

The **FLASH**



AUGUST 2024 | ISSUE 550



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

AUGUST • 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

Joe McGavin's '67 Austin Healey 3000 MkIII
at MGs on the Rocks, MGs of Baltimore.

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. There is **new information** about Encounter in this month's **Flash**.

Registration is also available on-line.

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

ADVERTISERS – 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 BJ8's, probably the most ubiquitous Healey on the road today. I specifically looked for 2 such cars this month because they are a good indicator of the overall Healey market, and many of our readers own them. I chose 2 cars that I would characterize as nice drivers. Cars like we see at every show, and which are still capable of winning an award or two. My sense is that the Healey market is retracting a bit along with classics in general. Check out the cars in **The Flash**.

CONTEST 2024 –The final contest clue appeared in last month's **Flash**. The answer to the July question and those who got it correct are in this month's issue. The winner of the \$100 cash prize will be announced in the September **Flash**. Thank you to all who participated.

FOR SALE – Free Sprite parts and 2 nice big Healeys - a 1962 BT7 and a 1965 BJ8!!

TECH ARTICLE – We have a comprehensive article this month by Bruce Lawrence, from the Lehigh Valley Region, on the refurbishment of a Healey heater, and a great explanation of the workings of the device. As someone who has removed, rebuilt and replaced the heater in my BJ8, I would have liked to have had the benefit of Bruce's experience. Thanks Bruce.





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PRESIDENTIAL RUMINATIONS

Steve Feld AHSTC President

Here we are in the heat of summer when most of us think twice about taking a drive in our Healeys. We look at the temperature and the humidity level and check to see how close the thunderstorms are. Hopefully, the combination of these negatives doesn't convince you to pass on a drive too often. After all, your Healey needs to be driven and you need the mental enjoyment from hearing the exhaust and feeling the air passing through your remaining hair.

Drive your Healey!

Encounter 2024 in Ocean City, NJ, is coming up in about a month (September 15) so your registration is due! Our annual convention is THE event to meet old friends and make new ones. As has been said before, the cars may be what brought us together, but it's the people who keep us coming back. I know Ann and I have made many friends through AHSTC and Encounter has been a large part of that. Especially for new members, we truly hope that you will join us in Ocean City this year where all members will welcome you. Registration and details of all Encounter activities can be found in the Flash as it has been in prior issues.

Or simply go to our website: <https://austin-healey-stc.org/show.html>

September and October are prime months for British car shows so check out the calendar of these on our website: <https://austin-healey-stc.org/calendar.html> In addition, there are other local events that give you the opportunity to drive your Healey and show it off to the uninitiated, i.e., those who have no idea who Donald Healey was or know about his cars. You can always call another member and arrange a spur of the moment drive for 30-45 minutes or to meet for lunch. If your car isn't running, go to these events to just enjoy talking with and seeing others and their cars. Perhaps you'll find some motivation or hear something that will get yours on the road. Even if you don't get either, you have nothing to lose by talking with other Healey enthusiasts and you'll be glad you went.



HARRISBURG REGION

Pam Frazier

Meeting at The Jigger Shop, Mt. Gretna - 7/16/2024—Thirteen members braved the high temps and came out for dinner and ice cream – Fred & Donna Sherk, Bob & Pam Preston, Pam Frazier, Skip and Linda Hardy, Shawn & Tammy Miller, Bruce & Michelle Brockman, and Dave & Priscilla Hooper.

Since our regular monthly meeting place, The Hillside Cafe, recently closed, there was discussion of other possible venues for our monthly meetings. Some names put forth by members were Culhane's Steak House, The Blue-Sky Tavern, Boomerangs and Lancaster Brewing Company. It was decided to try different venues. Our next monthly meeting will be held on August 20, 2024, at 6:30 p.m., at Culhane's Steak House, 1 Laurel Rd., New Cumberland, PA.

UPCOMING EVENTS:

- **Fri, Aug 16, 2024, 5:00 p.m. to 7:00 p.m. - Long Community Cruise-In**, 600 East Roseville Rd, Lancaster, PA, RSVP by August 19, 2024, (food trucks and music).
- **Tues, Aug 20, 2024, 6:30 p.m. - AHSTC HBG Region Monthly Mtg**, Culhane's Steak House, 1 Laurel Rd., New Cumberland, PA.
- **Sun, Aug 25, 2024, 10:00 a.m. to 3:00 p.m. - 34th Annual "A Taste of Britain" Car Show**, 70 Church St, Rothsville, PA, 17543, hosted by LANCO MG Club, pre-reg. \$25.00 by 8/17/2024, Proper English Hat Contest, and Polo Match at 2:30 p.m.
- **Sat, Sept 7, 2024 - Coffee, Cars & Conversation & Ice Cream at Jim Mack's**, PA Rt 462 East of York, 10:00 a.m. to 11:30 a.m., with LANCO MG Club.
- **Sat, Sept 7, 2024 - LANCO MG Poker Run at Jim Mack's**, PA Rt 462 East of York, 11:30 a.m. to 3:30 p.m.
- **Sun, Sept 8, 2024, from 2:00 p.m. to 5:00 p.m. - 36th Annual Duckie Race and Festival** will be held at the Schreiber Center for Pediatric Development, 625 Community Way, Lancaster, PA 17603, RSVP Aug 30, 2024 (food trucks).
- **Sun-Thurs, Sept 15-19, 2024 - Austin Healey Encounter**, Ocean City, NJ.
- **Sat, Sept 28, 2024, 10:00 a.m. to 3:00 p.m. - Meeting of the Marques**, West High St., Carlisle, PA.
- **October Drive, Nov. Banquet and Dec. Progressive Dinner.**



Harrisburg members try to cool off with an ice cream night at Mt. Gretna.

Thirty-Fourth Annual "A Taste of Britain"
British & Classic European Vehicle Show
SUNDAY, AUGUST 25, 2024

Open to British and classic/antique European cars and motorcycles
Forney Polo Field - 70 Church Street, Rothsville, PA 17543
FIELD OPEN 10:00 AM - 3:00 PM (Rain or Shine)
Hosted by the LANCO MG Club
Dash Plaques to the first 150 vehicles - No Judging
Polo Match starts at 2:30
-FOOD and DRINK AVAILABLE

A portion of the proceeds are donated to **Schreiber** to support their mission in the community.

Proper English Hat Contest
We are offering a prize for the best English style headwear. So come wearing your finest English hat. Judging starts at NOON by the Regalia tent.

Pre-registration of \$25.00 by Aug. 17, 2024, is available online only. Scan QR Code to register.

Day of show 30.00/vehicle.

Visit our website for additional information: www.lancomgclub.com



PHILADELPHIA REGION

By Randy Alkins

It felt great to get my Healey out to car shows. On Sunday, July 7, Dave Siwa and I met up with Bob and Sue Ott at the Pineville Tavern to complete a ride to the Rebels and Redcoats car show in Washington Crossing Park, PA. We arrived early enough to park in the shade and were able to retain the shady area under trees for the entire show.

Also attending were Alice and Nick Ferrant with Alice's 100/6. Additionally, there were several AHSTC North Jersey members, including Steve and Lynn Jekogian. Overall, the show was very well attended with British and German cars representing the Redcoats and a plethora of American iron and a few of French vehicles representing the Rebels.

On Saturday afternoon, July 20, Dave in his red 100, his son Alex with Dave's BJ7, and I with my BT7, drove to the Doylestown at Dusk car show. Many streets in the town were closed to traffic to accommodate 525 cars, various food trucks and vendors. There were approximately 10,000 people, according to news accounts, walking to see the cars and to take advantage of the restaurants and stores which stayed open late.

On Sunday, July 28, the Newtown car show will take place from 10 to 3.

The New Hope car show will be held on Sunday, August 11.

On Monday, July 15, our monthly meeting was held at the Metropolitan restaurant in Montgomeryville. At that time, we discussed the upcoming Encounter in Ocean City, NJ. If you have not registered, be sure to do so soon, as it promises to be wonderful



North Jersey

By George Crombie

Well, here we are, hard at it again, this time wrapping up the month of July 2024. To say it has been a wee bit on the hot and humid side is one of the most profound understatements of this summer! If I had been able to take my BN2 out for a spin at almost any time during the past three weeks or so, I am quite convinced that her two-year-old rubber tyres (yup; just as I figured, my computer “flagged” the British spelling of the word “tires” as a typo) would have melted into four puddles of some sort of rubberish compound – reminiscent of the soles of Allen Rosenberg’s sneakers some few years back at an Encounter in New Castle, Delaware. Remember those days not so long ago?

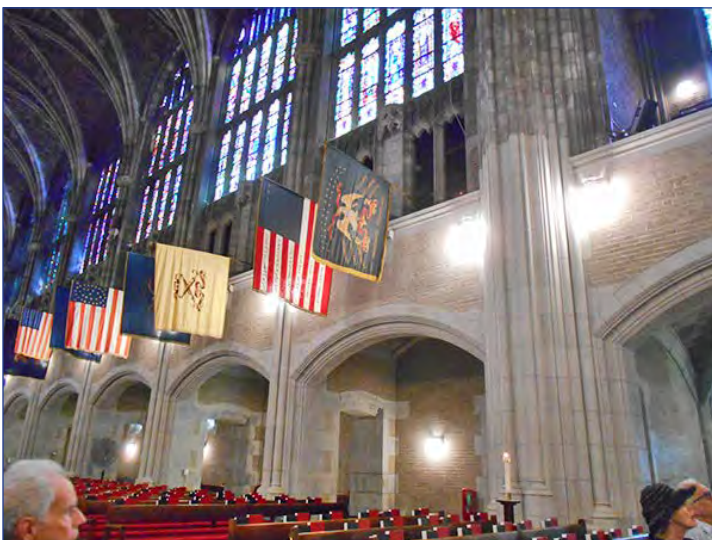
Hey! That reminds me: Encounter 2024 in Ocean City, New Jersey is coming up fast; a mere few weeks away at this point. Have you registered yet?

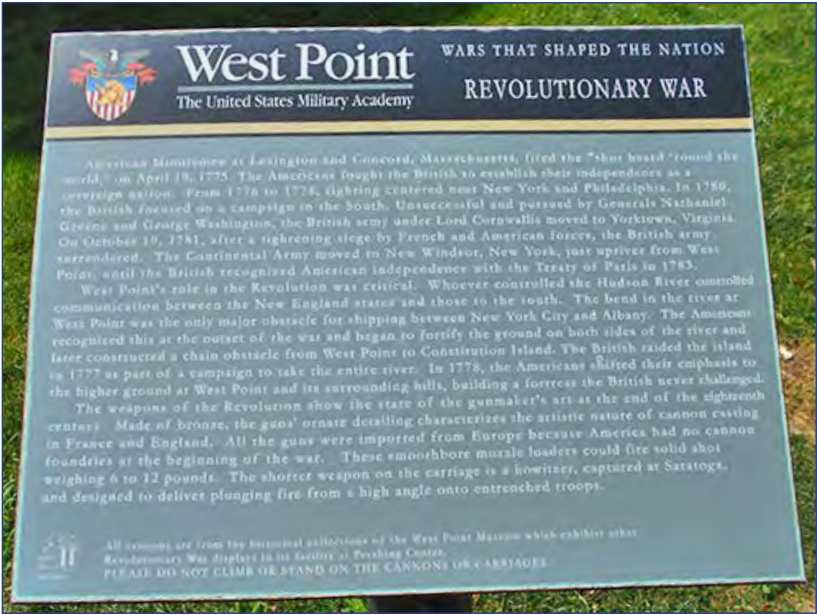
The North Jersey Region held its monthly meeting for July on Tuesday, the 9th, at The Vintage Tavern in Gillette, NJ with Steve Feld, Tom Mulligan, Paul Rust, Ian Kessen, Patrick Venezia, Denise & George Crombie, Rudy Hyzer, Allen Rosenberg, Larry Gersten, and new member Paul Hatten keeping the chef and wait-staff hopping. Allen gave a brief update on Encounter 2025 which is slated to be held next year at the Camelback Lodge in PA in September. At least, that’s what I could decipher from the notes I took. Larry gave an update on the upcoming Summer Picnic at the Gerstens’ on the shores of Lake Hopatcong on Saturday, July 27th, from noon to around 5 pm or until attendees transform into strips of bacon. R.S.V.P.s and the picnic are expected to be history by the time you read this, but both are still pretty much in the near future as I write this, mere days away. If you didn’t make it to this event, not to worry. Rest assured, your names were undoubtedly mentioned and bantered about quite freely. We also had a few stories and conversations about hijinks performed, and finally admitted to, now that the statutes of limitation have long since expired (or so many of us hope)! As always, quite a lively crowd as it closed in on many of our bedtimes.

On Wednesday, July 17th, several of us sallied forth to meet up at West Point for a guided tour of the military academy bearing that name. Attending the tour from our region were Steve & Ann Feld, George & Denise Crombie, Patrick Venezia, Mark Hodges, Steve & Lynn Jekogian, Frank Valente, Laurie Lynch, Jay Baumann, and Dawn Bodden. This was a very informative tour; our guide possessed a wealth of information and kept us pretty much together, even without having to brandish his whip. Following the tour, we all stormed past the guard post and descended upon The Thayer Hotel for lunch. Again, the day was just a bit warm (nay, HOT!) and humid side, but was made comfortable and enjoyable by the company kept. One could almost take pity on the U.S. Army officers-in-training that were going through drills on the parade field in full combat fatigues in the summer heat. Reminded me of the days, oh so many years ago, when I suffered in the same kind of heat during training at good old Fort Dix, NJ! After a leisurely lunch and plenty of socializing, we all headed back to our respective base camps. Hats off and a big “thank you!” to Steve Feld and Jud (from the CT chapter of the New England Region of the AHCA) for pulling this event together.

Well done.

West Point Academy, NY





West Point Academy, NY





Cars & Crumpets

Cars & Crumpets on Sunday, July 21st had about 20-22 LBCs at various times; a few arrived as two or three would head home to swimming pools or lawns that needed mowing or cars that needed attention or whatever. Among other attendees, Ralph Scarfogliero was there with his red Modified "100"; Bill Smith was there with his TR-7; and Larry Gersten made it there



(and hopefully home) (he didn't. Ed.) driving his AN5 "FROGEYE"! Yup; the AN5 made it there under its own power; the longest sojourn without a malfunction in quite some time! Congratulations, Larry!

A day or two ago, I took a drive (in my BJ9) up to see Trevor and George at Tuxedo Motorsports in the Peapack-Gladstone area to see if I could get their opinions on the persistent issues regarding the brakes on my BN2. Tuxedo Motorsports is a new advertiser in The FLASH, and as they are only about 10 miles away, I thought I'd stop in and check out their operation. They had about half a dozen cars on location and the shop is equipped



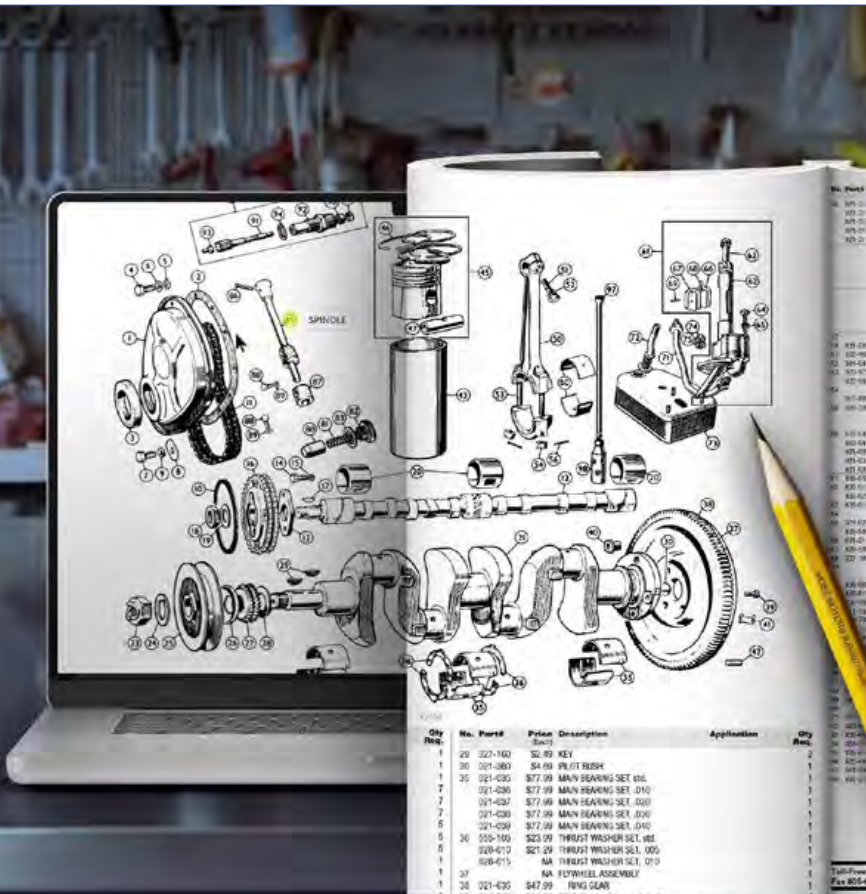
with three lifts in four bays. They did come up with a few suggestions that had a lot of merit, so there is a very good possibility that I'll be able to give the BN2 a lengthy test drive in time for Steve Jekogian's Summer Tour on August 17th, and if all goes well, I hope to feel confident enough to drive the BN2 out to Ocean City, NJ for this year's Encounter starting on Sunday, September 15th and concluding on Thursday the 19th. Either way, with or without the Healey, I expect to make it to both of these "must do" events. I'll have to let you know how things work out. Of course, if you happen to be looking towards the Somerset County night sky in the evenings leading up to August 16th (Somerville Cruise Night – "Triumphs at the Courthouse") and it looks like the sun hasn't yet set at 9:00 pm, it's probably just me smiling...

The monthly meeting for August is on tap for Tuesday, August 13th at The Vintage Tavern in Gillette, NJ starting around 6:30 pm for those that are looking for a night out among friends and fellow gearheads, while the two August Cars & Crumpets are scheduled for Sunday the 4th and Sunday the 18th. Then we are into Labor Day, before the final monthly meeting (September 10th) prior to Encounter. Don't go getting nervous on me; it is just the final monthly meeting before Encounter. We'll still have monthly meetings in October (8th) and November (12th), and the Fall Tour (October 19th), before we wrap up the year with the annual Polar Run and the end of year Holiday Party. Details of these will be forthcoming. Stay tuned.



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The Annual Beach Run/Sunset Tour was held on Thursday, July 18. As is often the case in July, the weather was iffy. The attendees left their antiques in the garage and came in “real” cars. One exception was Bob Maichin in his 2015 Mercedes SL400. His BJ8 Healey was left home as he wanted to show us the recent addition to his car collection. It’s a good deal quicker than a Healey, it has AC, and is a beautiful car to boot.

We were a little worried about what the turnout would be. Susan and I went along with Tony and Kathy DiFrancesca. Tony got us to Oak Beach with nine minutes to spare, although I was sure we were going to be late. (Thank you, Tony, for putting up with me!). The trouble was no one else seemed to be there when we arrived! A little later Steve Tjepkema showed up. The three fellows sat out in the parking lot between the two cars while the ladies sat in the car. After a while Steve suggested they move a little away from the cars so they would be more visible to later arrivals. Once they did that, they were spotted by Mary Ann Sekelsky, Tedd Krummeck, and Cathy Preston who were in the other half of the parking lot the whole time! They joined us and a little later Bob Maichin arrived. We had a great drive to the diner, over Great South Bay on the Robert Moses Causeway in time to see the sun setting. We were met at the Atlantis Diner by David Markowitz and Frank Filangeri. Frank made it despite debilitating back pain. We had a really, really nice time! It’s been a while since some of us have seen each other so it was great to be together again.

The Vintage European 19th Annual Sports Car & Motorcycle Display was held on June 29th in front of the Stony Brook Community Church. This is always a popular event with members of our club. This year’s attendees were David Markowitz, Frank Filangeri, Cathy Preston, Ira Udasin, and Rich Miot. I hope I got that all right and didn’t leave anyone out. David, Frank, and Rich all sent photos to me. Many thanks!

Congratulations to David on his trophy from The Milleridge Inn Car Show.

As reported in the last issue, regrettably there is not going to be a Scottish Games/British Car Show at Westbury Gardens this year. That has always been a favorite and we hope it resumes next year! However, we have just heard there is going to be a Celtic Festival including British cars on August 24 at Old Westbury Gardens.

MEANWHILE:

- August 17th – The Port Jefferson Hill Climb, recreation of the 1910 Hill Climb, 101 Port Jefferson Village Center, 101 East Broadway, 9AM - 2PM, spectators free, Pre-1980 vehicles can register \$44.52 on eventbrite.com/e/port-Jefferson-hill-climb-2024-tickets
- August 24th – Celtic Festival (and British cars) at Old Westbury Gardens
- October 13th – Jaguar Drivers Club presents Vanderbilt Concours d’Elegance, Centerport.



Early arrivals at Oak Beach.



Sunset at Great South Bay from Robert Moses Causeway.



Tony, Kathy, Cathy, Mary Ann, and Tedd.



Steve, and thirsty Frank and Paul.



Bob and David study the menu.



Frank's E type and David's BJ8 at Stony Brook.



Best in Show Popular Vote, Mercedes 320 Cabriolet.



Cathy Preston's BJ8 at SB.



David looking sporty in his BJ8.



Ira Udasin's 100 at SB.

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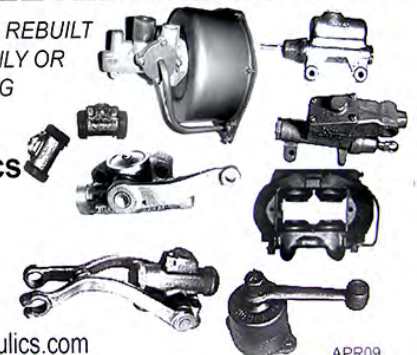
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Brandywine

Ernie Leser

REGION

Saturday, July 20th found a group of Brandywine members at the home of Buzz and Paula Marshall in Cochranville, PA.

The weather was still warm and a bit humid but cloudy, which helped. The group met at the Marshall's home and then went on a tour of the Chester and Lancaster countryside. Rolling hills, beautiful homes and farms. After about an hour all met again at the Marshall's home for a picnic. Buzz grilled burgers and hot dogs. Paula and the guests provided salads and desserts. We all ate heartily and had an enjoyable time discussing our plans for the rest of the summer. Thank you Buzz and Paula for an excellent outing.

British cars present were the two beautiful BJ8's of Buzz Marshall and Chuck Ott. Nigel Smart drove his recently imported 1998 TVR Chimera. This has a 4.5-liter Rover V-8 engine, 5 speed transmission and a fiber glass body on a tubular frame. It is right hand drive, having been imported from England – quite a nice car.

Members attending the picnic were: Dave Ehret; Pete Roberts and Dee Caffrey; Nigel and Edy Smart; Chuck Ott; Buzz and Paula Marshall; Andrew, Joan, and Ernie Leser; Steve Keating.



Pete, Dave, Andrew, and Joan



Edy and Nigel



Nigel's TVR



Buzz and Chuck's BJ8's



Chef Buzz at the grill.



Healeys returning from tour

FUTURE EVENTS

NOTE NEW DATE:

- **Crab Crawl and Feast.** Saturday, August 10th. Tour to Boondock's restaurant for crabs down scenic route 9. Chuck Ott is contact (302-378-7287). See E-Flash for details.
- **September 15-18th. ENCOUNTER 2024.** Ocean City, N.J.
- **October, Saturday 5th,** 1 pm. Brandywine Region Picnic. The Leser residence, Elkton, MD. RSVP to Joan by Sept.30th (410-398-7308).



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Lehigh Valley



REGION STILL NEEDS HELP PLANNING ENCOUNTER 2025

By: Bruce Lawrence

Hello all, this is Bruce Lawrence, the Lehigh Valley Region Flash editor. Recall in the July issue of Flash, I informed readers that it was again the Lehigh Valley Region's responsibility to organize and run an Encounter for 2025. The venue is being researched as we speak, and the event will be held in early September 2025. To facilitate organizing the Encounter, Lehigh Valley Region member Joe McGavin developed a brief on-line survey intended to solicit members' opinions about next year's Encounter. With that aim in mind, I attached to the July *Flash* article a link to Joe's survey.

Generously, many Flash readers responded positively and attempted to access Joe's survey, only to find their efforts frustrated because the imbedded link did not work. My error. I apologize to all those who tried accessing the link. Alas, with this issue, I make amends. Mercifully, Joe established a new URL to access his survey, and I am assured it works. The new URL is as follows. (You may need to copy and paste the link into your browser.):

www.Encounter2025Survey.com

Please give it another try. 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! This survey will allow the Lehigh Valley Region to plan accordingly and to host a successful Encounter. Thank you, Bob Snyder and Joe McGavin, for getting us started in organizing this important and fun event.

In other news, some of you may know that in addition to my Flash activities, I am a Lehigh Region member involved in a long-term project to restore a 1960 Austin Healey 3000 Mark I. I am currently rehabilitating the car's heater and air system. I was asked to write a technical article for Flash about my experiences re-building the car's heater system. My article is a natural outgrowth of that restoration effort and can be found elsewhere in this issue of *Flash*. I hope you will enjoy it. 



Mike Woglom

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MEMBERS CORNER

By Rick Brodeur

We have 1 new and 2 returning members this month.

Returning member

North Jersey
James & Jeannie Kirchner
Burlington, NJ
'67 BJ8

North Jersey
Terrence Sweeney
Philadelphia, PA
'67 BJ8

Returning member

Pasul Hatten
Fort Lee, NJ
Bethlehem, PA
'67 BJ8

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.

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Tech Tips & Clips

Do's & DON'TS IN A HEATING SYSTEM REBUILD!

Article & Images by Bruce Lawrence

It's no secret that Healey 3000s run hot! I'm talking blazingly hot; real surface-of-the-sun type hot. With your first ride in a 3000, you will personally discover how waves of heat radiate out from the engine compartment, across the insulated firewall to roast your lower torso, while below and to your left, red hot mufflers and tail pipes broil your thighs. At the same time, your right leg burns from the constant heat that wafts off the transmission hump. This astounding firestorm of oppressive heat is enough to par-boil any erstwhile Healey driver who is foolish enough to take a 3000 on a summer's drive.

Having so much heat energy already pouring into the passenger compartment, one wonders why Donald Healey, when designing his ultimate sports car, also included a hot water heater to blast even more hot air into his car? The answer is simple:



Healey 3000 Heater Core
Removed from The Car.

IN WINTER, AN UN-HEATED HEALEY WILL FREEZE YOUR KNICKERS OFF!

I am an AHSTC Lehigh Region member involved in a long-term project to restore a 1960 3000 Mark I, BT7. This summer's record-breaking heat meant working as little as possible in my garage and instead, forced me to seek respite in the cool of my basement workshop. I'm currently rehabilitating the car's heater and air system, including installing new air ducts, blower and water valve, as well as restoring the under-dashboard slide lever temperature controller. This article is a natural outgrowth of that effort.

I never intend to drive my Healey during winter months. This then calls to the question, why expend so much time and money to rehabilitate the Healey's heating system? Drawing upon Zen-like reasoning, it is because rebuilding an Austin Healey means creating a car where everything works as Don Healey originally intended, including its never-to-be-used again heating system.



I started with a bucket full
of heater parts.

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A WORD OF CAUTION: The systems described below are very difficult to access normally as they are largely hidden under the 3000's iconic front aluminum shroud, fenders and dashboard. As a novice mechanic, I'm confident that since I was able to change-out my heating system, then so can you. However, in my case, I'm undertaking a full, body-off restoration of the Healey. My aluminum shroud is off to the side, thus permitting unencumbered access to all the heating and cooling components. For those of you who do not wish to remove your aluminum shrouds, you will not enjoy such wide-open access.

Depending on the severity of your heating system's problems (See troubleshooting below.) it may be wise of you to leave heater repairs to trained mechanics (preferably ones with small hands to reach hidden parts.) And if you have the opportunity to remove the front shroud, or at least front fenders from your car, you will be well-served to rehabilitate the heating and fresh air-cooling systems while it's opened up, saving you much aggravation in the long run.

The steps for rebuilding the heating and fresh air systems described herein are specific to my 1960 3000 Mark 1, but such equipment is common across the 3000 line, and thus, this article should also apply to later models.

SYSTEM DESCRIPTION

The heater in an Austin Healey 3000 is quite complex and in my view overly complicated. It consists of two separate and distinct heater and fresh air systems, each with its own components, but where some common equipment allows cross-functionality, for example, the under-dash temperature slide lever control panel actuates both systems.

(I) WATER SIDE SYSTEM – Primarily housed on the passenger side, this heating system is made up of two air ducts, two control dampers; an electric blower and water-to-air heat exchanger (both manufactured by Smiths Ltd.) two windshield defrost ducts, and two water hoses: one drawing hot water out of the engine block, and the other returning cooled water back to the engine. **(II) Fresh Air System*** - *(Note: This system is not shown in the above schematic.)*

The Fresh Air system is found on the driver's side. It starts with a 4" flexible duct and control damper mounted left of the radiator. This duct runs under the aluminum front shroud back to a firewall port located out-board of the steering column. Two flap air-door assemblies mounted on this duct under the dashboard, one on each side of the transmission, complete the system.



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

Bruce and Inan Phillips

*With multi-function capability,

the Fresh Air System interacts with the more complex Waterside Heating System serving to both heat and cool the passenger compartment.

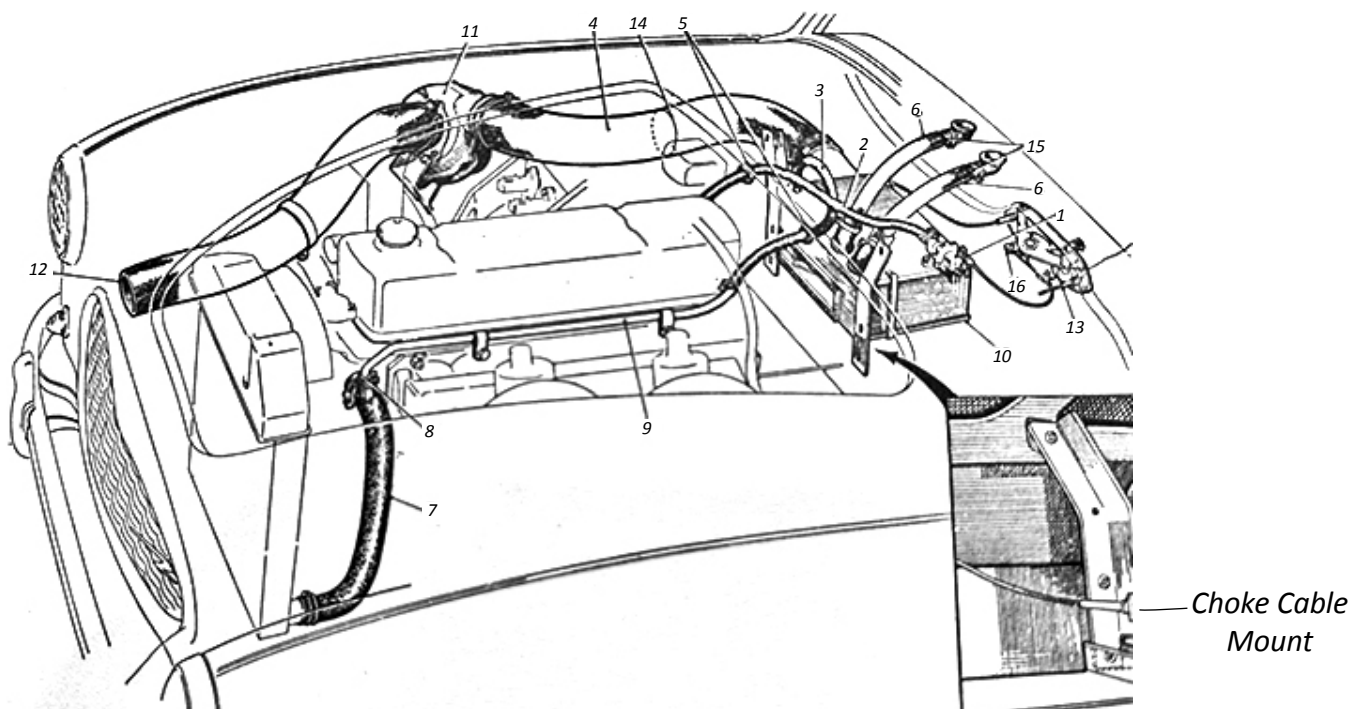
IT'S COMPLICATED – HOW DOES IT WORK?

(I) WATERSIDE - In this system, hot engine cooling system water is drawn off the block through the brass lever valve next to the distributor, and flows through the heater core. The heater operates any time water flows through this core. Flow is varied by means of a control valve mounted on the heater box. The control valve is actuated by a slide cable connected to the horizontally moving lever on the temperature slide lever control panel below the dashboard.

In operation, if more heat is called for, the driver manually moves the control lever to the right to increase water flow into the heater core. The water-to-air heat exchanger in the heater core heats air, which then flows into the passenger compartment via two manually operated flap air-door assemblies located on the firewall.

When actuated by the temperature lever control panel, heated defrost air is also directed at the windshield via two small rubber ducts connected to the heater box.

Air flows through the heater core any time the damper is open, and the car is being driven. However, when more heat is required, the operator activates the "Heater Boost" push/pull switch on the temperature lever control panel. This starts the fan spinning. The fan is found in the blower housing mounted on the right side under the aluminum shroud behind the horns. When operating, the fan draws more fresh air from outside, thus delivering more heated air to the passengers and to the windshield defrost system.



Waterside components are as follows:

- | | |
|----------------------------------|---------------------------------|
| 1. Water Control Valve | 8. Pipe-to-Hose Connector |
| 2. Water Inlet Hose | 9. Copper Hot Water Return Pipe |
| 3. Water Return Hose | 10. Heater Housing |
| 4. 3" Rubber Blower Exit Duct | 11. Smith's Blower Housing |
| 5. Firewall Rubber Grommets | 12. 4" Flexible Duct Intake |
| 6. 2" Rubber Defrost Ducts | 13. Water Control Cable |
| 7. Block-to-Radiator Return Hose | 14. Firewall Duct Port |
| | 15. Windshield Defrost Elbows |
| | 16. Sliding Temperature Control |

This schematic is taken from the official Austin-Healey 100 and 3000 Workshop Manual Issue 6 issued by BMC Service Ltd.

(II) FRESH AIR SIDE - This system is passive in that it is only effective when the car is operated at speed. Fresh outside air is forced (by the forward movement of the car) into the fresh air intake housing located to the left of the radiator. Air volume is controlled by a damper, which in turn, is actuated by a slide cable knob mounted on temperature lever control panel below the dashboard.

From the air intake housing, fresh outside air passes through a 4" flexible duct running under the right side of the front aluminum shroud, and then passes through the firewall where it splits into two separate streams. One stream of fresh air is directed onto the driver's legs. The other stream is forced into a rectangular steel duct forming part of the firewall. This fresh air stream is either directed into the passenger compartment through the two flap-air door assemblies or, if heat is called for by the temperature control panel the air is first heated in the heater core before it is directed to the passenger compartment, or the windshield defrost system.

IF IT AIN'T BROKE, DON'T FIX IT!

Due to the complexity of the heating and fresh air system, and to the difficulty of gaining access to its components, it is imperative that you correctly identify any problems. Some issues can be easily fixed without dismantling. Others, however, may require removal of the aluminum shroud.

TROUBLE SHOOTING & FAULT DIAGNOSIS GUIDE:

◇ Little or no heat:

- See blower doesn't run.
- Inlet duct dampers partially closed - See cable repair / damper repair.
- See air-door assembly problems.
- See water leaks.
- See under dash, sliding temperature control doesn't work.
- Check to ensure the brass ball valve aft of the distributor is open.

◇ Little or no fresh air:

- When the car is traveling at speed, if there is no fresh air coming thru the port behind the steering wheel, then the damper left of the radiator is inoperable or the attached flexible duct is blocked. - See Cable Repair / Damper Repair / Duct Repair.
- See flap air-door assembly problems.
- See under dash, sliding temperature control doesn't work.

◇ Little or no defrost:

- Close all flap air-door assemblies to increase flow to defrost circuit.
- Blocked defrost ducts need to be cleaned out or replaced; See Defrost System Repair.
- See little or no heat flow.
- See little or no fresh air.
- See blower doesn't run.

◇ Blower doesn't run:

- Electrical problem - See Air Blower & Fan Repair.
- Blower fan problem - See Air Blower & Fan Repair.
- See under dash, sliding temperature control doesn't work.

◇ Water leaks:

- Check water hose lines. Tighten or replace hose clamps. Replace cracked or leaking water hose lines
- See Heater Hose Repair
- Check copper pipe connections. Tighten or replace pipe-to-hose clamps.
- Replace brass water valve on engine block.
- Water Leaking from heater box:

- From water-to-air heat exchanger core:
- ◇ Tighten or replace hose clamps.
- ◇ Replace heater core; See Heater Core Repair.
- Water leaking from water control valve - See Heater Box Repair.
- Water condensate leaks - Seal heater box with silicone sealant.

◇ **Under dash, sliding temperature control doesn't work:**

- Electrical problem - See blower doesn't run.
- See Cable Repair / Damper Repair.
- Otherwise, see Slide Temperature Controller Repair.

◇ **Air-door assembly problems:**

- Lubricate or replace stuck flap air-door assemblies.

A. AIR BLOWER AND FAN REPAIR

The Smiths Ltd. heater blower housing, fan and electric fan motor are perhaps the least robust equipment in the entire Healey 3000 heater system. This is because the blower body is made from hardened black Bakelite plastic and is prone to drying out and cracking after years of being exposed to dry heat coming from the engine. Even blower housings that appear to be in good shape and have remained intact can easily be broken when being removed for repair or replacement.

Additionally, as originally installed, two halves of the Smiths blower housing are held together by several rivets, evenly spaced around the perimeter of the circular body. These rivets often need to be removed to access the fan motor for some repairs, yet they are difficult or impossible to remove without damaging the housing, and in that case, the whole blower housing must be replaced. (Fortunately, new Smiths blower replacement housings have replaced the rivets with small nuts and bolts, allowing some opportunity to re-use the original fan and motor.)

A further complexity of the Smiths blower design is that inlet and outlet flanges are attached to the blower body by means of a series of nuts and bolts. However, the nuts are molded into the Bakelite plastic. Problems arise because removing these bolts causes stress on the corresponding nuts, which in turn, can easily crack the Bakelite body. When that happens, again the blower housing will need to be replaced.

STEPS TO REMOVE THE SMITHS HEATER BLOWER HOUSING:

(Caution - Gaining access to Smiths heater blower housing is difficult with the aluminum shroud and fenders in place on the car.)

1. Disconnect the battery or shut off the master switch in the trunk.
2. Disconnect earth wire from the fan motor and disconnect remaining fan motor wire from the cable harness.



3. Two flexible air ducts are attached to the blower housing: a 4" flexible duct connects to the blower housing inlet flange (on the front-facing side of the housing) and a 3" flexible duct connects to the blower housing outlet flange (on the rear-facing side of the housing). Both flexible air ducts are secured to the flanges by hose clamps; loosening these clamps will allow the flexible ducts to be detached from the blower housing.

4. Disconnect blower-housing base from the chassis under the car's right front fender by removing four screws, nuts and washers.

5. Remove Smiths blower housing from inside the fender.

6. On the workbench, undertake repairs or replacement of the blower housing, fan or fan motor as applicable.

7. All re-installation steps are the reverse of removal.

Smith's Blower Housing

B. HEATER CORE REPAIR

1. Drain the cooling system as least to below the heater hose return connection to the radiator bottom hose. If the system has had antifreeze solution added this should be saved.
2. Disconnect choke control (see inset in above schematic) bracket from parcel shelf and under dash heater lever control panel support stay. Move these aside to allow freedom of movement when fitting.
3. Where the heater box frame connects to the firewall, remove 4 setscrews, nuts and spring washers.
4. Pull the heater box away from the firewall.



Heater Box, Water Control Valve and Defrost Elbows

5. Loosen hose clamps where the two 1" heater hose lines attach to the heater: first at the inlet to the water control valve and second at the outlet of the heater core. Pull the heater hoses off the nozzles.
6. Loosen hose clamps to disconnect the 3" flexible air duct from the air inlet to the heater box.
7. Disconnect the slide cable from the damper assembly on the air inlet to the heater box.
8. Disconnect the two 2" flexible hoses from two elbow pipes on the top of the heater box and remove the two rubber elbows.
9. Disconnect the slide cable from the water control valve on the top of the heater box.
10. Remove the heater box from under the dash and place on the workbench.
11. Remove the three 4" spring clips holding the heater box together.
12. Inspect the water control valve. Lubricate as appropriate. Replace, if necessary.

HEATER WATER CONTROL VALVE

13. Remove the two setscrews from the water control valve on the top of the heater box.

14. Separate the aluminum adapter from the metal body of the water control valve, being careful to remove the "O" rings from the adapter. This adapter is held in place by gravity and squeezing of the "O" ring. (My adapter was missing altogether. I found a replacement in the U.K.)



Heater Water Control Valve



Heater Box Spring Clip



Heater Control Valve Adapter

HEATER CONTROL VALVE ADAPTER

15. Discard the "O" ring and replace it with a new one. (I needed two "O" rings to ensure a leak-free connection.)
16. Remove the two setscrews on the top of the heater box attached to the heater core.
17. Separate the heater core from the top of the heater box. Repair or replace the heater core as applicable.
18. All re-installation steps are the reverse of removal.

C. SLIDING TEMPERATURE LEVER CONTROL PANEL REPAIR



Sliding Temperature Lever Control

Mounted under the dashboard, the sliding temperature lever control panel is the heart of the Healey's heating and fresh air system. It functions as both, as an electrical switch to activate the blower, and as a mechanical temperature controller by actuating cables and vent assemblies. The controller's complex design is such that there is limited opportunity to make DIY repairs. Often, it will need to be replaced in its entirety. Fortunately, access to the control panel is readily available in the passenger compartment.

The steps involved in dismounting and installing the sliding temperature lever control panel are as follows:

1. Disconnect the battery or shut off the master switch in the trunk.
2. Unscrew the two mounting screws attaching the control panel to the dashboard.
3. Pull the control panel away from the dashboard far enough to gain access to the cable and wire connections in the back.
4. Lubricate the in/out push knobs slide cable connectors.
5. Lubricate the in/out "Heater Boost" switch.
6. Using a multi-meter, check electrical conductivity through the "Heater Boost" switch. If no conductivity is evident, check for a loose connection and if necessary, re-solder the connection. Re-perform the conductivity check. If there is still no conductivity, disconnect the wire lead ahead of the wiring harness leading to the blower, as the entire slide temperature controller will likely need replacing.
7. Ensure the horizontal slide mechanism moves easily from left to right and back again. A drop of grease will help.
8. If after lubricating, the horizontal slide mechanism remains inoperable, then again, the entire slide temperature controller will likely need replacing.
9. When replacement is indicated, it will be necessary to disconnect the slide cables from the unit. (See Cable Repair / Damper Repair.)
10. Installation of a replacement sliding temperature controller is the reverse of the above disassembly instructions.

D. DUCTING REPAIR

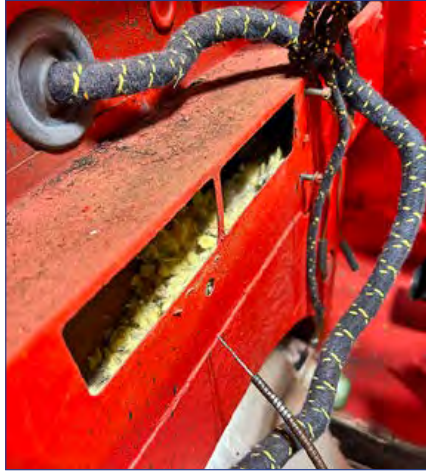
If there is no cooling air when the car is traveling at speed, or there is a heating or defrost system failure, then one or more of the rubber ducts are blocked, worn out, ripped open or is simply disconnected. (Original equipment ducts were made of paper covered foil and are prone to rotting.)

(Caution - Gaining access to some of these air ducts is difficult with the aluminum shroud and fenders in place.)

1. All air ducts, including those on the waterside heating and defrost system are secured by hose clamps at each end; loosening these clamps will allow the failed duct to be removed for repair or replacement.
2. Each of the two 4" flexible ducts running under the aluminum shroud is held in place by a metal retaining D-band connected by a single bolt to the car body. Loosening of the bolt and disconnecting the D-band retainer is required when removing the ducts.
3. A 3" flexible air duct connects the blower housing outlet flange to the heater box air inlet nozzle. The duct passes through the firewall on the right side of the car. Lubricating the 3" air duct facilitates removing and refitting it through the firewall port.

YIKES! MICE!

The simple rectangular steel duct that is incorporated into the firewall can fail due to a blocked airway. The flexible ducts are blocked by metal screens. However, in my experience, this failure was caused by rodents entering the rectangular duct via a flap air-door assembly that unfortunately was left open during long-term storage. The invading rodents then brought in straw, shreds of foam and other detritus to make a cozy nest that effectively sealed the duct. My solution was to remove the heater box from the firewall and clean out the nest. (See heater box repair.)



Yes, it even had a mouse nest!

a single welded screw and bolt) connecting the housing flange to the body frame.

Water return hose and grommet can be seen penetrating the firewall on left, whereas the slide cable and grommet for fresh air inlet damper comes through firewall on right.

4. Be careful to remove and if necessary, replace a metal screen cover protecting the inlet duct. One of three wire screens in the air ducts of the heater system.



One of three wire screens in the air ducts of the heater system.

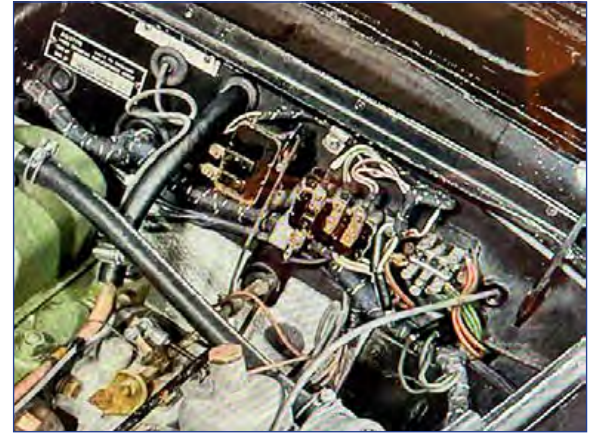
E. DAMPER REPAIR

Damper repairs can be performed in-place, or dampers may be removed from their housing before repairs are made.

1. The damper on the waterside heater system is mounted on the inlet to the heater box. Minor repairs can be performed in-place by accessing the damper from under the dashboard. However, more extensive repairs may require disconnecting all ducts, cables, wires, defrost and hot water lines from the heater box before removing it from the firewall, thereby allowing direct access to the damper. (See Heater Box Repair.)

2. With the heater box and heater core having been disconnected from the firewall and removed from the car, the air inlet damper may be easily repaired or replaced as necessary.

3. On the fresh air side, the air intake housing next to the radiator containing the damper may be removed by disconnecting two nuts and bolts (and



Water return hose and grommet can be seen penetrating the firewall on left, whereas the slide cable and grommet for fresh air inlet damper comes through firewall on right.

5. The 2 manual flap air-door assemblies may fail. These are mounted on the firewall under the dashboard, each side of the transmission, and should open and close easily by hand. If one or both assemblies do not operate as intended, try in-place lubricating the hinges with WD-40.

6. Another failure may be caused by a broken or dislodged small metal spring on the flap door hinge. This spring will need to be re-connected or replaced.

7. If either air-door assembly is rusted or painted shut then they can be removed entirely by unscrewing the two retaining screws found at each end of the frame piece. Once removed, the air-door assemblies may be lubricated, cleaned, have old paint and rust removed, re-painted or in the event of severe damage, replaced entirely.

8. All re-installation steps are the reverse of removal.

F. CABLE REPAIR

There are three slide cables incorporated into the heating and air control system. These actuate dampers for controlling air into the:

- 4" flexible duct next to the radiator.
- 3" flexible duct into the heater box.
- Hot water valve mounted on the heater box.

These slide cables are each connected by means of a setscrew and clamp assembly. In the event of a failure, it is often caused by these setscrews becoming loose, thus allowing the cable end to pull away from its clamp assembly.



**Cable attachment
clamp on the heater
box inlet damper.
Cable is not shown.**

1. Check that setscrews and cable connections are connected and operating correctly. Re-connect if necessary.
2. Check that all slide cables move freely within the cable shields. Lubricate the slide cables with WD-40, if necessary.
3. Disconnect these two damper control slide cables knobs from the temperature level control panel by unscrewing the retaining ring. It may be necessary to repair the knobs installed on the control panel or replace these cables with new cables. Replacement cables should include new knobs.

G. HEATER HOSE REPAIR

The 3000's waterside heater system has two rubber 1" heater hoses. The inlet hose is longer and connects the brass lever water valve on the engine next to the distributor, through a firewall grommet to the heater core water inlet nozzle. The shorter hose connects the heater core outlet nozzle, again through a firewall grommet, to the copper hot water return pipe mounted on the engine's intake manifold. Either heater hose can become loose or disconnected, or the rubber hose itself can become cracked or broken. Such failures lead to water leaks in the passenger compartment or onto the engine block. Fortunately, repair is straightforward and easy.

1. For simple water leaks into the engine compartment, tighten the hose clamps nearest the leak. For water leaks into the passenger compartment, open up the heater box to expose the inlet nozzle and water control valve outlet nozzle. (See Heater Box Repair.) Tighten the hose clamps nearest the leak, or at both the inlet nozzle and water control valve outlet nozzle.
2. If the water leak persists, replacement of the hose is indicated. First, drain the cooling system as least to below the heater hose return connection to the radiator bottom hose. If the system has had antifreeze solution added this should be saved.
3. If one or both heater hoses are being replaced, the procedure is the same. Loosen the hose clamp at each end of the hose to be replaced. Pull the hose through the firewall grommet. Lubricating the old hose will make sliding it through the grommet easier.
4. Measure a new length of replacement hose from the length of original hose.
5. Discard old hose, hose clamps and rubber grommet if these are to be replaced (recommended.)
6. Fit the grommet into the hole in the firewall and feed the replacement hose through the grommet. Lubricating the new hose will make sliding it through the grommet easier.
7. Install and tighten hose clamps at each end of the replacement hose.
8. Re-attach the heater box to the firewall. (See Heater Box Repair.)
9. Refill the radiator with water or with antifreeze solution if it was saved.

H. Windshield Defrost Repair

1. Remove heater box, except you won't need to drain the cooling water system. (See Heater Box Repair.)
2. Loosen hose clamps and disconnect the two 2" flexible hoses from two elbow pipes on the top of the heater box.
3. Remove two rubber elbows from defrost holes under the windshield.
4. Repair or replace the 2" flexible hoses, hose clamps, one or more of the rubber elbows, or the associated aluminum pipes as necessary. When replacing the elbows, leave about .75 inch of aluminum pipe showing to allow space for re-connecting hose clamps.
5. Re-installation steps are the reverse of removal.



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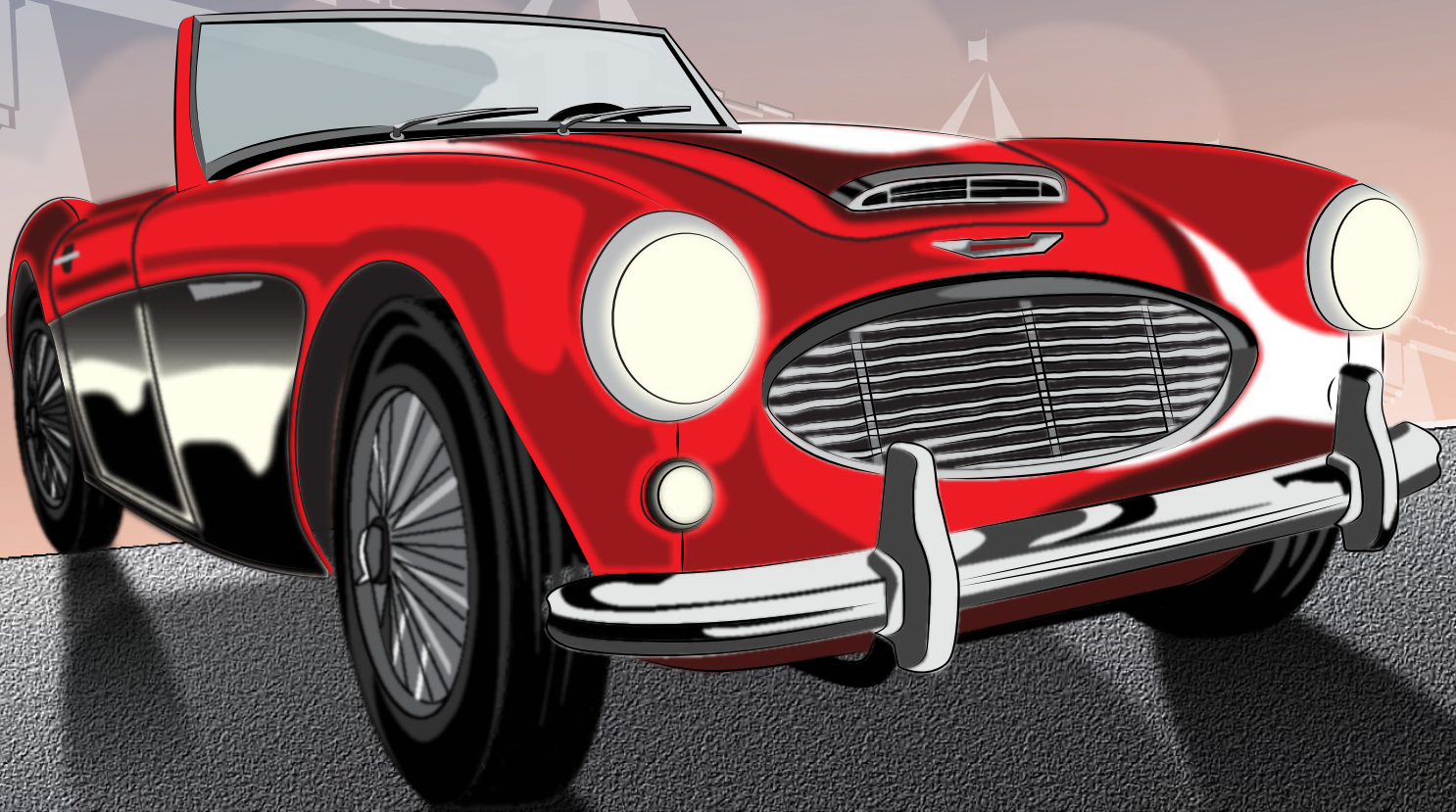
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Scene from the Encounter 2019 show
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ENCOUNTER 2024

TOP TEN REASONS TO ATTEND ENCOUNTER '24

TRISH WOGLOM & LEO KOB, CO-CHAIRS

Number 10: Theme- The Roaring '20's is an era of history that will not be repeated. Ironically, Ocean City was always a dry town. However, the Flander's underground 'catacombs' was a favorite meeting place for the Middle Atlantic States' crime bosses. Unfortunately, they have not yet been renovated. However, an expanded story and photos will be included in your Encounter '24 program booklet. Don't forget to "Dress for the Roaring 20's at the Awards Banquet on Wednesday – Best Dressed will win a prize.



Number 9: Venue- the Flanders was Ocean City's first luxury hotel, built in structural steel and concrete with a tile roof. It was completed in 1923. Four years later a fire leveled twelve blocks of buildings and the boardwalk, leaving it naked in the aftermath. The rebuilt boardwalk was moved a block closer to the ocean, and three saltwater pools constructed. It became a hallmark for swimming & diving competitions and water shows. Such Olympic competitors as Johnny Weissmuller made appearances. Regular patrons included Grace Kelly & Jimmy Stewart.

Number 8: Free Movie/Trivia Night- The Hospitality Room hosts our kickoff event on Sunday! After watching some thrilling short movies, each region will choose representatives to participate in the Trivia portion of this event. Should be fun watching the regions compete to see who knows the most trivia. Of course, complimentary wine and beer is included in all event-sponsored meals and will be served at this welcome event.

Number 7: Lotsa Neat Stuff at Auction - Top billing is a one-week stay at Bluebeard's Castle in St. Thomas USVI in October 2025. Monday's Wine & Cheese Party will segue into Encounter's most popular event. The inimitable Alex Tricarb will be reminding you that you're here to bid "for the kids," no matter how much you don't really need what he's hawking. But you may be very pleasantly surprised by the array of attractive and useful items. Philadelphia Chapter endeavors to generate a meaningful financial gift on behalf of AHSTC to the Ronald McDonald House Charities.

Number 6: Terrific Accommodations- The Flanders is offering one-bedroom condominiums at approximately half their peak summer rates. Each unit has a separate bedroom and full kitchen. Emily's restaurant on the premises will be open for Encounter. It's located a block off the boardwalk at the center of activity and faces the popular car show to be held on the boardwalk on Wednesday.

Number 5: Timeless Driving Events- No stop watches will be needed for the Rallye and Funkhana. Both will be challenging courses. But fear not, our Gymkhana will require lots of concentration, energy and grit. Both khanas can be viewed from the boardwalk

Number 4: The Valve Cover Race - In its 19th year, Tammi & Shawn Miller will be the new hosts for our valve cover race to determine who has best mastered the art of balancing weight, friction, and wheelbase to harness the green & silent power of gravity. There will be trophies awarded for both stock and modified classes. For rules, see last month's FLASH.

Number 3: Self-directed Tours- Your Encounter program will provide turn-by-turn directions to a dozen destinations both north and south of Ocean City. Cape May, the southernmost tip of the Jersey shore, is a must-see venue. Within a couple of miles of town center, there are a handful of wineries, a lighthouse, zoo, aviation museum, local market, and the Emlen Physic Estate. September's fabulous weather is ideal for both driving and touring along the shore. If you haven't experienced Lucy the Elephant, it's a must!

Number 2: The BEACH – Our host hotel is located right on the BEACH. And the 'Shoulder Season' of mid-September is ideal for enjoying the sounds of the waves and walking along the sandy shore while unwinding and taking in all that nature has to offer.



Number 1: It's a Family Affair- This is your opportunity to reunite with fellow AHSTC members and welcome first-time registrants. As the saying goes, "it's the cars that brought our people together, but it's the people that make the club what it is." As Bob Preston articulated so well over a decade ago, this is our Healey family gathering-designed to last us for a year.

There's still time to register- form is included in the FLASH

See you all 'Down the Shore'

Encounter 2024
September 15-19, 2024





Austin Healey Sports & Touring Club ENCOUNTER 2024

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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

This year's Contest, with the theme of "Celebrities Who Have Owned a Healey", has come to an end. Starting with the January 2024 issue of *The Flash* each month's issue, through July, featured a clue.

The clue was published on this page each month. The answer and the names of those members who guessed the correct celebrity was published here in subsequent months, the last clue appearing in the July issue.

AHSTC members in good standing, who correctly guessed the celebrity have been entered into a drawing to determine the \$100 cash prize winner. The more months you entered the correct answer, the greater your chances are of winning. There is only one correct answer for each clue. Directors and Officers of AHSTC are not eligible to win. The winner will be announced in the September *Flash*.

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: **"She always had the drive to own a Healey."** Answer: Pat Moss, renown Healey racer, who purchased her famed Rallye car from the factory



CONTEST WINNERS JULY

[Bruce Gearns](#)
[Patrick Venezia](#)
[Steve Kirlin](#)



AUCTION REPORT

By Tom Mulligan

This 1967 Healey blue over blue BJ8 was offered on Bring a Trailer (BaT) with no reserve and sold for \$48,300 including the buyer's premium. The exterior and the interior of the car present well in the photos. The engine compartment would benefit nicely from a little TLC and detailing. I could not find info on the originality of the color combination. No BMIHT was included.

Overall, it appears to be a nice, average driver that will gain admiring looks at shows and cruise nights. My sense is that this car would have sold for a little more not that long ago.

Take a look here and see if you think this is a well bought or well sold car.

No Reserve: 1967 Austin-Healey 3000 BJ8 Mk III for sale on BaT Auctions - sold for \$46,000 on July 2, 2024 (Lot #152,938) | Bring a Trailer



AUCTION REPORT

By Tom Mulligan

Next, we have a **1965 BJ8** offered on BaT with a reserve, which was not met. Like the previous car this is a very nice older restoration that still presents very well, like so many cars these days. Bidding stalled at \$45,000, which would be \$47,250 with buyer's premium had the car sold.

I would characterize this car as somewhat nicer than the Blue one above. The owner wasn't wrong to not let it go, but the market may not support much more these days. Cars that reappear on BaT after a RNM auction rarely reach the previous price unless something material was done to the car.

As an aside, apparently this car once resided in NJ and PA and appeared at one of our Encounters in the late 1990's.

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

[1965 Austin-Healey 3000 BJ8 Mk III for sale on BaT Auctions - closed on June 15, 2024 \(Lot #150,795\) | Bring a Trailer](#)



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.



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

1965 AUSTIN-HEALEY 3000 MKIII BJ8 Built in February 1964, but titled as 1965. One of three that were on display in the 1964 New York Motor Show, and comes with a British Motor Industry Heritage Trust certificate.

Last in the possession of its third owner, long-time AHSTC member Gerry Kunkle, the car was repainted in its original Olde English White (Ivory), but not restored. Gauges and carbs rebuilt, new water pump installed. New tires, wheels and hubs in 2022.

Included is the correct tool kit, hammer and jack,
and the original Driver's Handbook, which was signed in 1976 by Donald Healey.



Asking \$67,000.

Email Ken Beck, K&T Vintage Sports
Cars, ktvintagecars@rcn.com or call
484-282-8085



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





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

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