

The *FLASH*



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OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

JULY • 2024

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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.

Advertisement & Classified Ads

100-word, non-commercial classified ads run for 3 months and are free to members. For non-member classified ads there is a \$20 fee. Commercial Advertiser rates are based on ad size. Please submit all commercial and non-members ads and inquiries to Tim Plesz (724) 244-2405

ahstcflash@outlook.com

Please submit all member classified ads to Tom Mulligan tpmul48@gmail.com

All contributions and advertising must be received by the Flash Editor by the 25th of the month.

AHSTC Events webpage;

<https://austin-healey-stc.org/calendar.html>

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ON THE COVER

1961 Austin-Healey Bugeye Sprite modified vintage racer
Danny Deutsch of Walnutport, Pa.

What's In The Flash

By Tom Mulligan

ENCOUNTER – Encounter 2024 **Registration is open.** The Philadelphia Region will host this year in Ocean City NJ. See the enclosed flyer, registration form, and more information about the event from the Encounter Chairs.

Registration is also available on-line.

<https://www.austin-healey-stc.org/show.html>

ADVERTISERS – We have a new advertiser this month. Check out Tuxedo Motorsport. Note that all commercial advertisements in the Flash are live links to the company. So, click on our advertisers and keep up on their latest offerings.

AUCTION REPORT – This month we look at 2 recent sales of Sprites. One is a rather mainstream Bugeye that failed to sell. Perhaps the venue impacted the interest in the car.

The second Sprite is very interesting as it is one of the 25 Speedwell GTs. The car, the story and the comments by bidders and experts are all worth reading. A rare car offered at no reserve by a savvy seller.

Click on the links and check out these 2 interesting auctions.

CONTEST 2024 – The contest is down to the last month. The answer to the June question and those who got it correct are in this month's issue. This last celebrity is a little more off the beaten path.

Good luck. Check out the new July question and engage the whole family.

FOR SALE – Free Sprite parts and a nice 1962 BT7 in the classified section!!!

TECH ARTICLE – This month there is an article by yours truly relating my recent experience with the steering box in my BJ8. I'll apologize in advance for the length of the article, but I hope you enjoy the content and find a little humor in the ham-fisted mistakes that I'm willing to reveal in the hope of helping others avoid them should you ever find the need to go inside your steering





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PRESIDENTIAL RUMINATIONS

Steve Feld AHSTC President

As I write this, the official first day of summer has arrived with heated fervor. Although we look forward to summer Healey drives, 90 plus temps relegate us to early morning or evening excursions for the most part. Truly we've been spoiled by the comfort of our regular vehicles. Remember our youth when many of us drove our Healeys in all weather conditions during the entire year. Aah yes, the good old days!

The AHSTC Board met on June 22 for its 2nd quarter meeting. A couple of highlights from the meeting:

- All existing officers were renominated to serve two-year terms, 2025-2026. Election of the officers will take place at the board meeting at Encounter 2024.

(See the last page of *The Flash* for the officer list.)

- Membership now stands at 235. If you haven't renewed, what are you waiting for?
- You can expect to see some changes to The Flash over the next several months. Let us know what you think once you see the changes.

- We have an additional regalia supplier (KimPrint) now available on our website <https://www.austin-healey-stc.org> for you to select Austin Healey and AHSTC logo apparel and swag. Click on "Resources" then on "Regalia".

- The club is looking to buy a used, enclosed trailer to store club supplies and transport items to Encounter. See the "Wanted Ad" in this Flash.

- Look for an upcoming email survey asking for your opinions on Encounter activities and participation.

Your Regional Presidents and corporate officers dedicate substantial time and talent to keep AHSTC an active and viable organization. I sincerely appreciate all their efforts and thank them for serving your needs and creating great value for your membership.

Encounter 2024 is a little over two months away in Ocean City, NJ. Those of us who attended Encounter there in 2019 will attest that this fun event is not to be missed. When else will you be able to renew old friendships and create new ones with Healey enthusiasts? Details are shown elsewhere in The Flash and registration is easy on our website.



HARRISBURG REGION

Bob Preston
Substitute Editor

Pam Frazier

June started out with what has become a fun annual tradition, Outdoor Movie Night at the Preston's. 30 members of AHSTC Harrisburg, Lanco MG and Carlisle Mini gathered under a clear, starry night sky to watch the movie "Gran Turismo". Prior to the movie, people enjoyed hot dogs, soft pretzels, and of course, popcorn. Everyone really enjoyed the movie and a beautiful weather evening helped seal the deal. Among AHSTC folks attending were Bob & Pam, the Hoopers, the Hardy's, the Sherks, the Millers, and Charlie Baldwin and sister. Cars parked on the lawn so there was some of the prerequisite tire kicking before the movie started.



Fred Sherk, Shawn Miller & Tammy Miller at Movie Night at the Preston's.



Dave & Priscilla Hooper along with Linda and Skip Hardy enjoy refreshments before the movie.



The audience is settled in to watch "Gran Turismo" on the outdoor screen.

On Saturday, June 8th, Rob Shingle and Jim Keener hosted a Cars & Conversation club event at their garage in Lancaster. To call their place a garage is like calling the Mona Lisa just a painting. It's an eye-filling display of dazzling automobiles in a museum-like setting. It has to be seen to be believed. Names like Packard, Bentley, Austin-Healey, Corvette, Porsche, and more are part of their collection. AHSTC in attendance were the Preston's, the Schneiders, the Zimmermans, the Hoopers, the Hardy's, the Millers, Fred Sherk, Charlie Baldwin, and George

Wagman who also served as bartender! Another brilliant, blue-sky morning brought out over 40 cars and almost 70 people!



Fred Sherk talks with Flora and Don Schneider.



The main garage housing Rob and Jim's collection of classic cars.



George Wagman serves up a delicious mimosa.



Rob Shingle discusses the 1929 Packard 633 Phaeton with Linda & Skip Hardy.

On Thursday, 6/13, there was another inter-club event, this time in York. Pam Preston was among a small group of area car club members who met up at Rocky Ridge Park for a picnic. It was a first to schedule an event like this on a Thursday. The fact that many car club members are retired now made it something worth trying.

MONTHLY MEETING ALERT – IMPORTANT

Our region meeting place for many years, the Hillside, closed unexpectedly on 6/22. So, we will be looking for an alternative site. We will communicate to everyone via email on the location of the July 16th meeting. The Hillside closing is sad news. They have always been welcoming to our club and we will certainly miss them.



PHILADELPHIA

REGION
By Randy Alkins

We have experienced some real heat this month. Six days in a row of 90 degrees plus here and in the West, with floods and tornadoes in the Midwest, portend climate change. Unfortunately, this is not Healey weather.

Our monthly meeting was held on June 17 to update members on Encounter 2024 in Ocean City, NJ. There are about 45 registrations so far. Plans are coming together for an enjoyable time.

On Saturday, June 22, we held our annual club picnic at the lovely home of Donna and Terry McNelis. Despite it being in the 90s, the shaded deck and fans afforded comfort. Some of the members availed themselves of the pool. There were 21 members attending. We feasted on chicken wings, followed by filet and salmon, plus salads and desserts. Everyone enjoyed themselves, even though no Healeys were driven to the picnic.

UPCOMING EVENTS INCLUDE:

- . Sunday, July 7 from 10 a.m. to 2 p.m. -Rebels and Redcoats Car Show at Washington Crossing Park
- . Saturday, July 20 from 3 p.m. to whenever – Doylestown at Dusk Car Show will be held on the streets of downtown Doylestown
- . Sunday, July 28 from 10 to 3 – The Newtown Antique and Classic Car Show will be held in downtown Newtown
- . Saturday, September 7 from 11 to 4 – The Wings and Wheels event will be held at Wings Field in Bluebell
- . Saturday, September 28 from 1 to 5 – The annual Car Show for Autism will be held at Bucks County Community College in Newtown

Try to come out to these events—and stay cool.



North Jersey

By George Crombie

Mid-May through around mid-September signifies the very heart of the busy classic car season, especially those of the topless variety. As I sat down and dusted off my ancient old laptop to write this month's contribution, I have two very important reasons to get a head start, for a change. The first is that if I don't get started while I'm thinking about it, tomorrow just might end up being the middle of August, instead of the middle of June! I have found that time flies when I am distracted, which is almost all the time. Second, the North Jersey Region has already been out and about, having fun at various events during the past six weeks or so.

A Rally (the British Challenge Rally, May 4th); two monthly Club Meetings (May and, just last week, June); Red Mill in Clinton, NJ on June 1st; A Touch of England in HoHoKus, NJ on June 8th; and British Motorcar Gathering in Hellertown, PA on Sunday the 9th of June; as well as a couple of Cars & Crumpets in Morris Plains, NJ. Another C & C is scheduled for this coming (as I write this) Sunday, June 16th, along with the annual Fathers' Day show in Summit, NJ. There are so many car-related events popping up all over the place that it is virtually impossible to make it to them all. The solution? You have to pick and choose and attend the one(s) that strike your fancy. The point being, you've got to make the effort to get out there and join in. Even if your LBC is being temperamental, drive domestic or catch a ride with a friend. You'll be glad you did.

I left you last month with a bit of a teaser regarding a Nasty Boy Sarah had spotted in Peapack-Gladstone in mid-May. If you were at Red Mill in Clinton on June 1st you would have seen the car first hand and would have had a chance to talk with the current owner, Trevor Senska. The Healey had, at one time, belonged to his grandfather, George, who apparently, was quite involved with British cars back in the day. Trevor now owns it, and it appears to be a nicely done Modified. Oh; and it sounds great!

Red Mill in Clinton, NJ is on many LBC enthusiasts' "must attend" events every year. This year, attendees were treated with absolutely gorgeous weather, with just over 100 registrations, and maybe 8 or so pre-registered no-shows. Unfortunately, my BN2 was one of these no-shows, but my faithful Chevy Equinox got me there and back. Many club members pitched in with registration, parking, set-up, take-down, ballot counting, awards, etc. throughout the day, and their efforts were greatly appreciated. As the old saying goes, "It takes a village..." and that makes things that much easier for everyone involved.





A Touch of England in HoHoKus, NJ the following Saturday June 8th, saw a number of North Jersey members in attendance. Steve Feld, Steve Jekogian, Jay Baumann, Gary Baumann, Tom Mulligan, Bill Smith, and Joe Costa were all names that I heard mentioned. Turnout was particularly good, with 11 Healeys in attendance, with the following members' cars recognized with awards: Gary Bauman, Joe Costa, Tom Mulligan and Bill Smith (TR7).



British Motorcar Gathering in Hellertown, PA on Sunday, June 9th was attended by Steve Feld (BT7) with me riding shotgun, and Ian & Sue (BT7) chasing Steve and me over hill and dale and through winding (and very scenic!) backroads from the Dunkin'/Shell station parking lot off exit 15 in Clinton. A very enjoyable and entertaining drive. (I tried very hard to not have Steve notice that I was sitting on my hands to keep from grabbing the "Oh sh**!" handle staring me in the face. I wonder if he noticed?) We also ran into Theo Padavano and a friend of his; actually, the man Theo bought his AN9 Sprite from. And, yes; it does look like they're still friends. Hellertown is a refreshing event. It is more like a multi-marque family picnic, with a food vendor on hand with breakfast and lunch offerings, indoor (sort-of) plumbing, and a wooded park setting. The organizers send around a team or two to do the judging so the attendees can spend their time socializing with friends. Out of the 150 to 160-some-odd cars on display, I picked my own three favorites, and it was very hard to narrow it down to just those three. I justified my choices by specifying "red, white, and blue". The red one was a 1951 Allard K2; the white was a 1965(?) Sunbeam Alpine Mk II ragtop; while my blue choice was a 1969 Jag E-Type soft top. Some other noticeable classics: 1958 Bond Minicar (can you just picture "Bond, James Bond" tooling around the British countryside in this slab-sided, single cylinder three-

wheeler?); a 1958 MG Midget ZA; a 1954 Morris Minor Series II; and a 1957 Jag XK 140 drophead coupe. Even the Queen, herself, was in attendance, and it was obvious the diminutive monarch favored the T-Series MG marque.



North Jersey Region's monthly meeting was held on Tuesday, June 11th at The Vintage Tavern in Gillette. Going around the table, attending members included Steve & Ann Feld; Steve & Lynn Jekogian; Tom Mulligan; Allen Rosenberg; Jim Vollmuth; Ian Kessen; Paul Rust; Bob Rudolph; Rudy Hyzer; Larry Gersten; Patrick Venezia; Ralph Scarfogliero; and Sarah, Denise, and George Crombie. The main topics of conversation included the wrap-up of this year's Red Mill (we can probably put this topic to bed for the next couple of months...), and touching on HoHoKus and Hellertown. We also discussed the next two Cars & Crumpets, the car show in Summit on Fathers' Day, Redcoats and Rebels (July 7th), the Summer Picnic at Larry and Diane's at Lake Hopatcong on Saturday, July 27th, and the Summer Tour, starting at the Jekogians' home in Chester on August 17. As always, stay tuned to your e-Flashes from Steve Feld for all the particulars.

Man! I've got to get this thing wrapped up, like, last week or I will never finish it! Between this thing and that, I blinked and lost close to a week. I just got back from one of Ralph's **Cars & Crumpets** (June 16th) and I must give a short report on it. I made it a point to get up there to deliver a couple of keys I had made for an MG he is trying to get started for a 94-year-old original owner who has misplaced his keys some time ago. Simple enough to get the car started, but the owner would still like to have a key for it. Ralph drove his Jag and Patrick Venezia was there with his '65 BJ8, among about 18 to 20 other Brits. Ralph and I were chatting when we noticed a white bug-eye pull in and join the crowd. Patrick and I double-teamed him and bent his ear enough that, in order to get us to leave him alone, he agreed to increase the North Jersey Region's membership and join the AHSTC. I drove home from Morris Plains heading south on Route 202. When I got to the traffic light in Far Hills, I saw a white bug-eye coming my way from the Peapack/Gladstone area. I waved, wondering how he had managed to get that far without me seeing him. Lo and behold! Imagine my surprise when I realized the driver was not Chris, and it was a different bug-eye! After finding out that he wasn't a club member, he left me in the dust as he headed south on Route 206, while I headed west on Burnt Mills Road. It looks like I have to plan a stake-out! Among the more unique LBCs in Morris Plains were a Lotus Eleven, a Jag 150, Patrick's BJ8 Healey, a Volvo 1800, Ralph's Jag, and Chris's AN5.



Just a couple more notes to clear up the mess on my desk. For those members that order parts etc. from Moss Motors, the latest Moss Motoring (Issue 2, 2024) has a 4-page bio on "The Life of Donald Healey" that begins on page 8. A great wrap-up on the old gentleman's life and accomplishments, it hits many of the highlights, and is good as a refresher.

For those members who also belong to the AHCA, in their latest issue of Healey Marque, National Club President, Roger Hamel, mentioned that the co-operation between F-1 and the Quebec Austin-Healey Club has come to an end after 24 seasons of Austin-Healeys escorting that year's Formula 1 pilots around the racetrack prior to the F-1 race in June. It was great while it lasted...

Have you registered for this year's Encounter in Ocean City, NJ from September 15th through the 18th?

I have; my registration number is #20, (maybe up to around 60+ by now?) and I hope to see you there! 



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Long Island REGION

By Paul Parfrey

I missed the June Board Meeting in spite of the fact that it could be attended via Zoom. I take my official duties very seriously, but my son James made me an offer I could not refuse. He was going to Pennsylvania to videotape a steam train, and would I like to go along? I warned him that I was wobblier than when we had done this last year, but he was still willing. I was wobblier but he handled it, and I had a great time.

There are parallels here with steam trains and our Austin Healeys. My 1965 3000 was two years away from the bitter end of the big Healey and the end of BMC (which became British Leyland with its merger with Triumph). Who saw that coming in 1960?

This enormous super steam engine which we went to Pennsylvania for, built by Reading RR shops in 1945, would run in revenue service for less than ten years. Same story with other railroads. The economic advantages of diesel locomotives were overwhelming.

To give you an idea of the size of engine 2102, here are some of its specs:

4-8-4 engine type
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Weight on drivers 278,200 lbs.
Length 110' 1.5"
Total engine weight 441,300 lbs.
Total weight in working order 809,000 lbs.
HP 5,500
Tender capacity 19,000 gallons water, 26 tons coal
Top speed 70 mph
Built Oct. 1945, retired 1955

Back to cars.... Ira Udasin and Scott Greenfield attended the 58th Annual Spring Meet at Old Westbury Gardens on June 2nd. There was good weather, and Ira took a photo of the two cars which is included here. Unfortunately, there is not going to be the usual summertime Scottish Games and British Car show at the Gardens this year. It is a shame as that has always been a popular and fun event. The organizers promise to be back in business next year.

Our region is planning the annual Beach Run/Sunset Tour for Thursday, July 18th. There will be emails sent out with details and an RSVP for the dinner afterwards.

There is also an Antique and Classic Car Show on Sunday, July 21st on the Sagtikos Manor Grounds, Montauk Highway, Bay Shore. A flier will be sent via email.

Please take photos if you attend this event or any other and send them to my email.

Photos of you, or you with your car, in the garage or on a drive are welcome too!



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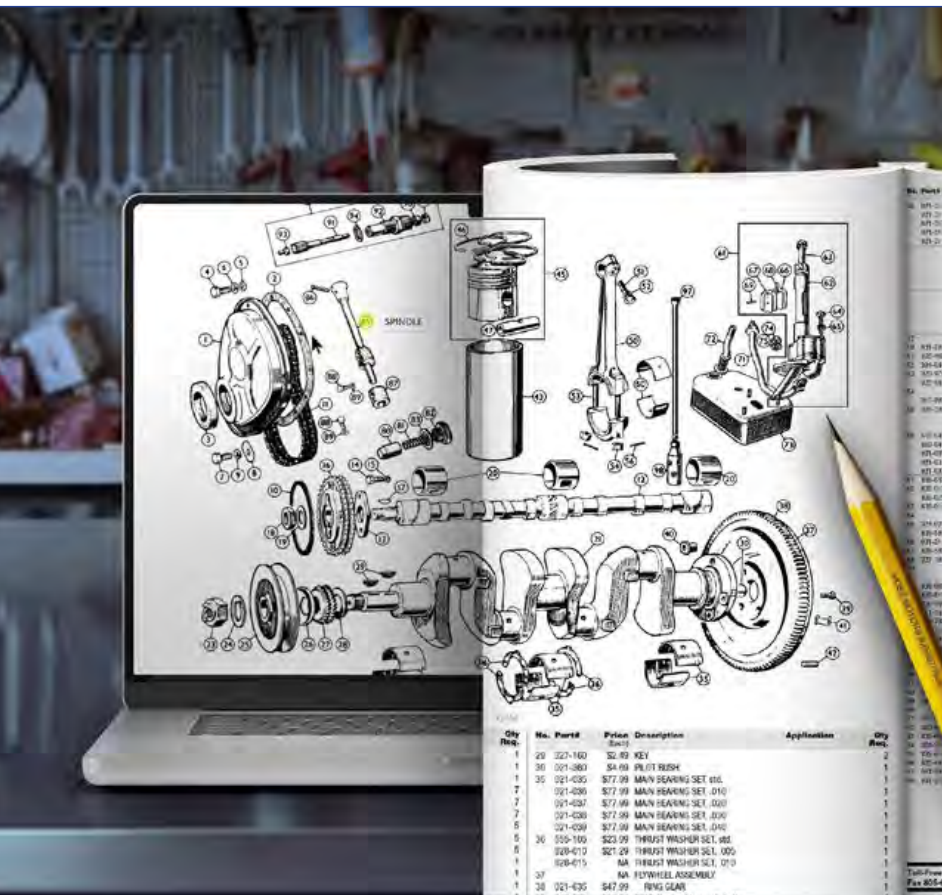
Ira's 100 and Scott's BJ8 at Old Westbury Gardens.



2102 on a previous excursion.



James and Dad and 2102.



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Brandywine

Ernie Leser

REGION

Chuck Ott
Substitute Editor

Once again, our regular newsletter editor, Ernie Leser, is traveling the world with his wife, Joan. This time it is Norway, Scotland and England. So, I get to write the monthly Brandywine region Flash article once again. For June we had scheduled a tour of the Maryland countryside back roads. We had some last-minute cancellations but decided to do the tour anyway, as it was such a nice day. The weather was sunny, and the temperature was in the low 80s. Dave and Cathy Maule led the tour in their Jaguar XK, their Healey 100 being sidelined due to the brakes locking up at random times for reasons yet to be discovered. Nigel and Edy Smart also attended, and while Nigel has multiple Healeys, none were roadworthy at the time of the tour. He drove his recently acquired right hand drive TVR Chimaera that he imported from England. We did have Healeys represented among the British iron on the tour as I drove my BJ8.

Tour leader Dave Maule took us through some scenic Maryland back roads starting in Chesapeake City. We had a leisurely drive down back roads through some of the nicest horse farms in Cecil County Maryland. We made a stop at the Bohemia Manor Farm Winery partway through the tour. We toured the facilities to check them out. This is a really nice place, great for events. They had wine slushies, the perfect cool drink for a hot day. We lined up the cars for a photoshoot on the lawn overlooking the marina. Finally, we continued our tour and after a stop to wait for a ship to pass under the drawbridge, ended up on the patio for lunch at the Kitty Knight House. We got ourselves a table in the shade on the patio overlooking the marina. The great views and the cool breeze were relaxing. This is the same location where Dave and Cathy had been married 37 years and 2 days earlier. Congratulations Dave and Cathy!



In had to take advantage of the Bohemia Manor Winery's scenic lawn for a glamour shot of the BJ8.

UPCOMING EVENTS

Saturday July 20th we will have a tour ending in a picnic at Buzz and Paula Marshall's. The tour begins at Buzz's house, 1511 Homeville Road, Cochranville, PA 19330 and also ends there. After the tour you will be treated to freshly grilled burgers and hot dogs, and attendees will bring sides and drinks. Let me know if you will be attending and what you will be bringing. Buzz Marshall is contact (610-513-6660).

Saturday August 24th is the return of the ever-popular Brandywine crab feast at Boondock's. We will tour to Boondocks restaurant in Smyrna, DE. If you would like to caravan with the group to the restaurant, we will leave at 12:30pm from Walgreens, 2470 DuPont Parkway, Middletown, DE for a tour to Boondock's restaurant for crabs down scenic route 9. If you do not wish to join the tour, you can meet us at Boondocks at 1pm. The address is 825 Lighthouse Rd, Smyrna, DE 19977. As we did last year, the Brandywine region will pay for the crabs, you pay for any additional entrees, sides and drinks that you order. Chuck Ott is the contact (302) 378-7287. 

The tour ended at the Kitty Knight House in Galena, MD. Great scenery, great food, great company.



Three intrepid tourers in British cars - Nigel Smart & TVR Chimaera, Dave Maule & Jaguar XK, Chuck Ott & Healey 3000



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Lehigh Valley



Region Needs Help Planning Encounter 2025

Robert J. Snyder, Joe McGavin & Bruce Lawrence

Attention all Lehigh Valley Members: Through its various Regions, the AHSTC runs an annual event called Encounter for its members. This wonderful gathering of Austin Healey cars, their owners, their families and other car enthusiasts is held at various locations and venues. It is often in the vicinity of the hosting Region's location. Recall that back in 2023, Encounter was organized by the AHSTC Harrisburg Region and held in Grantville, PA (near Hersey Park). This year, Encounter 2024 is being organized and run by the Philadelphia Region, and will be held in Ocean City, NJ from September 15-19, 2024.

The Lehigh Valley Region last ran an Encounter in 2014 when it was held in Bethlehem, PA. For 2025, it is again the Lehigh Valley Region's responsibility to organize and run an Encounter. The venue has already been selected; it shall be at Camelback Lodge located in the Poconos, and the event will be held in early September 2025.

Not an easy task you say! There is much to be done to organize an Encounter. The Region's executive group needs your help. Please volunteer to make it the best Encounter ever!

Region member Joe McGavin has developed an on-line brief survey that will solicit members' opinions about Encounter. The organizing group would appreciate it if AHSTC members would take a few minutes to complete the survey. Everyone is welcome to help, even members from other regions. Just click on the following line, or copy it to your browser:

<https://smohn3sqvi4.typeform.com/to/Hr3Oujcb>

Volunteers will not be required to help every day of Encounter 2025, but the organizing group needs to know whether Members can provide any assistance on-site, or in other ways help out. This survey will allow the Lehigh Valley Region to plan accordingly and host a successful Encounter event. Once things get started and after the survey is completed, the organizing group will schedule regular Encounter planning meetings via Zoom to finalize plans. Lehigh Valley Members may also receive the survey from Joe@LVhomehunter.com

Please watch your spam folder or waitlist Joe's email address so you receive this important survey.

Thank you, Bob Snyder and Joe McGavin, for getting us started in organizing this important and fun event. Even though September 2025 seems like a ways off in the future, time passes quickly, and next year's Encounter will be upon us in no time. Experience teaches us that Encounter planning takes around 18 months, so this is the right time to start the important work of planning for Encounter 2025.



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MEMBERS CORNER

By Rick Brodeur

We have 3 new member this month.

North Jersey

Chris & Paula Baker

Union, NJ

'59 Sprite

North Jersey

Jim & Kathy Foster

Green Village, NJ

'54 BN1

Lehigh Valley

Bryan & Valerie Rich

Bethlehem, PA

'59 3000

A reminder: the Member's Only area of the website is available to members. Initial passwords are set up and you'll be prompted to change it when you log in.

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 or access to the website 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 ahstc.qbstores.com/ and Buy, Buy, Buy

Questions/concerns contact: Ken Beck • Email: kenbeck@rcn.com



Tech Tips & Clips

Article and images provided by Tom Mulligan

Austin Healey Steering Box

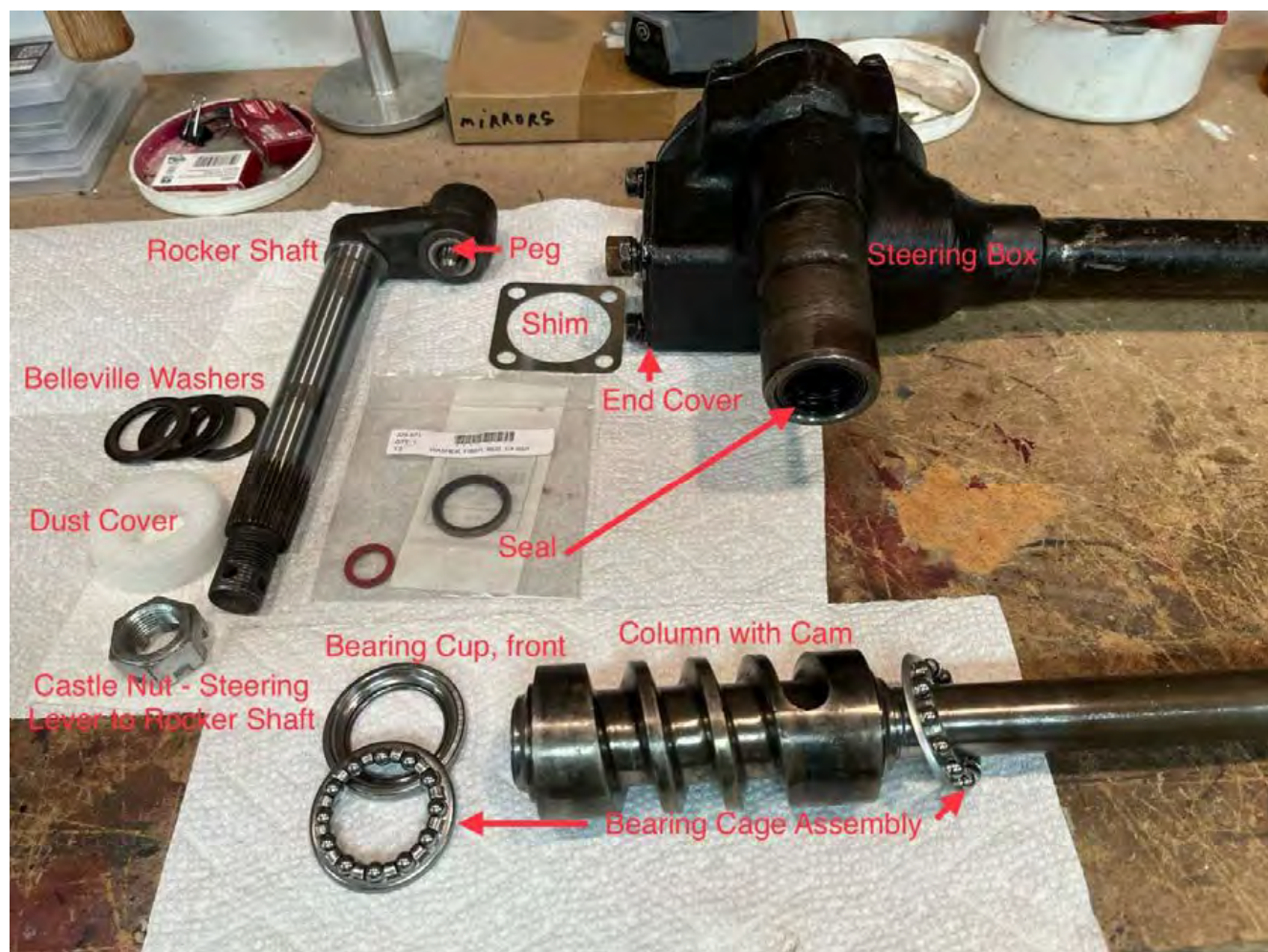
(What's in there?)

Tom Mulligan

I recently had a need to remove and disassemble the steering box / column assembly from my 67 BJ8 for a slightly embarrassing reason, which I will go into a little further on. However, during my research and conversations about understanding the workings of the box, and how to adjust its contents, I realized that many of us don't really know what's in there! For most of us, the box simply contains fluid and an adjusting peg that periodically needs to be adjusted for a center high spot on the steering cam, which is part of the column to which the steering wheel is attached. For the most part that's all we should ever need to know or hope to know! But sometimes, especially if you do something foolish, you need to go further. And there is more to this little box than I realized. So, let's begin with why I needed to remove the steering assembly so you never get into the situation in which I found myself and, if you do, how to correct it without doing further damage.

(Note: I found that some of the steering assembly parts go by different names, depending on who you are speaking with. So, I am going to use the terms used by Moss in their catalog for consistency's sake.)

For reference, here is what is inside the steering box:



It started with chasing down a leak from the box which, as I and most of my friends believed, was coming from the lower seal around the rocker shaft that extends from the bottom of the box, connects to the steering lever and, inside the box, holds the cam-following peg. It had been that way for a long time, and it was difficult to be sure where the oil was coming from. I began by researching the possibility of replacing that seal with the box in the car. While it is theoretically possible according to the internet, with the benefit of hindsight, it is unlikely that I would have been successful in removing the steering lever, which is held on by the large castle nut, from the splined end of the rocker shaft. I'll elaborate on why a little later, but we will never know for sure because after I cleaned up the oil in the area and took a much closer look at where oil was coming from, I discovered that it was coming from the perimeter of the end cover, which is held on by 4 5/16" bolts. Some oil may have also been coming from the little olive nut that surrounds the stator tube that protrudes from the end plate. I was relieved to discover this because sealing the end cover is much easier than sealing the rocker shaft, and it can easily be done with the box in the car.

I removed the end cover and was surprised to find several shims in addition to the gasket between it and the box. A quick check of the Moss parts diagrams confirmed that there are indeed shims there of an unspecified total thickness. I found 5 shims ranging in thickness from about .003" to .005". This is where the trouble begins. You know the old adage that advises us to put back exactly what we found? Well, I found that my end cover corners had been slightly dog-eared over the years, so I naturally assumed that this prevented it from sealing completely around its perimeter no matter how tightly it is secured. I machined the end cover inside surface to be perfectly flat and, I reasoned, doing that most likely changed the required thickness of the shims. The shims are necessary to provide the correct end play of the steering column. The shop manual provides no information on correct end play nor shim thickness and no one I spoke with could provide any advice other than it is a trial-and-error process.

I estimated that I removed only a few thousandths of material and adjusted the shim's total thickness accordingly and buttoned everything up. Upon driving the car, I noticed that the steering feel didn't seem right. There was turning resistance off-center that wasn't there before, and adjusting the peg had no effect. I assumed that I had the shim thickness incorrect. I sparingly used the car during that driving season and addressed the issue this past December.

Since there are no specific guidelines for shim thickness, I wasn't sure exactly how I was going to proceed other than experimenting with various shims, reassembling the end cover and checking the feel.

(I'll digress a bit here and describe how I set up the car when working on, or adjusting, the steering system. I have the car on a 4-post lift, which makes this work much easier. Using the lift jacking bridge, I get the front wheels off the ground and remove the wheels. But I place blocks between the upper shock absorber arm and the frame so that the wheels don't drop as the car is raised. This is recommended when adjusting the peg so that the steering geometry is as it would be on the road. I also remove the splash panels located at the front end of the wheel well for better access to the steering box from the side. Removing the grill also makes access much easier, but it's unnecessary, unless you are removing the steering box, or must do this work while the car is on the ground.

Once the car was configured as above, I again removed the steering box end cover. This is what you will see with the end cover, shims and front bearing cup removed. Exposed is the front bearing cage and the column with cam, around which it is fitted. Note that here the stator tube has been removed since this photo was taken after the box was removed from the car.



With the box in the car and the end cover removed, this is more representative of what you will find. Note that in this photo, in addition to the front bearing cup, the front bearing cage is removed, and the stator tube is in place.



Now that the end cover was off, I would be able to adjust the shims. However, before I got that far is where I made my first mistake. For reasons I can't remember I turned the steering wheel inside the car. When you do that with the end cover off the box, there is nothing stopping the cam and column from rotating forward out the front of the box rather than turning the front wheels to one side or the other. The cam / column will move forward when the steering wheel is turned in one direction and back when turned in the other direction. This is why there are shims. The front (and rear) ball cage bearing set and cup need to be held firmly in place, but free to rotate, as they react to the forward and backward thrust of the cam and column while the wheels

are steered. However, once the cam moves forward out of the front of the box, unbeknownst to me, something else can happen. But first here is a photo of the cam / column proud of the front of the box:



I didn't think much about the cam/column forward movement at first. I simply pushed it back in. It wasn't until I tried my first set of new shims, and went to reattach the end cover, that I realized that the end cover would not completely close against the box body. Something was holding it slightly away from the box. It appeared that the ball cage cup and bearing cage were not quite as far into the box as before. Hmm? I was stumped, and here is where I made my second mistake. I thought maybe it would be a good idea to tighten down a little more on the end plate to help things along. It didn't, and it's not a good idea!

I stopped at this point and thought about it for a while when it occurred to me that perhaps something was happening at the rear of the cam where the rear bearing cage and ball cup reside. I removed the steering box top cover from inside the engine compartment and through the goop I could see that, in fact, the rear bearing cage slipped from its position in the cup and was dangling on the column. This photo, with the box out of the car, illustrates what had happened:



As you can see, the rear bearing cage had slipped out of place and was preventing the cam / column from fully seating in the rear of the box. It looks as if the bearing cage would easily slip onto the cam when the cam / column is pushed in from the end cover opening, but it doesn't. Had I understood this a little earlier in the process, I could have easily stuck my finger into the box from the top and held the bearing in place while a friend pushed the column back into the box from the end cover opening. However, recall that I tried to use a little force to bolt it back in place. That resulted in the failure of the ball cage, allowing some of the bearings to break free from the cage and fall loose into the box. Now there is no fix other than to remove the entire assembly from the car, remove the cam and column, and slip on a new bearing.

This is what my rear bearing cage looked like when I removed it, and the loose bearings, from their greasy home in the bottom of the box.



At this point I set about the process of removing the steering box assembly from the car. I was not looking forward to doing it, but it's not as bad as I imagined. Let me take you through the process. Remember this is a BJ8, so there might be some variations with other models, especially the 4-cylinder cars.

The car was on the lift, as previously mentioned, with the wheels off, the shock upper arms held up via blocks on the frame, and the side dust plates off. All of this would be necessary if it wasn't already done. From there the steps are as follows:

Engine side of the firewall:

- Remove the front bumper assembly.
- Remove the grille (it is not necessary to remove the chrome grille surround)
- Remove the radiator (the hoses can stay in place on the engine).
- Unbolt the side-rod assembly and the cross-rod assembly from the steering lever (the steering lever can be left attached to the rocker shaft and be removed later (recommended)).
- Loosen the 3 bolts holding the steering box to the car frame and remove 2, leaving one in place without the nut.
- Disconnect the wires coming out of the stator tube from the wiring harness. Depending on what you find here you may want to cut off the bullet connectors to facilitate the stator tube removal and replacement and attach new connectors after everything is back in place.
- Loosen the olive nut holding the stator tube in place.

- On both sides of the fire wall there are plates held in by 4 sheet metal screws, which hold the steering column gromets. At this point unscrew the plate on the engine side of the fire wall and leave it dangling on the column. This will slip off as the column comes out of the front of the car.
- Protect the chrome grille surround. I used thin foam packing material, zip ties, duct tape and masking tape (see photo below)

Interior side of the firewall:

- Remove the steering wheel. I should point out here that I have an adjustable column and a Mota Lita wheel and hub on my car, so this process may be a little different in your car, but the goal is the same, i.e., free the column of all hub and trafficator parts.
- Loosen the trafficator assembly from the steering hub.
- Pull out the trafficator, stator tube and wires from the steering column. The top will need to be lowered to do this as the assembly is about 5 feet long.
- Remove the little Circlip from the end of the steering column (a bit of a pain).
- Remove the steering hub.
- Unscrew the interior gromet plate from the firewall and let dangle.
- Unbolt the 2-part clamp holding the steering column to the under-dash steering column bracket and remove.
- From here on both ends of the column will need to be supported by you and a friend.

At this point the steering box and column can be removed through the front grill opening. Remove that last bolt holding the box to the frame and align the shaft angle so it will pass through the opening, rotating 90 degrees as you go to get the steering arm clear and through. Installation is pretty much the reverse of the above.



Car with column out

Once the assembly was out of the box, I needed to open it up and get the column-with-cam out to replace the damaged rear bearing cage. That's pretty easy with everything on the bench. The exception, in my case, was the removal of the steering arm from the rocker shaft. It's a tapered splined fit, held on with the large castle nut. After removing the nut and using a gear puller, it wouldn't budge. Finally with the use of heat and enormous force on the puller it began to move.

This is why I remarked earlier that, with the benefit of hindsight, I don't believe I could have removed the steering arm with the box in the car, even though others have done so.

Next, I removed the end cover and shims and removed the top cover. Then I removed the rocker shaft with peg. Be careful as there is nothing holding that peg into the rocker shaft except grease and friction, and there are several small needle bearings in there, surrounding the peg, that can fall out. This is usually a surprise to most people, including me! The Moss catalog makes only a veiled reference to this and calls it a roller assembly. Now the cam and column shaft can be removed through the end cover opening. With this done, a new bearing cage can be slipped onto the rear of the cam and the box reassembled and installed back in the car. However, while I had the box out of the car, I was going to replace both bearing cages and their respective ball cups and the rocker shaft seal. The rear bearing cup is embedded in the rear of the steering box, as pictured below, and is removable.



At this point I also inspected the bearing race that is machined into each end of the cam itself, and which is not replaceable. This is the race surface for the opposite side of the bearing cage from the removable bearing cups. Here is a photo of the surfaces I'm referencing (one at each end of the cam).



As you may be able to see in the above photo, there is some damage to the race surface, perhaps caused by my unwise attempt to force the column back into the box. It's not terrible but it was at this point that I decided to change course and reassemble my box with only a new bearing and seal and relegate it to the "parts department" in my basement. I believe it's still a serviceable unit, but I decided to do what I had been thinking about for a few years. I replaced the entire assembly with one of the new constant-clearance units from AH Spares. I previously shied away from this job because of the labor involved, in addition to the expense. But here I was with the labor mostly done, and looking at the cost of new bearings, bearing cups, seals, and a new column / cam, which would have been almost half the cost of the new AHS unit. So, I went ahead and did it. I'll come back to a review of the new part shortly, but when reassembling the stock box there are a few other interesting bits and tips that that might be of interest.

First, the rocker shaft sits, inside the box, on 6 Belleville washers as seen in the left photo. They are configured on the shaft inside the box as seen in the right photo.



A Belleville washer is concave and when the 6 are configured correctly, they are effectively a spring. Thus, the rocker shaft is spring-loaded when the top cover is in place and the adjusting peg is properly adjusted. When you adjust the peg, in addition to peg and cam wear, you are also compensating for the wear in these washers. So, they should also be replaced if you are this far into a steering box.



Getting back to where this started, the rocker shaft seal should also be replaced. I noticed that the seal I removed was about twice as thick as the replacement from Moss. I was advised by a friend to put in 2 seals. That worked fine and they both fit in the space perfectly.



Regarding the end cover shims, all I can say is that I put in enough shims, of varying thickness, to where the column / cam turns freely and there is no noticeable end play as I pushed and pulled on the shaft. I don't believe that this can be done correctly if the box is in the car, but I could be wrong about that.

Regarding steering box fluid, it has become quite popular in recent years to use Corn Head grease in lieu of the more conventional fluids. Corn Head grease, unlike other grease products is non-cavitating, meaning it will not form empty pockets or vacuums inside the box. In addition, it can mitigate the tendency to leak. Replacing your existing fluid with Corn Head grease, with the box in the car and depending on what you have in there now, can be messy. Its best done with the top cover off.

Once the box is filled with the grease be sure to rotate the cam/column from lock to lock to disperse the grease and refill as necessary.

Lastly, I'll comment on the new assembly from AH Spares. It is a direct replacement for the stock assembly in every respect. All components attached as they should, and the box went back into the car perfectly. The feel of the steering is remarkably better than my old box with no on-center-play in the wheel. It's a much better driving experience, and probably as close to a rack and pinion feel as possible with this archaic design.



There were other aspects to this project on which I am happy to offer my thoughts if needed.

I replaced the trafficator wiring harness while I had the stator tube out when it's easy to do so. However, it's not a terribly difficult job even if the box is in the car.

Also, centering the steering wheel after a new assembly has been installed should be thought about before reattaching the steering arm and installing the steering wheel hub. Some careful measurements will help, and not securing that little Circlip at the hub-end of the splined steering column will allow you to remove the hub slightly and clock it a spline or two if you find the steering wheel is slightly off. This is also useful if you simply want to center your steering wheel without touching the steering box or the steering geometry. I can explain further if interested, but since I'm not sure if my method works for stock hubs and nonadjustable columns, I prefer to talk about it rather than attempt to write it up.

I hope this is helpful, and don't hesitate to contact me with questions.

Tom Mulligan
Tpmul48@gmail.com



OCEAN CITY, NEW JERSEY

ENCOUNTER2024

AUSTIN-HEALEY SPORTS & TOURING CLUB



SEPTEMBER 15-19, 2024

OCNJ

ENCOUNTER 2024

Back to the Boardwalk

Ocean City, New Jersey
September 15-18, 2024



Scene from the Encounter 2019 show
on the Ocean City, N.J., Boardwalk

ENCOUNTER
RETURNS to the
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- Enjoy condo stay with kitchen
- Easy stroll to the Boardwalk
- Driving events down the block
- Tours to seaside attractions

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ENCOUNTER 2024

2024 ENCOUNTER COMPETITIONS YES, YOU KAHNA!!!!!!!

Funkhana- our stopwatch will be hung on the bedpost this year. This event will require various skills other than garnering the fastest ET. You have all summer to practice the quintessential carnival arcade games of our midway.

All events can be executed by the navigator without exiting your car. After surveying the route, the driver must determine the best approach to each arcade game. The winner will be determined by each team's total point score for all events. Some, but possibly not all the following skills are anticipated:

- **(Light Weight) Ax Throwing**
- **Ring Toss**
- **Knock over Bottles with Ball**
- **Corn Hole**
- **Squirt Gun Target Shooting**
- **Tennis or Golf Balls into a Bucket**
- **Basketballs into a Hoop**

There will not be any digital arcade stations nor cell phone apps to download. Just old-fashioned hand/eye coordination!

Costumes may be involved, so you are forewarned.

Event coordinators: Nick Ludovic & Tom Brabson

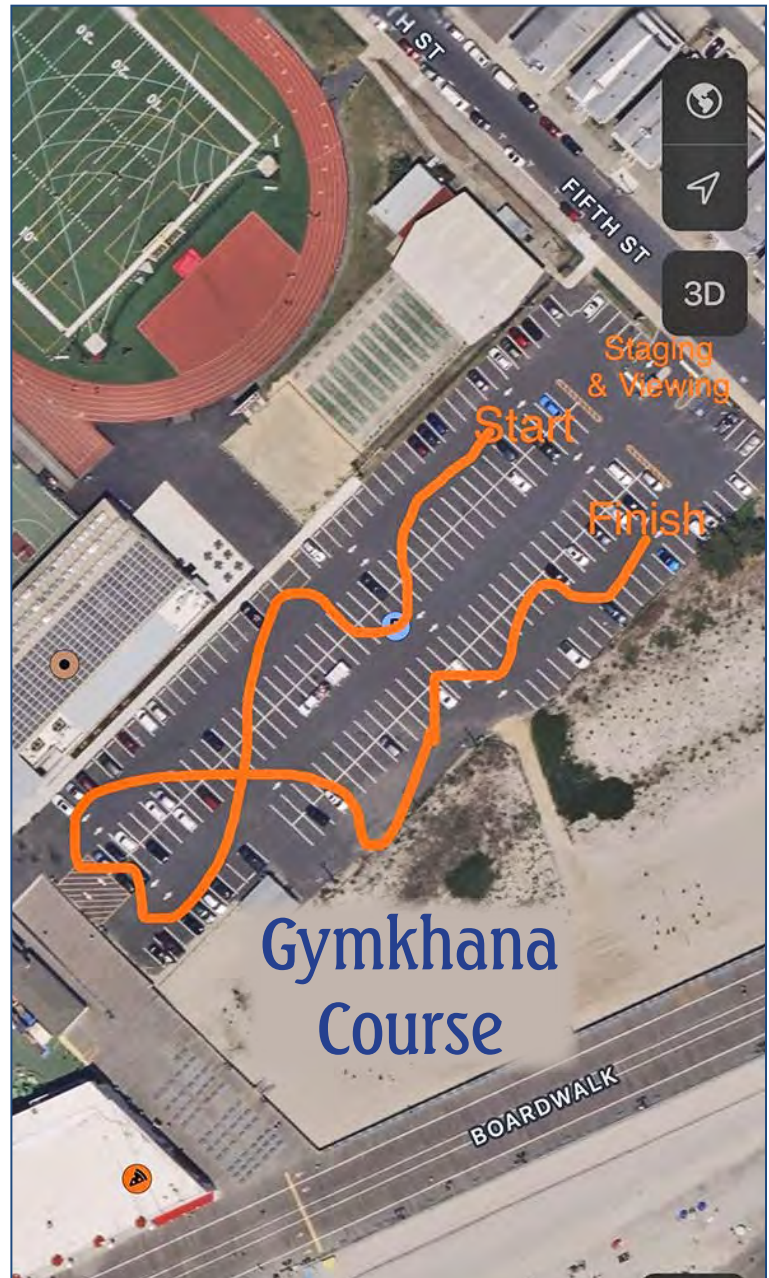


Gymkhana

Tim Walker has designed a course that will be challenging while satisfying our club's insurance company. Note that we ask you to indicate on your Encounter registration form whether or not you will be participating in the khana. This information is required for insurance purposes. Current Rules & Regulations will be emailed to entrants who signed up for the gymkhana on their registration form.

NOTE: All cars to run the course will be tech'd to ensure that they pass the requirements. All drivers will be required to wear a helmet and helmets are available if you don't have one. Each participant gets 3 runs on the course.

Both events will be run on the 5th street public lot which will be sealed off by the City of Ocean City for us. Spectators can view the events from the boardwalk or near the courses. The lot is only a short 6 blocks from the Flanders and can be reached by simply walking the boards. "Gymkhana Course"



IS YOUR VALVE COVER RACER READY???

Initiated by John Davies in 2005, and nurtured by Jim Cox since then, this event has mastered the art of balancing weight, friction, and wheelbase to harness the green and silent power of gravity. Shawn & Tammy Miller will be making their debut as MC's. If you're planning a new build for this year, the Rules & Regulations are included in this month's FLASH. Both 4-cylinder and 6-cylinder VCs are eligible. Veterans should be breaking out the WD 40, liquid graphite, olive oil or proprietary elixir to tune up their rides.

Competition will be held in the Hall of Mirrors following Tuesday's buffet. All are welcome to come and watch the heated matchups on our two-lane track.

AHSTC VCR RULES FOR 2024

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. Since 2005, the competition has gained a great following and continues to draw more enthusiasts every succeeding year. Here is a quick summary of the original rules:

ENCOUNTER 2024

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. Wheelbase cannot 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 are encouraged!

John's rules remain the basis for the contest, following updates or exceptions:

1. Men and women are in the same class for this competition.
2. A "Modified" classification is hereby 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 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 rest properly at the starting line; d. Any VCR with a body extending beyond the front wheels; e. Any VCR in the opinion of the Chief Judge to offer an unfair advantage against the participants in the Stock class.

3. The VCR must fit the starting area of the AHSTC track.
 4. 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 registered, and classification of that driver assigned at that time.
 5. 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.
 6. 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 classification will be presented in both the Stock and Modified classes for a total of two 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 number of awards to 4.
- Suggestions are always encouraged. The Chief Judge will be available to address any concerns. The decisions of the Chief Judge shall be considered final.

NOTICE

DISCOUNTED CONDO RESERVATION CUTOFF IS AUGUST 1, 2024

You need to obtain your Encounter Registration Number from Trish Woglom or online before making reservations at the Flanders. Reservation form is in the FLASH or can be downloaded from AHSTC's website. Don't miss this opportunity to refresh relationships with other region members and display your Healey on the Boardwalk 'Down The Shore.'

Remember - complimentary beer & wine will be served at all club-sponsored meals held at the Flanders Hotel.

NOTICE

If you mailed in your registration to Trish Woglom and have not received a confirmation and a registration number, please email or call her.

pwoglom@comcast.net

610-310-2037

DISCOUNTED CONDO RESERVATION CUTOFF IS AUGUST 1, 2024

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Don't miss this opportunity to refresh relationships with other region





Austin Healey Sports & Touring Club

ENCOUNTER 2024

September 15-19 • Ocean City, NJ • www.ahstc.org

Last Name _____ First Name _____ Spouse/Guest _____

Address _____

City _____ State _____ ZIP _____

Phone (Home) _____ (Cell) _____ Is this your 1st Encounter? (Y / N)

Region/Club Affiliation _____ Email _____

Car(s) you are bringing to the event – **“Back to the Boardwalk in Ocean City, NJ”**

1. Model _____ Year _____ 2. Model _____ Year _____ 3. Model _____ Year _____

Registration Instructions

Or register online: ahstc.org/registration.html

Registration fee Includes:

- One show car, 2 adults, and all children under 21 (Additional cars/adults on a single registration are extra)
- Free access to our Hospitality Room daily
- Sunday's Welcome Movie & Trivia Night (*space limited*)
- Monday's Wine & Cheese Social/Charity Auction
- Free admission to all tech sessions and driving events

Make check payable to “AHSTC Encounter”

Mail check **with completed registration form** to:

Encounter 2024
Trish Woglom
212 Lower Valley Road
North Wales, PA 19454

Questions? 610-310-2037 or pwoglom@comcast.net

Hotel Information

The Flanders Hotel

419 East 11th St., Ocean City, N.J.

theflandershotel.com • 609-399-1000

Legacy 1920s hotel located just a stroll from the boardwalk's most popular section. Privately-owned condominium units with full kitchen, living room and eating area. *Only 60 are available for our event, so book early.*

Our special rate of \$179.25 + resort fee and taxes per room per night is guaranteed only through **August 1, 2024.**

Rate includes secured adjacent Healey parking for one car. (Additional cars \$10/day).

Condos cannot be reserved before obtaining your Encounter registration number.

To reserve, call 609-399-1000 and mention “Austin Healey Club.” Provide your Encounter registration number to receive the special event condo rate.

CIRCLE your expected arrival date: 9/15 9/16 9/17 9/18

Will you need flea market space? Yes / No

Will you need regalia space? Yes / No

Will you need trailer parking? Yes / No

Registration Fees

\$79 postmarked by 6-1-24 \$ _____

\$99 postmarked after 6-1-24 \$ _____

Additional cars same household @ \$20 each \$ _____

Additional adults same household \$29 each \$ _____

Sunday 9/15 — FREE Welcome Event: Movie and Trivia Night at The Flanders Hotel with light refreshments.

_____ No. of adults attending (*Free, but space limited to 100*)

Tuesday 9/17 Buffet BBQ Dinner (Valve Cover Races) **

_____ No. of adults @ \$47 each \$ _____

Wednesday 9/18 Awards Banquet **

_____ No. of adults @ \$60 each \$ _____

Meals: Chicken _____ Beef _____ Fish _____ Veg _____

Mon 9:30am – Rallye Yes _____ No _____

Tues 1pm – Ladies Lunch Yes _____ No _____
[order/ pay at restaurant]

Tues 8am – Gymkhana Yes _____ No _____

Wed 7am – Funkhana Yes _____ No _____

Wed 11:30 am – Car Show Yes _____ No _____

Tricky Tray Auction Tickets – 7 for \$5 \$ _____

Concours Judging Fee @ 250/car

NOTE: Must be preapproved for Concours \$ _____

EVENT LOGO GOLF SHIRTS (Blue)

@ \$35 S-M-L-XL / \$36 for 2XL / \$38 for 3XL \$ _____

MEN'S: _____ S _____ M _____ L _____ XL _____ 2XL _____ 3XL

WOMEN'S: _____ S _____ M _____ L _____ XL _____ 2XL _____ 3XL

EVENT LOGO CAPS (Tan) @ \$20 each \$ _____

TOTAL REMITTANCE (U.S.) \$ _____

**** Complimentary beer & wine at all club-sponsored meals held at The Flanders Hotel**

NO REFUNDS AFTER AUGUST 1

THE FLASH ENCOUNTER 2024 CONTEST

WOULD YOU LIKE TO HAVE SOME FUN AND WIN \$100 CASH? WHO WOULDN'T?

This year's Contest theme will be *"Celebrities Who Have Owned a Healey."*

Starting with the January 2024 issue of The Flash, each month's issue through July, leading up to Encounter 2024, will feature a clue.

The clue will be published on this page each month. Click the link to the AHSTC website beneath the clue and provide your guess on that web page*. The answer and the names of those members who guessed the correct celebrity will also be published here in subsequent months, along with a new clue for the following month.

AHSTC members in good standing, who correctly guess the celebrity will be entered into a drawing to determine the cash prize winner. The more months you enter the correct answer, the greater your chances of winning.

So, open each issue of *The Flash*, share the question with your family, and join the fun.

This month's Clue: She always had the drive to own a Healey.

www.austin-healey-stc.org/contest.html

**The answers for each month's question must be entered by the 25th of the month in which the Flash is published. There is only one correct answer for each clue.*

Directors and Officers of AHSTC are not eligible to win.

Last month's clue: ***Although an actor from an early age, he was welcome at our-gang from Bonneville to Talladega.***

Answer: Jackie Cooper, child actor in the Our Gang ensemble, and avid Healey owner and racer



CONTEST WINNERS JUNE

[Randy Alkins](#)
[Patrick Venezia](#)
[Gerald Spurlock](#)
[Bruce Gearns](#)
[Bob Haskell](#)
[Alice Ferrant](#)

[Gary Hartzell](#)
[Nicholas Ludovic](#)
[Jennifer Payne](#)
[Dee Richie-Caffrey](#)
[Steve Kirlin](#)



AUCTION REPORT

By Tom Mulligan

This white over red 1960 Bugeye was offered on the PCarMarket online auction site and was a reserve not met (RNM) with a high bid of \$10,250. I have reported on 1 or 2 other Healeys offered on this site, which tends to cater mostly to newer high-end cars, particularly Porsches.

This appears to be a nice, average car with the 1200cc engine, a recent respray, a presentable interior and decent looking mechanicals. I included it this month to make the point again about how the sales venue can affect the outcome. I am not sure if this car should have encouraged higher bidding, but it may have benefited from a site that attracts similar cars and their enthusiasts. This car had very few comments and very little discussion. You can compare this auction to previous on-line auction results reported here. Choose your venue wisely.

Check it out here:

[1960 Austin-Healey Bugeye Sprite 1.3L | PCARMARKET](#)



AUCTION REPORT

By Tom Mulligan

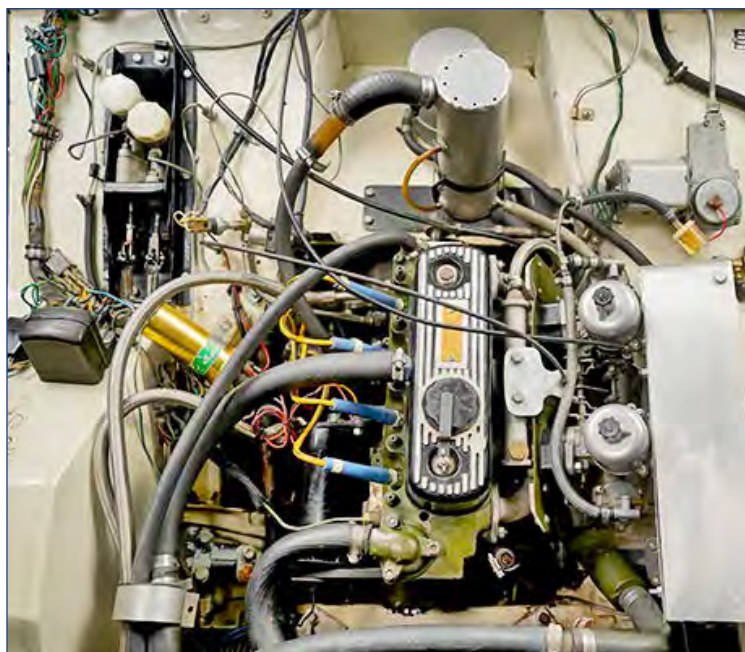
This **Sprite** is one of the more interesting Healeys to come to market in recent years and claims to be one of the 25 Speedwell Sprite GTs. It seems to have the provenance to back up that claim.

Interestingly, the car was offered with no reserve – a strategy that can go either way for the seller. This seller is a veteran of on-line auctions. It sold on Bring a Trailer for \$40,950 including the buyer's premium.

I don't have a strong sense of the value of such a car since there were only 25 built, and probably fewer remaining. The commenters were very supportive of the car's originality, and the consensus was that it was "well bought"

Check out the auction and comments here and see if you concur with the discussion and the outcome.

<https://bringatrailer.com/listing/1960-austin-healey-speedwell-sprite-gt/>



FOR SALE

1962 AUSTIN-HEALEY 3000 MK1 BT7 4-seat tri-carb. Old English White with newer leather blue/white piping interior. Black convertible top and tonneau cover. Matching numbers car. Painted wire wheels and 2008 tires that appear good. Older paint but very presentable. Good frame, outriggers and sills. All lights and gauges work as designed.

Recent work includes re-built head with unleaded valve seats, rebuilt carburetors, new master cylinders, re-built calipers (White Post), new flex hoses, and full system flush. New fuel tank and stainless-steel exhaust system. New trunk kit and battery. Includes spare tire and side curtains. Detailed, proper engine compartment with new plug wires, cap, coil, points and condenser along with plugs. Recent receipts available. An all around very good-looking, reliable, well-sorted driver. Suitable for full restoration. Clear Virginia title. Selling to settle estate.

Asking \$45,000 or the best reasonable offer.

Contact Carl Strock at 804-445-6987 or carl.strock.70@gmail.com Location near Tappahannock, Virginia. 



FOR SALE

SPRITE PARTS FREE

Large collection of used Sprite/Midget parts. The collection includes 4 bins of miscellaneous small parts, wheels, motors. If interested, you can come to my house to take all parts before they are sent to the dump. I am unable to sort through parts or deliver them.

I live near Hunt Valley, Maryland. *Clint Becker* 410-371-3188 charliez1650@gmail.com

WANTED

The AHSTC Board is looking to purchase a **pre-owned, enclosed trailer, in good condition**, for storage of club items and for use at Encounter. Ideally, the size of the trailer will be approximately 6' X 12' and the trailer is not intended for use as a car transporter.

If you know of an available trailer that fits this description, please contact Dave Siwa at dbsiwa@verizon.net

Toyota Supra or Carolla [non-turbo] 5-speed transmission.

Please get in touch with Ray Donovan at rjdisi@aol.com or 215-768-2196





The Austin-Healey Sports & Touring Club

MEMBERSHIP APPLICATION

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

YOUR NAME: _____
(first) (nickname) (mi) (last)

SPOUSE NAME: _____
(or other members at this address) (nickname)

STREET/PO BOX: _____ APT _____

CITY/COUNTRY: _____ STATE: _____ ZIP+4: _____

HEALEY(s) OWNED

Year Serial Number

6 7 H B J 8 L 3 4 5 6 7
(Example for a 1967 3000 MK3)

Member Information

Primary Phone - -

Alternate Phone - -

Email _____

Other Healey Club(s):

☐ AHC USA

☐ AHC of America

☐ Other _____

Occupation _____

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

How did you hear about AHSTC? _____

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

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

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

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

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

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

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

Rev. 2/1/2022

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