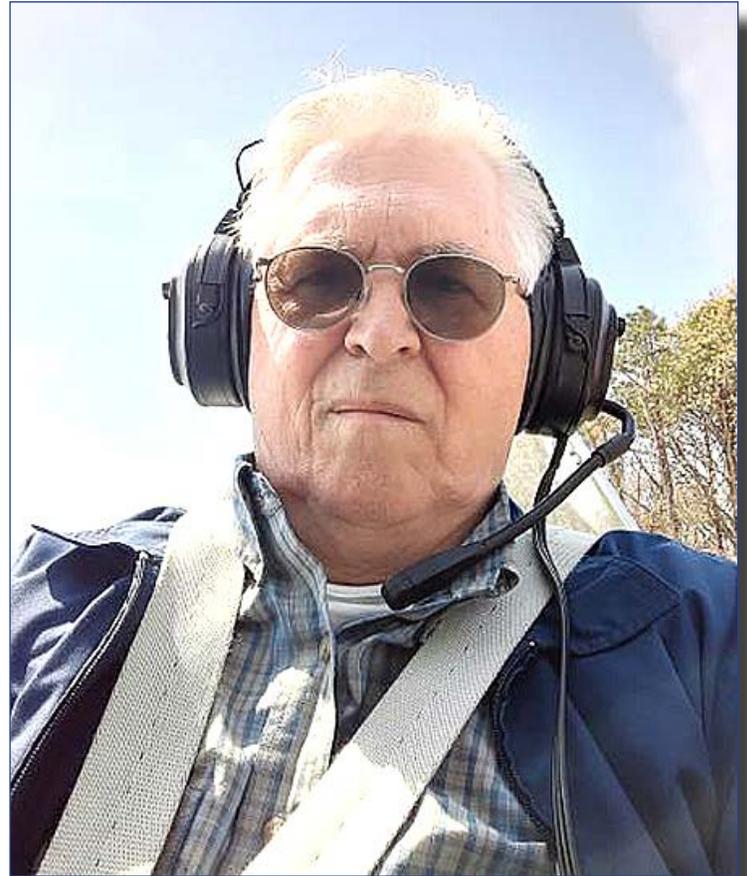
"The attached photo shows me with my first car - a 1951 Studebaker Commander. It was taken in about 1961 when I was 18-19 years old. I felt sure the car you mentioned was 1950 since it differs slightly from the one I had and they were only made in 1950 and 1951.

Studebaker Commanders had a V-8 engine of approximately 232 cubic inches and 120hp. My car had the factory overdrive installed that included a 4.56:1 rear axle ratio which was a real stump-puller. It embarrassed a lot of cars in street racing, block-to-block with that ratio.

I was living in York, PA at the time, which was the home of the York US 30 Drag strip and won quite a few trophies with it, unknown to my parents.

The Studebaker overdrive kicked in at 30mph, so when I was cruising the town in 2nd gear OD at 35-40mph, I would double-clutch, stab the gas pedal and downshift into 1st gear OD. While the 3-on-the-tree was physically in the 1st gear position, the trans was actually in an equivalent 2nd gear, able to do 60mph while appearing to be in 1st gear. BTW... OD would also work in Reverse at 30mph...guess how I know that."

Del



PROPER Noise

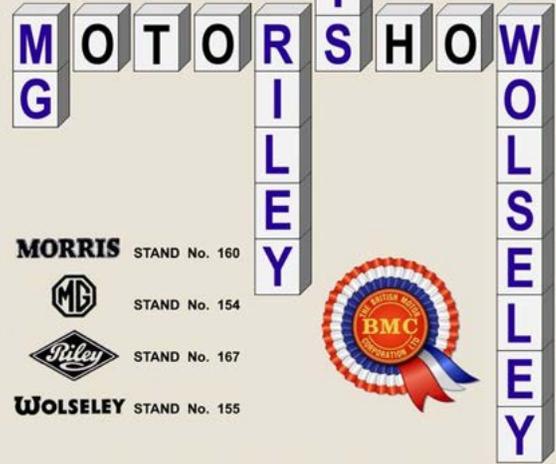
VINTAGE RESTORATION



2242 Dengler Street
 Mount Penn, PA 19606
 610.775.3228
www.propernoise.com
ed@propernoise.com



They're almost
 synonymous



MORRIS STAND No. 160



STAND No. 154



STAND No. 167

WOLSELEY STAND No. 155



MORRIS MARINE AND INDUSTRIAL ENGINES STAND No. 20
S.U. CARBURETTORS STAND No. 234

OVERSEAS BUSINESS: NUFFIELD EXPORTS LTD.
 COWLEY, OXFORD, AND AT 41 PICCADILLY, LONDON W.1



**YOUR AUSTIN HEALEY
 DESERVES THE BEST
 TIRES & WHEELS!**



VREDESTEIN **MICHELIN**
AVON **Dayton**

Universal
 VINTAGE TIRE CO.



SAME DAY SHIPPING
 from Hershey, PA

on in stock items
 ordered before 12 noon EST

OUR TIRE PROS ARE HERE TO HELP

877-295-2055 UNIVERSALTIRE.COM



Let's hear about other members' first cars! Send me an email at workshealey@aol.com or give me a call, and we can have a new feature in our newsletter.

George Robinson has been making steady progress with his BJ8. A photo of his mufflers and skid plate protection is included. George provided us with another photo for our monthly quiz.

➔ What is this thing and what is the significance of Tudor?

Lastly, the annual Beach Run is tentatively scheduled for July.

Hope you can make it!



Studebaker



www.BritishWiring.com

British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries for British Classic Cars and Motorcycles

Toll Free: 866-461-9050
Fax: 610-845-3518

email: sales@britishwiring.com

P.O. Box 185 • 617 Walnut Street • Bally, PA 19503



www.BritishWiring.com

BEHIND YOU ALL THE WAY!



Trish & Paul Woglom
801 West Eighth Street
Lansdale, PA 19446

CALL US TODAY
(800) 220-7913



North Jersey

By George Crombie

May 2021 saw quite a few recluses (the human variety, not the arachnid) venturing out into the wilds and suburbs of New Jersey and eastern PA to gauge the aftermath of months-long hibernation due to the various “self-quarantining” and isolation brought about by state-mandated COVID-19 restrictions. The only reason I bring this up is that, in the unlikely event that you actually save your issues of THE FLASH, it serves as a time line of sorts for future generations (kind of like reading about the Spanish Flu Pandemic of 1918). Other than that, it is pretty irrelevant. Or so I’m told.

To begin with, K & T Sports Cars, LLC, hosted an informal classic car show and swap meet at their facility in Bethlehem, PA on Saturday, May 1st. I drove out with Ralph Scarfogliero to check things out, and ran into Steve Feld. Steve was on a tight schedule, and I think he was gone by a bit after noon, while Ralph and I wandered around checking out some of the classics on display. Ralph managed to find a few elusive items that he couldn’t do without, while my excuse was that I hadn’t remembered to bring my allowance. That, and trying to downsize my garage. When we got back to my place in NJ, Ralph found that he had a little time in hand and offered to help me track down the “no brake lights issue” in my Sprite. Well, long story



short; we solved the issues (yes, plural) and I now have working brake lights again. And my fuel gauge is working. Also, again. And, just to help keep things on an even keel, some times it doesn't work. Again. Or still; which ever. I did a little write up on this project and sent it in to Steve Jekogian. If you are interested in reading it, knock yourself out. It is under the title of "WAPOS." It is more of a gripe (or two) than a Tech Article, but I just couldn't help but share.

North Jersey held its monthly meeting for May by ZOOM on Tuesday the 11th. About a dozen members signed in, including: Steve Feld, Tom Mulligan, John Minetti, Theo Padavano, Richard Ippoliti, Dennis Meehan, Mike Ferguson, Frank Muratore, Allen Rosenberg, Sue and Ian Kessen, and George Crombie. The final push was on for Red Mill (June 5th), as well as a number of other local shows and events. A few of us mentioned that we were considering driving out to Carlisle on Friday the 14 to check out the Imports and Performance event. Steve Feld, Allen Rosenberg, Ralph Scarfogliero, and George Crombie carpoled, with Steve driving his Ridgeline, which was a good idea, as Allen and Ralph found a number of goodies.

The following day, May 15th, Ralph Scarfogliero and George Crombie met up and headed out to Perkasio, PA to visit with the folks at Ragtops and Roadsters and attend their Spring Open House. There was a huge (for me, anyway) contingent of Aston Martins (at least 10), as well as numerous Healeys, MGs, Triumphs, Jags, and other assorted classics and specialty cars. We got to mingle and tour the facilities and "talk shop." I even managed to snag a cup of coffee and a donut. Many thanks to Dave, Mike, Owen, and the rest of the folks there for a great Saturday under the sun.

As I'm hacking this out, it's Sunday, May 23rd, and I just returned from Cars & Crumpets, put on by Ralph Scarfogliero at the Dunkin' on Routes 202 and 46 in Morris Plains, NJ. Today was the first, of about 12 during this summer that Ralph will be hosting, weather permitting, of course. Undoubtedly due to the COVID restrictions of the past 15 months, there was a huge turn out of little (and big) British cars in attendance; I counted 43 cars, and I know that some had left before I started counting, and a few came in after



I ran out of fingers and toes (several times!). The following North Jersey members were noticed: Ralph Scarfogliero (Jag), Steve Feld (BT7), Richard Ippoliti (BN4), Bob Jankowitz (BN6), Pat Venezia (BJ8), Patrick Henry (Healey Sebring), Bill Smith (TR6), and George Crombie (AN9). We also had a young lady, by the name of Katie, who drove in piloting her father's red 1962 AN7 RHD Sprite. It seems that they had recently acquired the Sprite, and as Dad was otherwise pre-engaged, Katie was tapped to make an appearance, and I must say, she did a great job. Nobody would have guessed that it was her maiden sojourn with the steering wheel on the wrong side of the car if she hadn't mentioned it. Hope to see more of her, her Dad, and the AN7 (not necessarily in that order)! I did remember to bring my camera, but, as usual, I got so wrapped up in gabbing that I forgot to take any pictures. So, I need to have every one who was there today to make a repeat appearance at the next one, okay? And please remember where you were parked. Thanks!!

SEE YOU ALL AT THE RED MILL ALL BRITISH CAR SHOW ON SATURDAY, JUNE 5TH starting at 9:00 am!!

Lehigh Valley

Gerry Kunkle



No one responded to my May report regarding supporting the BSCHOF so here again I make an appeal.

I would like to see our club, the Austin Healey Sports and Touring Club, support this project with a check of \$500. Members of the BSCHOF that I recognize have connections with Austin Healey's and our club are Chuck Anderson, one of the founding members of the AHCA, Joseph Curto, an authority on carburetors for British Cars, Denise McCiuggage who was a works driver for BMC in a big Healey, Gerry Coker who we all knew, Michael Dale OBE who in his early years worked for DMH, John Sprinzel of AH Sprite rally fame and both Donald and Geoffrey Healey. You can go on the BSCHOF web site to see the other members selected since 2017.

I would like to see Baird Foster join this unique group of inductees in the British Sports Car Hall of Fame.

Anyone interested in making a proposal?

Consolidation meetings continue both within and between the British Car Club of the Lehigh Valley and Keystone Region MG Club. By-Laws have been drafted and have been presented to the members. Fourteen names have been suggested with the Keystone British Car Club and the Keystone British Motoring Club seem to be the favorites. The By-Laws provide for the terms of office and ascension and provides for term limits. The vice president shall assume the office of president after their two-year term is up. The president shall assume the position of past president after their two-year term is up. The new by-laws provides for an Activities Committee, Membership Committee, Communications Committee and other committees as needed. It is anticipated that the merger will be completed this summer. The so-called Hellertown show is scheduled for this fall.

The Lehigh Valley Region has not had any meetings, drives, shows or programs. Should anyone be interested in planning an event please contact Ken at K& T Sports Cars.

By the time you get this issue of the Flash the Red Mill Show will have been held. I am sure that this show has been quite the success as has been in the past. The North Jersey Region should be congratulated for the efforts they take to make this one of the nicest shows around and the fact that the Red Mill Museum will be the beneficiary of our registrations and the donations paid by the visitors to see all the nice British cars.

Hope to see on the road.



Tech Tips & Clips

Article and images provided by George Crombie

“WAPOS”

So, what, exactly, is “wapos”? Before I answer that, let me give you a few examples that I have come across recently. A “fresh” loaf of bread already growing mold; a bundle of bananas that are rotting from the inside out; unreliable and/or inaccurate information; a heart that craps out about 25 years before it is supposed to; a pacemaker that only lasts for three and a half weeks. These are just a few. But, for the sake of this article: After-market parts for our little British cars (LBCs). Any clue, yet? It is an acronym for “what a piece of sh*t”. I have stumbled across (or had shoved down my throat) quite a bit of wapos lately. I had to condense this acronym just a bit; I started off growling “what a f---ing piece of sh*t!!” so much that it was making me go broke. Sh*t wasn’t so bad (just another way of saying “crap”). But, the “F-bomb” was a doozie. That one was costing me five bucks a pop! For starters, it was getting way too expensive for me to work on my LBCs: half an hour into almost any repairs and I was usually in the hole by close to a hundred bucks. It was to the point that I would pre-pay for the first half hour and still had to pony up to settle the tab. Then I came up with “wafpos”, but I couldn’t figure out how to pronounce it. Simplifying my frustration to just “wapos” has saved me a lot of money in just the past few weeks.

Wapos can refer to pretty much anything, from an object to a thought or idea, or even life itself. Case in point: A few weeks ago, I was in conversation with friend and fellow Regional club member Ralph Scarfogliero. We made arrangements to meet up at my place and travel together to K & T Classic Cars for their Spring open house and informal classic car show. Upon returning to my place, Ralph figured that he had a bit of time in hand, and offered to help me track down the little gremlins that were keeping the brake lights from working in my AN9 Sprite. For those that are not familiar with this system, there are actually two switches: one is on the right front inner fender, just above the right front tire. It is threaded into the hydraulic junction block where the brake lines join and then go their separate ways to each wheel cylinder. Apparently, when this pressure switch is working (and hooked up!), one can test the hydraulic part of the brake system by means of a momentary switch on the dashboard (facia). All fine and dandy. When I got this car several years ago, the wires to this pressure switch were neatly clipped off. Recently, when I became aware of the fact that the brake lights were not working, I thought about this switch. But why would it, after all these years, suddenly stop working and not give me brake lights? Especially considering



After rapping on the jammed activator from the inside of the switch.



Non-functioning brake light switch; Note the jammed activator, and the different bullet tips.



Where the brake pedal-activated switch resides.



A short circuit waiting to let the smoke out.

that the switch had no electrical connection to it. I filed this question away to be contemplated at another time.

I also knew that there was another switch, operated electrically, by the brake pedal. But where was it? As I stood by the left front fender scratching my head and thinking about it, that dim little nuisance of a 4-watt bulb that precedes many of my brighter thoughts, flickered a couple of times before finally coming on full force. It even started to pulsate. Ah, yes! Why didn't I think of it before? The other switch is threaded into the front edge of the brake pedal box in the engine compartment. It has two wires coming from the switch (one from either side of it) and going into the main wiring harness at the bulkhead. I had replaced that very switch several years ago. "Wapos". I got as far as testing the switch, and even determining that there was a problem with it, before needing a break. Different spelling.

When Ralph came over, he went right to the source: The fuse block. Checking the terminals with a circuit tracer, he found: Power; power; power; no power. We checked the fuse. It was good. But, ah! The fuse block had a loose terminal. I had replaced this fuse block a few years ago, too. Another replacement needed so soon? Wapos. After a quick tightening of the terminal on the fuse block, it was making contact. Back to the switch. Whether the brake pedal was depressed or not, it still tested "open". Defective? You bet. Wapos. Looking into this issue a little bit further, it was noticed that, with use, the "wear and tear" of the pedal operation caused the plunger (the operating portion of the switch) to jamb in the fully depressed position, thus permanently opening the circuit. Okay, time to replace it.

The two terminals on the switch stick out like Dumbo's ears. They do not allow for any clearance when trying to thread the switch into the pedal box. I remember having that trouble several years ago when I replaced it the first time. And, like any normal repair procedure, we tested the new switch before attempting to install it, and we verified that it was working properly. In order to get the new switch, with its Dumbo ears, to thread in, Ralph gently squeezed both terminals to a more or less parallel position. Then he screwed the switch in and adjusted the "jam nut" to the proper position. While plugging in the two wires, I happened to notice that one of the wires (don't know which one, and I

TRIUMPH RESCUE
Parts • Service • Restoration

610-845-8217
Fax: 610-845-3518

617 Walnut Street
P.O. Box 185
Bally, PA 19503

email: triumphs@triumphrescue.com

- ❖ MG's
- ❖ Jaguar
- ❖ Austin-Healey
- ❖ Land Rover
- ❖ Triumph
- ❖ Aston Martin



WANTED

AUSTIN-HEALEY

100-4, 100-6 or 3000
Any Condition; Top \$ Paid; Finders Fee Paid
Pick Up From Anywhere In the US
GULLWING MOTOR CARS
1-800-452-9910 ask for Peter Kumar



Note the difference in the lengths of the bullet tips.



Really? Is this a joke?

really don't care!) got a bit warm. Warm enough for me to feel it. Yup, sure enough, blew the fuse! I don't think that I'd label the fuse a wapos; after all, it did its job.

Back to the project at hand. The connectors on the two leads have "bastard" male tips on them. First off, they are just small enough in diameter to not make connection with the proper connectors to the wiring harness. Let's try a "wtf" here. I think that's a rather universally acknowledged acronym. But still, it cost me five bucks. And, more to the point, that is the reason I dropped the wires in the first place, leading to the fuse blowing. After replacing the fuse, and gingerly holding the respective wires together, Ralph stepped on the brakes, and... Nothing. No brake lights. Check the fuse; it shows okay. Check the switch, it shows open; defective, again. Ralph pulled the switch back out, and we tested it again. Still didn't work, so Ralph smacked the side of the switch body with a screwdriver. After a couple of raps, it showed normal operation. Re-install it and try the brake lights. Again, they don't work. We're going to change this up just a bit and call this latest round an all-caps "WAPOS". I reached in with a screwdriver and a slightly bigger hammer, and gave the side of the switch a solid, but not hard, rap or two. But not more than five, I swear! Well, how about that? The brake lights are finally working like they are supposed to. By this time, it's a bit after 6 pm, and Ralph has an almost

LEVER SHOCKS REBUILT BRAKES SLEEVED AND REBUILT

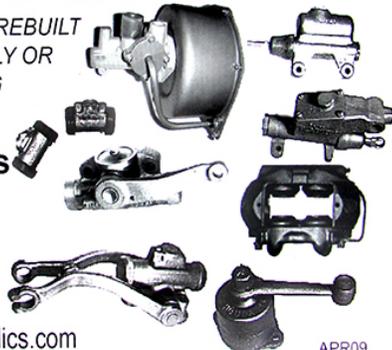
EXCHANGE OR YOURS REBUILT
BRAKES: SLEEVE ONLY OR
COMPLETE REBUILDING
FAST SERVICE

Apple Hydraulics

1610 Middle Road
Calverton, NY 11933

1-800-882-7753
(631)369-9515

<http://www.AppleHydraulics.com>



APR09

We make it new again.



Specialists in Austin-Healey
and all British classics.

SINCE 1962.



K&T VINTAGE SPORTS CARS LLC

CLASSIC CAR RESTORATION & REPAIR • BETHLEHEM, PA

www.ktvintagecars.com • 484-281-8085



A \$60 plastic pressure switch. Concours?



*The source of my latest round of frustration.
Where did these come from?*

hour's drive back to Newark. I told him that "I've got it from here; I'll figure out something. And thanks."

A couple of days later, I figured that I would just pinch in the connectors and connect the wires; a final garage test, button it up and go for the required test drive. Oh, yee, with such optimism! And COVID is just an allergy. Well, the inner metal sleeves of the connectors did, actually, pinch in enough to do the trick; but, remember just a bit ago when I described those little male tips on the new switch "bastards"? Well, I wasn't kidding. Not only are they non-conforming, they are actually evil little incarnates that need to be exorcised from all things Lucas. And he has been called the "Prince of Darkness" (in the World of Electricity). Check out the size (length) of these suckers. They are damned near the length of the rubber connector bodies. Talk about waiting for the smoke to be let out! WAFPOS. I don't care if it does cost me twenty bucks, and I can't pronounce it! Double, and all-capitals "WAFPOS"!

A final note or two: I tried unsoldering the two leads on the new switch, and replacing them with the leads from the old switch, but the new switch was already in the car and I couldn't get the right angle to do the job. Also, when you compare the new hydraulic pressure switch to the original, you would be shocked at just how down-right cheap the new one looks. Certainly not concours in appearance. And it lists at about sixty bucks, U.S.! Where the Hell did these damned switches come from? **WAPOS!** 



Healey Surgeons

7211 Carroll Avenue
Takoma Park, Maryland 20912
(301) 270 8811

E mail: enquiries@healeysurgeons.com

come visit us on our website:
healeysurgeons.com
for tech tips, tech chats,
download price list, check on current prices
and on line ordering

Parts • Service
Restoration for 100-4 to 3000 Mark III

Bruce and Inan Phillips

MEMBERS CORNER

By Rick Brodeur

Brandywine

Michael & Lucy Maguire

Wilmington, DE

'57 100-6

Brandywine

Alex & Kathy Heckert

Ridgefield, CT

'58 BN6

North Jersey

Doug & Megan Royall

Glen Ridge, NJ

'66 BJ8

Philadelphia

Jerry & Diane Yarbrough

Hatfield, PA

'60 AN5

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.

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





*Gerry Coker shown with his wife, 2015, at the Enclave, in Gettysburg, PA..
Gerry was the body designer of the Austin Healey 100's and Sprite.*



DELIVERING THE BEST
SINCE 1948



Al Moss
Race Car Driver, Wrench,
Parts Supplier & Raconteur
1927 - 2012

Al Moss founded Moss Motors to supply his friends and fellow enthusiasts with what they needed to keep their cars on the road. Almost 70 years later, we're proud to carry on that special legacy.



SAME DAY SHIPPING

FREE CATALOGS

TECH SUPPORT

EAST & WEST COAST WAREHOUSES



800-667-7872
MossMotors.com



Encounter 2017 • Princeton



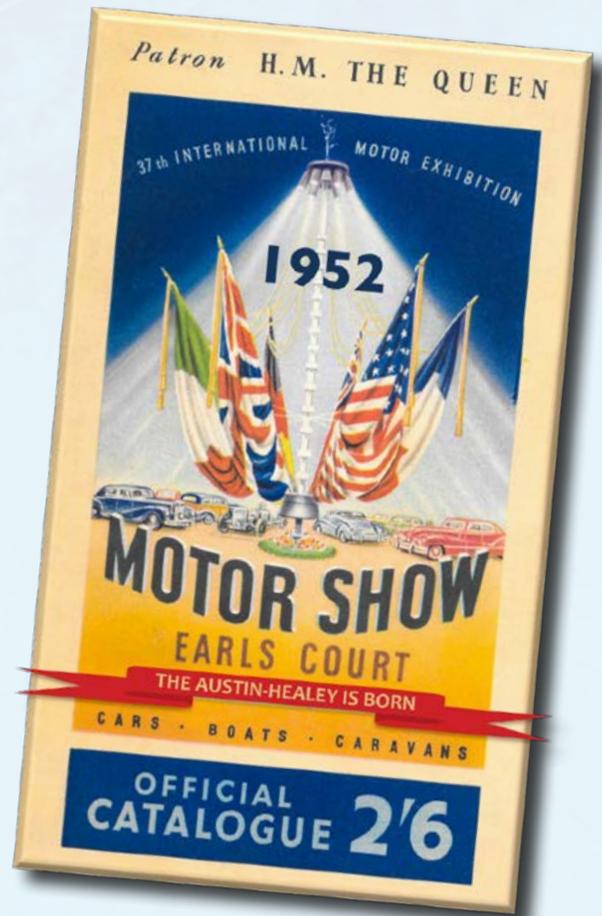
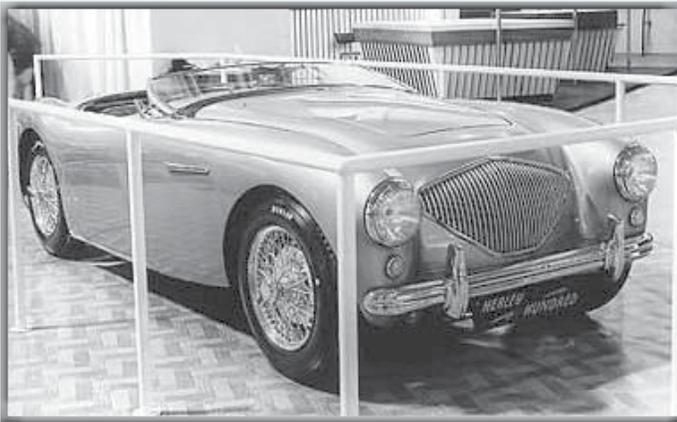


Calling All 100s

In 1952, Donald and Geoffrey Healey designed a new sports car for the Donald Healey Motor Company known as the “Healey Hundred.” With a body penned by Gerry Coker and a chassis conceived by Barry Bilbie, the stylish two-seater was road-tested by Autosport technical editor John Bolster on the Jabbeke motorway in Belgium where it reached a mean two-way speed of 105 mph, justifying its nameplate.

The new Healey was introduced to the public at the 37th International Motor Exhibition at Earls Court in London on October 22, 1952, painted in Healey Ice Blue. DMH was apparently not happy with the grille design of the car and its appearance at the show was due to Chief Engineer Roger Menadue’s sneaking the car away from the Cape works





in Warwick and delivering it to London. And at that, the car was displayed with its front end hidden from view. A copy of Bolster's very favorable article was handed out on the Healey stand and the new car became an overnight sensation. The Hundred was even turned around so the grille could be shown.

The successful introduction caught the eye of Leonard Lord, head of the Austin Motor Company, which was already supplying the A90's motor to the sportster, and a deal was struck with Healey at the show to produce the car under the name "Austin-Healey."

Enclave 2022, to be held from September 18-23rd at the Kalahari Resort in the Pocono Mountains of Pennsylvania, will mark the 70th Anniversary of the Austin-Healey marque and will be an

opportunity to experience the excitement of the Earls Court introduction.

The focus of the international event, naturally, will be on the Austin-Healey 100 and all Hundred owners should plan now to reserve their spaces so not to miss out on the special awards and presentations we have planned for them. Of course, no anniversary party would be complete without all the other Healey owners there to celebrate, as well. Some of our plans are already up on our website at www.Enclave2022.org.





SAVE THE DATE



Next year Conclave and Encounter will once again combine to produce another “Enclave” to celebrate the 70th anniversary of the birth of the marque Austin-Healey at the 1952 Motor Show at Earls Court.

The dates are September 18-23, 2022, and the place is the African-themed Kalahari Resort, Pocono Mountains, Pennsylvania.

Visit KalahariResorts.com/Pennsylvania

More details at Enclave2022.org and in future editions of **HEALEY MARQUE**



Sponsored by





Encounter 2021 Friday Activities

As you read this, the earlybird registration date of June 9 is quickly slipping away or has already passed, depending on when the Flash is published. You can register on-line, or print out the form and mail it in with a check as in years past.

The web address is www.austin-healey-stc.org/registration.html

You will also want to reserve your room now at the Sheraton Great Valley hotel. Call 610-280-2592 and mention "Encounter 2021" for the special rate of \$139/night plus tax, or book online at the Encounter 2021 group reservation page. Just paste this address bit.ly/3qsBF6b into your browser to register on line.

FRIDAY MORNING is the Gymkhana, bring out your inner race car driver on the timed autocross course. Friday evening is ever popular the Valve Cover Race. See rules below.

FRIDAY NIGHT'S dinner is something different. Since Mardi Gras was basically canceled this year, we are bringing it to you in September! The Mardi Gras themed dinner includes some New Orleans favorites - Chicken-Andouille Gumbo, Cajun Shrimp Etouffee (this dish is not too spicy), Sausage Jambalaya, or VEGAN Gumbo. Come prepared to party like it's Fat Tuesday, beads, necklaces, hats & headgear are encouraged!

Also slipping away is your chance to enter the raffle for a chance to win free lodging for Wednesday through Saturday night at the Encounter event, PLUS, snagging the prestigious registration #1. The drawing will be held at the Brandywine region's June 19th meeting, so your registration must be received by that deadline to be eligible for the raffle.

2021 AHSTC VALVE COVER RACE RULES

The AHSTC has been running a Valve Cover Race (VCR) competition at the annual Encounter since 2005. John Davies wrote up the original description of the activity as it is competed in England along with a set of rules for the AHSTC competition.

The goal remains to involve our younger participants in a bit of Healey competition and to encourage family projects in the construction of a valve cover racer (VCR). Since 2005, the competition has gained a great following and continues to draw more enthusiasts every succeeding year.

Here is summary of the rules for this year's valve cover race:

1. The VCR can be any length but the width must fit on the official AHSTC 14 inch wheel track;
2. The car must be constructed from an Austin-Healey valve cover and have 4 wheels;
3. Any style of wheel, bearing or lubrication is allowed. Wheel diameter is limited to 6 inches;
4. All motive force must be provided by gravity;
5. Wheel base is not to exceed 24 inches;

6. A part of the front wheels must cross the finish line ahead of the body;
7. No electrical or magnetic devices allowed on the VCR;
8. VCRs must run through the finish line within the marked course for a valid run;
9. There is no construction material, weight or height limit on VCRs;
10. Decoration and personalization is encouraged!

We will continue to separate the drivers into Junior (under 12 years of age) and Senior (12 or older) classes. Men and women are in the same class for this competition;

A “Modified” classification is created to accommodate some of the more creative engineering now being seen. The “Modified” class will contain any extreme variation from the original valve cover racer concept in order to make the competition as fair as possible. The prior classification is now known as “Stock”. All VCRs will be declared either Stock or Modified. Examples of Modified class VCRs:

- a. Any VCRs with other than 4 wheels;
 - b. Any VCRs with wheels larger than 6 inches;
 - c. Any VCR longer than 24 inches but still able to fit properly at the starting line;
 - d. Any VCR with a body extending beyond the front wheels;
 - e. Any VCR deemed in the opinion of the Chief Judge to offer an unfair advantage against the participants in the Stock class;
3. The VCR must fit on the starting area of the AHSTC track (with the present hinged extension) in order to qualify to run;
 4. In order to classify each VCR, a “Tech Inspection” will be held beginning 1 hour prior to the race. Appropriate inspection stickers will be provided. Driver’s names will be collected and classification of that driver assigned at that time;
 5. In order to assist the Chief Judge and other personnel, name tags will be provided to the drivers which must be worn during the competition;
 6. VCRs can continue to be shared among drivers of both classes with appropriate notice to the Chief Judge for ease record keeping;
 7. The double-elimination system will continue to be used for each class, culminating in a runoff for the ultimate Grand Champion at the end of the day;
 8. The results of the registration, classification and results will be recorded on official forms to create a permanent record and reduce any clerical errors on the part of the organizers;
 9. One award for each age classification will be presented in both the Stock and Modified classes for a total of four racing awards. Grand Champion (runoff among category winners) and People’s Choice Awards (appearance and creativity in design) will be presented at the discretion of the AHSTC Valve Cover Racing Commission. That would bring the total of awards to 5 or 6.

The AHSTC Valve Cover Racing Commission will review the conduct and results of the overall event annually and suggest any needed changes as appropriate for the next Encounter. Suggestions are always encouraged.

The Chief Judge will be available to address any concerns.
The decisions of the Chief Judge shall be considered final.





8-11 SEPTEMBER 2021

Sheraton Great Valley Hotel – Frazer, Pennsylvania



1989 Bell Boeing
V-22 Osprey
Prototype turboprop helicopter
American Helicopter Museum

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



HOST HOTEL

[Sheraton Great Valley Hotel](#)

707 East Lancaster Ave.
Frazer, Pa. [Chester County]

Reserve your room now!

- 610-280-2592 “Encounter 2021”
for special rate of \$139/night plus tax
- or book online at Encounter 2021
group reservation page
online bit.ly/3qsBF6b



WED Sept 8 - Tour and Happy Hour, [American Helicopter Museum & Education Center](#), West Chester, Pa. See choppers, autogyros and drones, 4-6 pm

THU Sept 9

- Morning rallye through beautiful countryside
- Tech session, 2 pm
- Welcome reception, 6 pm
- Auction to benefit American Diabetes Association, 8 pm

FRI Sept 10

- Gymkhana, 9 am-noon
- Tech session, 1 pm
- Mardi Gras Dinner, 5 pm
- Valve cover races follow

SAT Sept 11

- Funkhana, 9-11 am
- Concours judging, 9am-noon
- Car show, noon-3 pm
- English Dinner & Awards, 6-10pm



\$20
Per chance



WIN
\$550 value

FREE Hotel room for four nights*
FREE Event Registration No. 001

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

8-11 SEPTEMBER 2021

Sheraton Great Valley Hotel, Frazer, Pa.

FOR DETAILS

Email: encounter21@austin-healey-stc.org

Use Subject Line: HOTEL RAFFLE



Celebrating 75 Years of the Healey Marque



Celebrating 75 Years of the Healey Marque
September 8-11, 2021 Frazer, Chester County, Pa.
REGISTER ONLINE — www.austin-healey-stc.org

First Name _____ Last Name _____ Spouse/Guest _____
 Address _____ City _____ State _____ ZIP _____
 Email _____ Evening Phone _____ Mobile Phone _____
 Adult Extra Guest(s) – \$10 ea. _____
 Children's Names & Ages _____
 ASHTC Region and/or Other Club Affiliations _____
 Car 1 Year / Model _____ Car 2 Year / Model _____

Registration includes:

- One show car, 2 adults, and all children under 21
- Access to Hospitality Room for duration of event
- Tech sessions, rallye, gymkhana, funkhana
- Thursday Charity Auction/Social with one free beverage plus cheeses, fruit and vegetable crudites

REGISTER BY MAIL:

- Fill out this form and add total due
 - Make check payable to AHSTC ENCOUNTER
- Mail to:** Dee Richie-Caffrey
 315 Maple Glen Circle
 Pottstown, PA 19464-3254

HOST HOTEL:

Sheraton Great Valley Hotel
 707 East Lancaster Ave., Frazer, Pa.
 King or Double rooms: \$139 plus taxes

NOTE: Deadline for this rate: August 9, 2021

Book online: bit.ly/3qsBF6b
 Or phone **610-280-2592**
 Mention "Encounter 2021" to get discounted rate

ABOUT YOU:

Is this your first Encounter? Yes No
 Will you need to park a trailer? Yes No
 Are you staying at Sheraton? Yes No
 When will you arrive?
 Wednesday 9/8 Thursday 9/9
 Friday 9/10 Saturday 9/11

FREE EVENT PLANS:

Going on rallye Thursday a.m. ? Yes No
 Doing gymkhana Friday a.m. ? Yes No
 Doing funkhana Saturday a.m. ? Yes No
 Entering Photo/Model/Craft contest? Yes No

REGISTRATION FEES:

Event Registration \$95 _____
 Extra Cars _____ @ \$10 each _____
 Extra Adult Guests _____ @ \$10 each _____
 * **Concours Judging** Fee @ \$175/car _____

EVENTS & TICKETS

WED 9/8 Helicopter museum _____ @ \$10 ea. _____
FRI 9/10 Mardi Gras Dinner *Indicate # of each meal*
 _____ Chicken-Andouille Gumbo (\$35)
 _____ Cajun Shrimp Etouffee (\$35)
 _____ Sausage Jambalaya (\$35)
 _____ Vegan Gumbo (\$35)
 _____ Child's Meal (\$10)
 TOTAL FRI. DINNERS _____

SAT 9/11 English Dinner & Awards *Indicate # of each meal*
 _____ Bangers & Mash (\$50)
 _____ Fish & Chips (\$50)
 _____ Shepherds Pie (\$50)
 _____ Vegan Shepherds Pie (\$50)
 _____ Child's Meal (\$10)
 TOTAL SAT. DINNERS _____

4 Nights Hotel Room Raffle _____ @ \$20 _____
Hotel Raffle ticket orders must be RECEIVED by June 18
 Bucket of Loot Raffle _____ @ Seven for \$5 _____

ENCOUNTER 2021 EMBROIDERED SHIRTS

NOTE: Shirt orders must be RECEIVED by August 17, 2021
Men's Long-Sleeve Oxford Shirt Denim Blue
 _____ S _____ M _____ L @ \$32 _____
 _____ XL _____ 2XL _____ 3XL @ \$35 _____
Men's Polo Navy Blue
 _____ S _____ M _____ L @ \$30 _____
 _____ XL _____ 2XL _____ 3XL @ \$33 _____
Women's Long-Sleeve Oxford Shirt Denim Blue
 _____ S _____ M _____ L @ \$32 _____
 _____ XL _____ 2XL _____ 3XL @ \$35 _____
Women's Polo Navy Blue:
 _____ S _____ M _____ L @ \$30 _____
 _____ XL _____ 2XL _____ 3XL @ \$33 _____

SUBTOTAL _____

CREDIT OWED for Encounter 2020 (_____)

TOTAL DUE _____

*** ATTENTION CONCOURS REGISTRANTS:**

All cars for Concours judging must be pre-approved.
 Contact Chuck Ott BEFORE REGISTERING
 at chuckott@verizon.net or 302-378-7287

NOTE: Deadline for Concours entries: July 1, 2021.

26TH

RED MILL BRITISH CAR DAY

SATURDAY, JUNE 5th, 2021 • 10am - 3pm (Rain Date: June 6th)

PRESENTED BY THE AUSTIN HEALEY SPORTS AND TOURING CLUB – NJ



Red Mill Museum Village
56 Main Street, Clinton, NJ 08809



Join Us in Beautiful Hunterdon County.

Visit the wonderful Red Mill Museum Village, shop in downtown Clinton's many quaint stores, experience the Hunterdon Art Museum and marvel at the many gorgeous British cars! There will also be a picnic basket competition.

Award classes will be by Make and Model of vehicles registered.

Sign up early as there is only space for 100 vehicles. All vehicles must be preregistered.

Spectator Admission \$10.00
(Discounts for Seniors, Vets and Children)
Benefits Red Mill Museum Village

Steve Feld: 973-525-9054 healey4459@gmail.com

Car show registration of **\$20.00** must be received before **May 27, 2021**, **\$25.00** after that date.

MAKE CHECK PAYABLE TO: AHSTC-NJ



Name: _____ Phone: () _____ - _____
 Email: _____
 Address: _____
 State: _____ Zip: _____
 British Make: _____ Model: _____ Year: _____

Complete and mail form and check to: Larry Gersten, 42 Erskine Drive, Morristown, NJ 07960.

THE UNDERSIGNED HEREBY RELEASES THE ORGANIZERS OF THE RED MILL BRITISH CAR DAY AND THE RED MILL MUSEUM VILLAGE FROM ANY RESPONSIBILITY FOR ANY AND ALL DAMAGES OR INJURIES SUSTAINED BY ME OR MY PROPERTY WHILE PARTICIPATING IN THE EVENT. IT IS UNDERSTOOD THAT THE ABOVE RELEASE IS GIVEN IN CONSIDERATION FOR PERMISSION TO ATTEND SAID EVENT.

Signature(s): _____ Date: _____



It's your prized classic. Protect it.

It's your passion. The classic car you always wanted.

Coach, coupe, convertible or roadster, you cruise in style.

When you're behind the wheel, it holds the magic you expected.

And with every mile, you expect select coverage.

With Chubb, you'll get it.

Expect more.

Not just insured.

Chubb. Insured.SM

chubb.com/expectmore

1 (866) 227-9648

CHUBB®

©2019 Chubb. Coverages underwritten by one or more subsidiary companies. Not all coverages available in all jurisdictions. Chubb®, its logo, and Chubb. Insured.SM are protected trademarks of Chubb.

BUSINESS

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 Vrdestein 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.

The Original Austin-Healey Parts Specialist

AH
SPARES
LIMITED

www.ahspares.co.uk

A red Austin Healey BJ8 convertible is shown from a front-three-quarter view, driving on a road. The background features a stylized, geometric pattern in shades of red, orange, and yellow. The AH Spares Limited logo is prominently displayed in the upper right corner, and the company's website address is written in a large, white, sans-serif font at the bottom.

For Sale

1967 BJ8 Silver, grey/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

SOLD

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

From member Bob Gollon, Northeast Phila. rgollon51@hotmail.com
While cleaning out my garage I came across 2 , 48 spoke wire wheels on tires. The tires are poor but could be used for a spare to get someone home. There are no broken spokes, but a few are loose. if anyone would want these contact me. If a club member would want them, I would rather do that.



1998 Jaguar XJL sedan. Original owner. Never in an accident. 92,000 miles. Has been well maintained. The cooling system has all been upgraded and I have all the original receipts. As of now, it cranks but won't start. Passenger window only operates from driver's side, the ABS system is not operable, and it needs a battery. If you are interested, please contact me at DrBerkowitz@hotmail.com Will take best offer.



Bugeye Wheels

I have 9 original stock Sprite wheels/tires that we removed from several junk cars disassembled. 8 of these are the Mk I version (with holes) and 1 Mk II (no holes). Tires are obviously not usable (rather OLD), but wheels may be of use.
I am located in Boiling Springs, PA on the way to Carlisle.
Phone is 717 243 0635 Email is rcstone@comcast.net

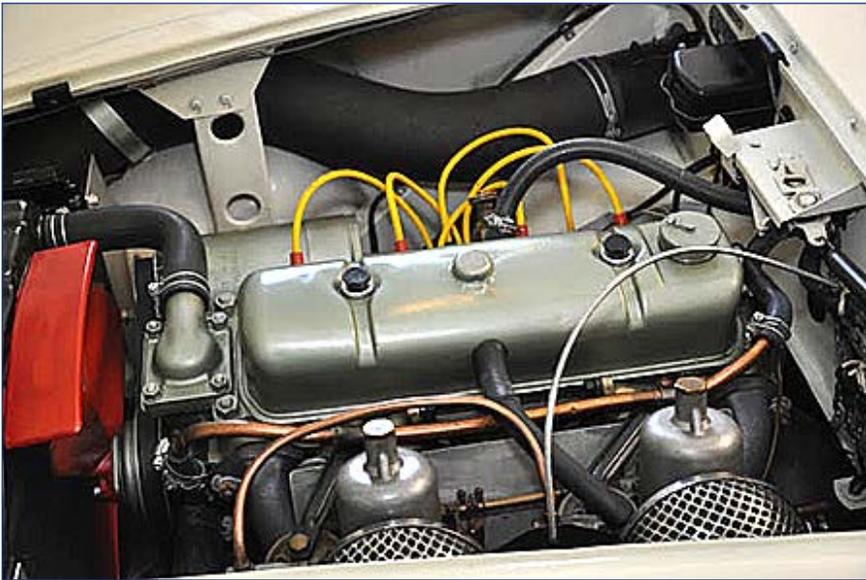
56 AF 100 BN2

Full body off restoration. Engine Rebuilt. Full Dark Blue Heritage Interior, Old English white with dark blue inset. Car was registered to original owner in Delray Beach Florida until 1995.

I purchased in 2003 as a drivable project and began restoration.

\$60,000 jefflegmann415@hotmail.com





I need the actual car frame or what they call the bulkheads. I have a Healey 100 frame that is totally rusted out. The front and rear bulkheads are rusted beyond repair with new sheet metal.
If someone has something they no longer need; please contact Paul Serdiuk Phone: **609-462-3593**.

I have **2 AH 3000 MK 111** Front Seats, excellent condition, Healey blue. Left behind when i sold my 3 healeys to the UK. looking for a good home. if you have any members interested please contact me.

Darlene Colapietro
(419) 2664161 • dcola53@aol.com

Tom Walker gave me this lead for a **London Taxi** for sale;
Car is ready for a fresh coat of paint. It needs running boards.
The rest is assembled. Drive train is 2L diesel which needs work to get running
Contact Wayne Consalvi
610 326 5442 • Price \$3000



J.C. TAYLOR

ANTIQUÉ INSURANCE

1-888-ANTIQUÉ

JCTAYLOR.COM



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



*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

Directory

CORPORATE PRESIDENT

John Heffron
215-300-4023

John.heffron@hotmail.com

CORPORATE VICE PRESIDENT

Steve Feld
973-206-1973

Stevenergy@optonline.net

CORPORATE MEMBERSHIP

Rick Brodeur
215-536-6912

membership@austin-healey-stc.org

CORPORATE SECRETARY

Del Border
717-235-1086

delborder@comcast.net

HARRISBURG REGION

President

Joe Spear
717-272-8343

bjsppear1@verizon.net

Editors

Fred Bennett
(717) 635-8083

Quitewaterpaddler@gmail.com

Meetings

3rd Tuesday, 6:30PM
Watch E-Flash
for Location

LEHIGH VALLEY REGION

President

Ken Beck

kenbeck@rcn.com

Editor

Gerry Kunkle

agkunkle@aol.com

Meetings

3rd Monday
Watch E-Flash
for Location

PHILADELPHIA REGION

President

Dave Siwa
215-918-1648

dbsiwa@verizon.net

Editor

Randy Alkins
215-343-2785

randyalkins@gmail.com

Meetings

3rd Monday, 7pm
Metropolitan DIner

BRANDYWINE REGION

President

Chuck Ott
302-378-7287

chucknsueo@yahoo.com

Editor

Ernie Lesser
410-398-7308

ernstleser@verizon.net

Meetings

Watch E-Flash for Date,
Time & Location

NORTH JERSEY REGION

President

Steve Feld
973-206-1973

stevenergy@optonline.net

Editor

George Crombie
908-243-0693

george_crombie@yahoo.com

Meetings

Watch E-Flash for Date,
Time & Location

LONG ISLAND REGION

President

Paul Parfrey
718-353-8138

workshealey@aol.com

Editor

Paul Parfrey
718-353-8138

workshealey@aol.com

CORPORATE TREASURER

Gerry Kunkle
610-867-6955

agkunkle@aol.com

FLASH EDITOR

Steve Jekogian
201-213-8217

Stevejekogian1@gmail.com

REGALIA

Ken Beck

kenbeck@rcn.com



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

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

DISCLAIMER:

The Austin-Healey Sports & Touring Club, its Board and members assume no responsibility for the accuracy of advertisements listed in this issue of The Flash.

Technical Articles that appear on this site are the opinion of the authors and do not necessarily reflect the views of the AHSTC. Products and Services advertised on this site are not necessarily endorsed by The Austin-Healey Sports & Touring Club, its Board or membership. Complaints or inquiries should be forwarded directly to the advertisers.

All purchases are at the complete discretion of the consumer