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THE FLASH



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB



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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.

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;

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PLEASE SUBMIT ALL MEMBER CLASSIFIED TO; TOM MULLIGAN

tpmul48@gmail.com

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

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.

AHSTC Events webpage; austin-healey-stc.org/calendar.html

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AHSTC

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Harrisburg



Philadelphia



North Jersey



Brandywine



Lehigh Valley



Long Island

ON THE COVER
Peter McMahon restoring his 1959 Austin Healey
One Hundred Six BN4 Longbridge.

What's In The Flash

Tom Mulligan

New Flash Aesthetic and Functional Format – *The Flash* has been updated with new graphics, updated fonts and consistent design elements throughout. Our Layout Producer, Charles de Bourbon, and I hope you will find that these changes make *The Flash* more readable and easier to navigate.

Encounter 2025 – Next year we will meet in the Poconos. See the flyer in *The Flash* and follow the imbedded link to a video about the venue.

Advertisers – We welcome a new full-page ad this month from Grundy Insurance. Please note that all commercial advertisements in *The Flash* are live links to the company. Click on our advertisers and keep up on their latest offerings.

Auction Report – Once again, we have two very different Austin Healeys this month.

It's not often that a 1947 Ex-Mille Miglia Healey Elliott comes along. Well, we have one this month on Bring a Trailer. Our other car is a very nice 1959 Bugeye Sprite that appears to be in excellent condition and which sold well. Check out both in this month's *Flash*.

Tech Article – Leo Kob, from the Philly region, has submitted a very useful summary of tips and lessons learned from many years of working on vintage cars. Thanks Leo!

Flash Classifieds – Two of our members are looking for parts. Perhaps you can help.



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As we start the new year, I want to share what your AHSTC Corporate and Regional officers do throughout the year to keep the club functioning for the benefit of the six regions and their members. The work these officers perform is not particularly exciting, but it is absolutely essential to the club's mission.

Region Presidents (*Ken Beck, Chuck Ott, Paul Parfrey, Pam Preston, Dave Siwa, Steve Feld*) These officers are the heart of AHSTC by leading the six regions and providing you opportunities to enjoy your Healey friends and activities.

Vice-President (*Dave Siwa*) Other duties as assigned by the Board and President.

Treasurer (*Bob Snyder*) Maintains bank accounts, investments, prepares and updates budget, tracks expenses and income, makes tax and corporate filings, and handles insurance.

Secretary (*Rudy Hyzer*) Records and keeps the minutes of Board Meetings and official documents.

Membership Coordinator (*Rick Brodeur*) Maintains and updates membership databases, handles new and renewal memberships, coordinates mass emails to members.

Flash Editor (*Tom Mulligan*) Compiles and/or coordinates all Flash content including regional reports, tech articles, ads, photos and format.

Advertising Coordinator (*Tim Plesz*) Secures and handles commercial ads for The Flash.

Website Coordinator (*Joe McGavin*) Manages website content and format.

Regalia Coordinator (*Ken/Cindy Beck*) Manages club logo regalia.

President (*Steve Feld*) Grateful for what these officers do.

Regional Officers – Our regional editors keep record of all local regional events and facilitate articles, photos and other regional news to *The Flash* editor. Our regional treasurers manage the funds and accounts for each region and periodically report to the region presidents.

I thank each of the officers for their efforts, guidance and support that makes the AHSTC a vibrant, successful club. It couldn't be done without them. I also want to mention Charles and Kim de Bourbon as they are both integral to *The Flash* publication and our website design and maintenance.

The beginning of the new year is a good time to remind ourselves about our club family. The passing in 2024 of long-time members Joe Spear, Bob Sweeney and Ian Kessen makes us realize what our Healey friends mean to each of us. We are truly a family that shouldn't be taken for granted. Take advantage of every opportunity to enjoy one another at club activities and otherwise!



The Harrisburg Region lost a long-time member and friend Robert L. Sweeny on October 23, 2024. Bob lived quite a full and productive life. He was one of the nicest people I've ever had the pleasure of knowing. Several members attended his funeral. He will be greatly missed.



Robert L. Sweeny

April 22, 1933 — October 23, 2024

His obituary is as follows and can also be read here

[Most Recent Obituaries | Parthemore Funeral Home & Cremation Services](#)

Robert L. Sweeny, 91, of Mechanicsburg died Wednesday, October 23, 2024, at The Woods at Cedar Run, Camp Hill. He was a retired Railroad Engineer with thirty-eight years of service from Erie Lackawanna / Conrail. He then went to work for Landrover of Harrisburg for twenty years, re-retiring at the age of eighty-three. An enthusiastic member of AHSTC: Austin Healey Sports and Touring Club, Blue Moon Cruisers, and St. Theresa Parish, New Cumberland, he was a dog lover, having several breeds over the years with the most recent being his beloved French Bulldog, Lola.

He was born April 22, 1933, in Erie to the late Charles Jerome and Margaret Mary (Steele) Sweeney. He was also preceded in death by his daughter, Michelle Sweeney; and brother, Charles Sweeney.

He is survived by his wife, Joanne (Buck) Sweeney; children, Allison Lininger of Harrisburg, Timothy M. Sweeney of Harrisburg, Pamela C. Mowdy (Darin) of Clarksville, TN, Robin C. Geiger (Pete) of Landisburg, Kevin P. Sweeney (Kendra) of New Cumberland, and Brenda Sweeney of Indianapolis, IN; grandchildren, Mandy McNatt, Kyle Burchard (Kristen), Tony Sweeney, Becka Sweeney, Steven Pianis (Nina), Joey Pianis (Kiley), Jill Gamble (Jason), Kaitlyn Swam (Scott), Sydney Sweeney-Platts (Rick), and Jessica Tellstrom (Mitchell); and eleven great-grandchildren.

In lieu of flowers, memorial contributions may be made to St. Theresa Roman Catholic Church, 1300 Bridge Street, New Cumberland, PA 17070.

Other region news

The Annual Fall Banquet was held at The Greenfield Bar and Restaurant, 595 Greenfield Rd, Lancaster, PA on 11/23/2024. Nineteen members gathered to enjoy the exquisite fare choices of Grilled Petit Filet Mignon, Prime Pork Schnitzel, and Fresh Scottish Salmon Filet prepared by Chef John Moeller, former White House Chef starting under President George H. Bush in September 1992, serving eight years with President Bill Clinton and five years with President George W. Bush until December 2005.

Those in attendance were Bob & Pam Preston, Don & Flora Schneider, George Wagman III & Rebecca Yount, Skip

& Linda Hardy, Shawn & Tammy Miller, Scott Brockman, Bruce & Donna Brockman, Del Border, Paul & Dee Zimmerman, Dave & Priscilla Hooper, and Pam Frazier.

Afterwards, Bob & Pam Preston invited attendees to their house nearby for additional socializing where we watched DVDs of vintage Healey events from bygone days. It was a very enjoyable evening of good food and shared conversations with good friends.

Per Pam Preston, all current officers have agreed to serve for the next year in 2025.

12/7/2024 - The Annual Holiday Progressive Dinner - Like last year, due to the distance between potential stops in the area, the entire dinner was hosted by Skip & Linda Hardy in their beautiful home in Newport, PA.

Fifteen members in attendance were Skip & Linda Hardy, Shawn & Tammy Miller, Don & Flora Schneider, Bob & Pam Preston, Scott Brockman, Michelle Brockman, Bruce & Donna Brockman, Dave & Priscilla Hooper, and Pam Frazier

After cocktails and appetizers, I told Linda Hardy that she was amazing as she had prepared the main entree portion of Ham with Pineapple, Turkey, Scalloped Potatoes, Carrots and Peas.

After partaking of the main course, we had the Dirty Santa gift exchange. Each person was instructed to bring a wrapped funny/gag gift to exchange.

Here are the rules for Dirty Santa. Make two sets of numbers. Each person draws a number from the first set. Then numbers are drawn from the second set. The first person (after much thought and deliberation) selects a gift, opens it and shows it to everyone. Person #2 goes through the same process and then has the option to either keep the gift or exchange (steal) it for a previously opened gift, and so on.

Scott Brockman started off the exchange and got a Candy Cane Candle.

Pam Preston got a Musical Animated Dog with Reindeer Horns which played Christmas songs. Pam's husband Bob commented that the gift may be finding its way to joining the small Statue of Liberty Replica in the middle of the Susquehanna River on the trip home.

Bruce Brockman's number was drawn next. He selected the Official Austin Healey Shifter Training Tool (rumored to have been made by George Wagman III some 30 to 35 years ago).

Tammy Miller's gift was a framed picture of Lucas Prince of Darkness Poster featuring Replacement Wiring Harness Smoke.

Linda Hardy got Giardelli Chocolates.

Don Schneider got an original Oil Painting of Two AH 100s, which he exchanged (stole) for Tammy Miller's Lucas Prince of Darkness Poster.

Shawn Miller got an AH 100-6 Glass Mug and a Pink Bikini Wine Glass.

Flora Schneider got a Ty Baby Bear and a Golfer Ball Sack which she exchanged for Scott Brockman's Candy Cane Candle.

Dave Hooper got a Snowflakes and Citrus Candle.

Pam Frazier got a 1963 AH 3000 Matchbox Car (which she remarked that her grandson would enjoy).

Donna Brockman got a glass teapot with a strainer.

Bob Preston selected a large package and was thrilled to get Bull's Head Wall Hanging complete with cobwebs. Way to take the bull by the horns Bob! He remarked that it also may find its way to joining Lady Liberty in the Susquehanna River on the trip home.

Priscilla Hooper got the book "Dear Asshole - 101 Tear-out Letters to the Morons Who Muck Up Your Life" and a "Trivia Game of Things You Ought to Know". That ought to make for some great entertainment and bedtime reading on those cold winter nights!

Skip Hardy got a miniature toilet along with a roll of politically themed toilet paper.

Michelle Brockman got a car part which she promptly exchanged for Linda Hardy's Giardelli Chocolates.

Since Scott Brockman went first, he got the opportunity to exchange his Golfer Ball Sack for Pam Preston's Musical Animated Dog, thereby rescuing the animal from ending up in the Susquehanna River.

After a lot of laughs, we all moved to the kitchen for delicious desserts of apple crisp, peach and lemon meringue, and pecan pies, strawberry cake and fruit flan.

Thank you, Skip & Linda Hardy, for hosting a most enjoyable Progressive Dinner.

Watch for email from President Pam Preston re our next monthly meeting to be held January 21, 2025, tentatively at Blue Sky Tavern (another new venue we are checking out), 895 Old Trail Rd, Etters, PA. 



-:LUCAS:-
PRINCE OF DARKNESS

The Lucas motto: "Get home before dark"
Lucas denies having invented darkness. But they do still have a claim to "sudden, unexpected darkness"
Lucas -- inventor of the first intermittent wiper.
Lucas -- inventor of the self-dimming headlamp.
The three-position Lucas switch -- DIM, FLICKER and OFF.
The other three switch settings -- SMOKE, SMOLDER and IGNITE.
The original anti-theft devices -- Lucas Electric products
"I've had a Lucas pacemaker for years and have never experienced any prob....."
If Lucas made guns, wars would not start either.
Did you hear about the Lucas-powered torpedos? It sank.
It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
Did you hear the one about the guy that peaked into a Land Rover and asked the owner, "How can you tell one switch from another at night, since they all look the same?" He replied, "It doesn't matter which one you use, nothing happens anyway!"
Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners.
It was the only product they offered which didn't suck.
Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.
Why do the English drink water? Lucas makes refrigerators, too.
Alexander Graham Bell invented the telephone. Thomas Edison invented the light bulb. Joseph Lucas invented the short circuit.
Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting:
"Oh mighty Prince of Darkness, protect your unworthy servant."
Lucas systems actually uses AC current; it just has a random frequency.







I'm writing this on Christmas Eve with snow blanketing the lawn, but warm inside. I wish everyone a joyous holiday season and an extraordinary New Year.

Not much has happened the past two months, except on Sunday, November 10, I made the ride to Ace Café in New Hope and joined Mike Rupp and Mike Stein for their British Car Day get-together. Overall, there were MGs, Triumphs, Minis, and assorted other British cars along with Mike Rupp's Bug-Eye Sprite and Mike Stein's MGC GT, and my Healey.



We are looking forward to our Holiday Party and gift exchange on Saturday, January 18, at Mirna's Café and Grill, 758 DeKalb Pike, in Blue Bell. I will send out an E-Flash giving the time and menu options. Please respond to that E-Flash as to your intentions to attend, as we need an accurate count. Everyone is welcome. Mirna's is a BYOB, so feel free to bring your beverage of choice. Please let me know if you have any tech sessions you would like planned for the winter, as this is the time to get our cars ready for driving in the spring and summer. No job is too small or too big for us to attempt to undertake. 



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This marks the end of 2024 and the beginning of 2025; may it be a good year for you all. There are times when I find it difficult to sit down at my laptop, organize my thoughts, and put my one good typing finger to the myriads of keys on the keyboard and end up with something, anything, resembling a few words strung together into a sentence, followed by another, and culminating in an article. This article has been more difficult to concentrate on than almost any other. The solution that I have found that usually works best is to go back to my hand-written calendar, sometimes with notes scrawled on the back, most times without. It doesn't really help much when I can't read what I wrote.

On Tuesday, November 12th, the North Jersey Region gathered at The Vintage Tavern in Gillette for our monthly club meeting. The primary topic of concern was the annual election of officers, with all three incumbents running unopposed and being re-elected by earth-shattering landslides. It is quite obvious that Steve Feld (Regional President), Larry Gersten (Regional Treasurer), and George Crombie (hey; that's me, your Regional Scribe) all need yet another year of seasoning before we get the hang of what we are doing so we can be replaced. Better luck next year, guys. If my notes are correct, the following members were in attendance: Patrick Venezia, Tom Mulligan, Ian Kessen, Jim Vollmuth, Vickie Hurst, Bob Jankowitz, Rudy Hyzer, Steve Feld (BT7), Jim Foster (Nasty Boy), John Moore (BJ7), Richard Ippoliti, Steve & Lynn Jekogian, Larry & Diane Gersten, Allen Rosenberg, Kevin Walsh, Theo Padavan, Paul Rust, Paul Hatten, and George, Denise, & Sarah Crombie. Feld, Foster, and Moore all drove their Healeys.

Next up, we touched on the issue of this year's (10th annual) Polar Run, which was (at the time) scheduled for Saturday November 23rd, with a rain date of December 14th. It turned out that nasty weather blew in on Friday, necessitating postponing the Run for three weeks. More on this in a bit.

Following this, the Region held its Holiday Party on December 7th at the Capisce Trattoria in Morris Plains starting at 5:00 pm. The restaurant is a B.Y.O.B. establishment, it was spacious, and a great improvement over the last time we had our Holiday Party at a restaurant, several years ago. Many thanks are due to Vickie Hurst, Ann Feld, Richard Ippoliti, Patrick Venezia and anyone else who checked it out and gave their seal of approval. Forty-two members were in attendance, and I know that I missed several names, and my spelling is atrocious, so let's just leave it at that.



The 10th annual Polar Run, rescheduled from November 23rd, was held on Saturday, December 14th. Gathering in the parking lot at the Wegmans Center in Bridgewater on Route 202 South, we had 11 cars with 15 people, most ready to get cold. Launching at about 10:35 am to a temperature of around 30 degrees (it was 17 in my driveway at 8 am) we headed west, then north at a brisk pace, covering 42 miles in just a shade over an hour before stopping for a well-deserved lunch at the Long Valley Pub & Brewery. Of these, there were five Healeys, one MGB, and five BJ9s. Paul Rust, in his Audi, joined Steve Feld (BT7), Patrick Venezia (MGB), and George Crombie (BN2) in going topless. Jim Foster (Nasty Boy), Richard Ippoliti (BN6), and Paul Hatten (BJ8) ran with tops up. Kevin Walsh and Betsy Nicholas (BJ9), Steve & Lynn Jekogian (BJ9), Frank Dapiran and Charlie (BJ9), and Denise & Sarah Crombie (BJ9) brought up the rear, presumably with tops on, windows up and heaters turned up to the max. Neither Paul Rust's BJ8, nor Patrick's BJ8 wanted to start, while the Jekogians' BJ8 was already up on the lift for the winter. Paul Hatten's BJ8 ran flawlessly throughout the day, which was a relief to Paul, as this drive from northeastern NJ to west-central NJ and back home (maybe 140 miles or so) was the farthest he has ventured in his Healey since he has owned it. Sarah rode back home with me from the restaurant, as Denise no longer needed her to help keep track of the participants. And she missed being out in the cold. Yeah, right. It was a great run, as nobody got lost, despite several drivers not having a navigator. That, and no breakdowns or other issues, contributed to a successful outing. And the warmth of the Long Valley Pub & Brewery at the end was very welcome, indeed. This year's Polar Run was dedicated to long-time regional club member and friend, Ian Kessen.

There will be no regional club meeting in January, the next meeting will be February 11th, 2025, at the Vintage Tavern in Gillette, NJ starting at 6:30 pm. See you there.





Ian Kessen

1953 – 2024

The North Jersey Region and the AHSTC lost a long-term, enthusiastic member when Ian Kessen passed away as a result of a pedestrian accident on November 22, 2024. Ian and his wife, Sue, participated in most, if not all, North Jersey Region's driving events in their 1960 BT7. None of us in North Jersey can remember an Encounter where Ian and Sue were not present and actively involved in the festivities. He loved driving his white over blue 3000 in Gymkhanas where he usually posted one of the best track times. His custom, unique valve cover racer was victorious in many a race and often won the four-cylinder class. Ian capably guided the North Jersey Region as its President for four years, 2012-2016 and served on the club's Board of Directors during that period. He attended most monthly regional meetings and freely contributed his wealth of insights and suggestions for activities to assist the region.

When North Jersey organized Encounters in 2007 and 2017, Ian designed and built the trophies which showed his aesthetic talents. Many of our members have a personal example of Ian's generosity and amazing craftsmanship in the form of one of these two awards.



Ian was a skilled craftsman and built a successful career with a focus on historical restorations of older homes. And he gave back to his community as dedicated EMT with the Plainfield Rescue Squad. We will miss Ian every time we have a driving event but also as a good friend whose smile was perpetually present. Our AHSTC family has lost one of our best.



Now that you are reading this, we have already hung up a new calendar, the holidays are over, and our lives are returning to their normal pace. But I am writing this two days before December 25th and the pace is now frenzied with last minute wrapping, cooking, shopping and all the activities that make this a special time of year. My daughter and granddaughter from Colorado have arrived for a week's visit, and my son and our two grandchildren from Vancouver, British Columbia will be arriving December 26th for a five-day visit. The house will be bursting at the seams with loved ones we see only once or twice a year, and with our two other children and four more grandchildren who live close enough to go home at the end of each day. I hope you all enjoyed the holiday season, and my wish to all is for a Happy and Healthy New Year!

The last Flash issue was in early November and here are some items that occurred after that. First was the Al Statton Memorial, Operation Enduring Care Benefit Car Show in Huntington Station on November 10th. Scott Greenfield sent photos of David Markowitz and of himself, each standing alongside their respective Healey. A third photo was of a mystery red Healey. Does anybody recognize it?

Another item was the recent solving of a mystery. It was solved in a roundabout way due to a fellow from Pennsylvania who was interested in possibly buying a Healey from Long Island. Frank Filangeri graciously helped by checking out the car. When all was said and done, it turned out that the car had been photographed at the Bayport Aerodrome on May 19th at the Vintage Wings and Wheels Show by Tedd Krommeck who volunteers at the Aerodrome. I put the photo in the June issue of The Flash but at that time we had no idea whose car it was. It turns out that the owner stored the car at the Aerodrome along with his THREE biplanes! Small world! Mystery solved.

We are really hoping to have a post-holiday party. Unfortunately, the Italian restaurant in Commack which we often had gone to is no longer in business. The challenge is to find someplace that is not too far from any of our members, has reasonable prices and good food, and doesn't require a huge number of people to get a private space. Orlando's in Commack fit the bill perfectly on all counts, but now alas.... It would be great if someone would pick up the challenge and find a good substitute for us.

Finally, a word about the untimely passing of Ian Kessen, struck down in a parking lot just before Thanksgiving. A New Jersey member, he was a regular attendee at Encounter, full of energy, friendliness and good cheer. He had an interesting career in architectural woodworking and formed a company with a partner to work on historical renovations of older homes. He was a volunteer EMT for the local Rescue Squad. A life well lived. A reminder to us all that life is short and unpredictable so be kind, show love, and help others while you can. 🇬🇧



David Markowitz on a cool November day.



Scott Greenfield with the top down.



Mystery Healey?

Happy New Year to all our members. Hope it is a healthy and prosperous one. May your Healey perform well and accompany you on many a new adventure.

Our Regional Election of Officers was held on Sunday November 17th at the Deer Park Tavern in Newark, DE. The tavern offers a very nice Sunday brunch, with discounted Bloody Marys. Quite a complete bar was set up where you can make your own Bloody Marys. The elections were heated as usual (not). After writing our Region's Newsletter for about 18 years, I was very happy with Nigel Smart stepping up to take over this position.

Members in the other positions were re-elected. The position of Membership Chairperson remains open. This person welcomes new members and helps to bring in new members, as well as sending reminders to lapsed members. Please let Chuck Ott know if you would be interested in this position. Attending the meeting were: Jeff Lanno, Rich Banta, Chuck Ott, Nigel and Edy Smart, Ernie and Joan Leser.

BRANDYWINE REGION OFFICERS FOR 2025

President: Chuck Ott

Treasurer: Pete Roberts

Events: Dave Ehret

Newsletter: Nigel Smart

Membership: open

The annual Brandywine Holiday Party was held on Tuesday December 3rd at the home of Jeff and Lisa Lanno in Wilmington, DE. The Lannos moved last year just across the PA-DE line from their previous location in Pennsylvania. Their home in north Wilmington was just recently renovated by Jeff. Several walls were taken out and a new floor installed. The living area is now much more spacious. A beautiful transformation.

Lisa had prepared a delicious buffet while Jeff oversaw the libations. Taking part in the festivities were: Pete Roberts, Dee Caffrey, Rich and Sue Banta, Chuck Ott, Buzz and Paula Marshall, Ernie and Joan Leser, and of course Jeff and Lisa.

It was good to catch up with everyone's holiday plans and what was anticipated for the New Year. Thank you, Lisa and Jeff, for a warm and happy event.

Our next meeting is in January to plan our Region's Activities for 2025. This will be held at the Deer Park Tavern in Newark, DE on Thursday January 16th at 1 pm. This is your chance to get your event suggestions scheduled. See you there!

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APR09



Region | Brandywine

Last month's report should have included a few photos, from our October Region Picnic, of Ben and Allison Ehret enjoying the Leser Railroad. Here they are: 



Long Time Healey 100-6 Restoration



Peter McMahon Working on his 1959 Austin Healey One Hundred Six BN4 Longbridge.

How long does it take to restore a Big Healey?

A simple question - it weighs heavily on me, magnified by realization that my own effort to restore a Healey 3000 is now counted in decades. Such a long project, one my long-suffering wife Barbara will attest to. In my defense, I attribute those lost years of procrastination to a never-ending love affair with Austin Healey automobiles, combined with a series of delay debacles for which I am only partially responsible. Fortunately for Flash readers, my sad restoration story is not the subject of this article. Perhaps another time, another issue.

Which brings us to Peter McMahon and his wife Heather Alexander-McMahon, two longstanding members of AH-STC Lehigh Valley Region who live in Stroudsburg, PA. In addition to their many activities on behalf of the Region, the McMahons are heavily involved in a much more aggressive restoration project than mine; that of the Healey 100-6 pictured above. Their efforts to bring this car back to life began in 2019, but in full disclosure, restoration efforts have been on-going for a much longer time than that. Let me explain.

First, we must go back to the mid-1970s in Arizona, where this already well-worn Healey met its downfall; unfortunately being totaled in a crippling rear-end collision; too bad for car and owner alike.



100-6 With Rear-end Damage.

Thereafter, it sat un-used and un-loved in a junkyard for several years. Then in 1977, the late Mr. Ed Prescott, who lived in Arizona at the time, purchased the car from the junkie with the aim of restoring the car himself. Over the next several years, restoration advanced albeit at a leisurely slow pace. It was during this time that Prescott dismantled the 100-6 such that it became a rolling chassis; with fenders removed, front and rear shrouds taken off, the original red seats and interior were gutted, and the engine and transmission were pulled. In short, the 100-6 existed as hundreds of disjointed pieces.



Ed Prescott and His 100-6 Restoration.

Prescott worked for Lucent Technologies at the time in Arizona, and during his 100-6 restoration, Lucent transferred Prescott to the east coast. As a result of this job transfer, what was then an entirely disassembled 100-6 was trucked to Prescott's new home in Emmaus, PA. It was also around that time, when Prescott first met and became friends with Ken Beck of K&T Vintage Sport Cars of Bethlehem, PA. (Ken is president of AHSTC Lehigh Valley Region.) Soon after, in circa 1985, the 100-6 chassis was given over to K&T for re-building its collapsed rear-end. Peter said that that aspect of this restoration was a timely success.

Otherwise, things were not progressing well, and over the next several years, Prescott's restoration slowed even more, eventually grinding to a complete halt. That was when the McMahons rescued this sad 100-6 from total decay.



100-6 With Rebuilt Rear-end Chassis.

In 2019, Peter and Heather bought the 100-6 from Prescott and re-energized his long-delayed restoration work. By then the car's new rear-end was re-attached to the front chassis and the whole frame was re-painted a beautiful British Racing Green, much to the delight of Peter who said he would have chosen this legendary shade for his car in any event. (Coronado Red was the original color.)

Both Heather and Peter are fortunate to work out of their home. Heather is a holistic healer, and Peter builds high-end guitar amplifiers in his workshop garage. They say rebuilding Austin Healeys is a joint hobby of theirs, this being their fifth big Healey project, not to mention the 3 or 4 Sprites that have also passed through their garage. In addition to working on this 100-6, the couple is driving a Morris Mini and is also restoring an early model VW Westphalia van. (I'm suffering from serious garage envy here!)



Heather Alexander-McMahon at the Wheel of her 100-6 with the McMahon's 1964 Morris Mini in the background.

While the McMahons have sold off their previous Healeys, Peter says he will keep this 100-6 as his daily driver. Consequently, Peter is refurbishing much of the original 100-6 equipment, while at the same time making improvements where possible; mostly he says, to enhance the drivability and reliability of the car. For example, he is changing out its original 2639cc 100-6 engine with the more powerful classic 3000 engine (actually 2912cc.) He is also replacing the original 100-6 rear drum brakes with upgraded aftermarket disk brake assemblies. Peter works on the Healey for a couple hours each day and hopes to have the restoration completed a year from now.

But returning to my first question: How long does it take to restore a Healey? In this case, a dealer originally sold this 100-6 in 1959. Thereafter, it appears to have been well loved and well driven until it was wrecked in the mid-70s, thus necessitating a complete overhaul. Since then, restoration has been continuous since 1977. Peter and Heather's aim now is to have the car back on the road in 2025. Quick math suggests 38 years of restoration for a car that is 67 years old, in other words, for more than half of this 100-6's entire existence. (I agree a long time; suddenly, my own Big Healey restoration is on pace, and I don't feel so miserable.)

Thank you, Peter and Heather, for hopefully writing a final chapter in this epic 100-6 restoration saga. Please send pictures when it finally crosses the finish line. 

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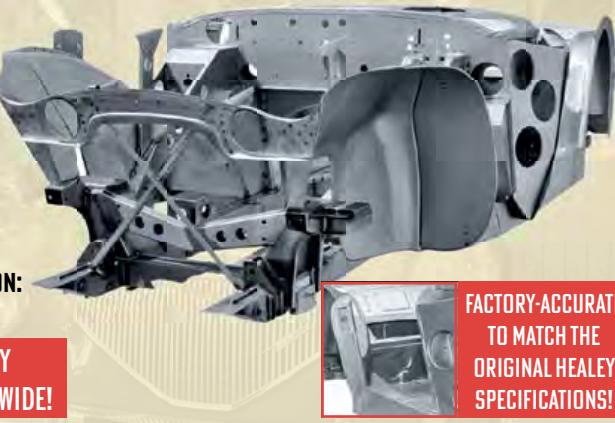


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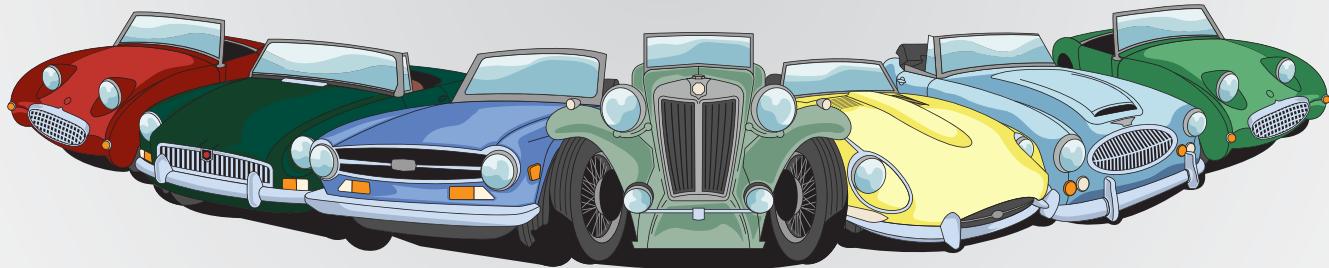
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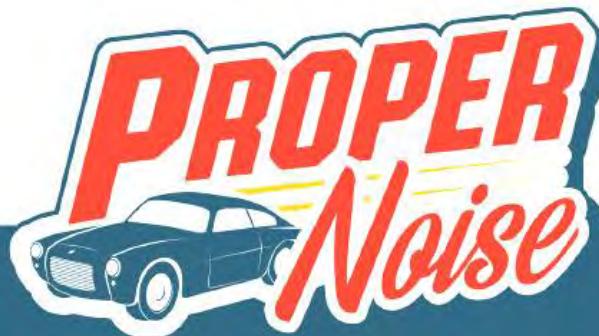
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Auction Report

Tom Mulligan

We have two very different Austin Healeys this month. The first is a rarely seen Ex-Mille Miglia Storica 1947 Healey Elliott Saloon (that's a mouthful!), and the other is a very nice 1959 Bugeye Sprite. Both were recently offered on Bring a Trailer (BaT), but only one sold.

First let's look at the 1947 Healey Elliott Saloon.

The car bid to \$56.5K but it was a no-sale as the reserve was not met. Apparently, the high bidder and the seller could not reach an agreed upon price after the auction concluded. I admit that I don't know much about this model Healey, however one of the very useful features of BaT is the ability to follow the cars sales history if it has been offered in the past. BaT calls such cars "alumni cars", and this Elliott was such a car having been featured (not offered for sale) in an article on BaT in 2013. The car was being sold at RM Auctions the following day. It sold at RM for \$33K, plus the buyer's premium.

Through the link below you can follow all of this back to the 2013 sale, and it makes for very interesting reading about a Healey most of us probably have never seen. Check it out here.

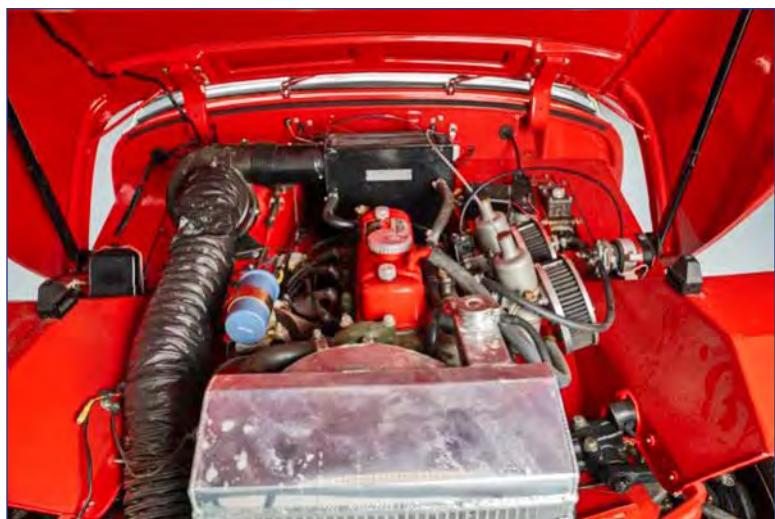
[Ex-Mille Miglia Storica 1947 Healey Elliott Saloon for sale on BaT Auctions - closed on November 29, 2024 \(Lot #172,508\) | Bring a Trailer](#)



Next is a lovely little 1959 Bugeye in, what appears to be, great condition and finished in a beautiful red over black color scheme, accented by red piping on the interior. It sold on BaT for \$26,250 including the buyer's premium. Interestingly, it was offered at no reserve. Although prices for Healeys in general are on the decline, I thought this car was well sold and well bought. The seller says the car hasn't been driven much in the past 10 years and perhaps that affected the bidding to some degree, but not much IMO.

Follow the link below to learn more.

[No Reserve: 1959 Austin-Healey Bugeye Sprite for sale on BaT Auctions - sold for \\$25,000 on November 20, 2024 \(Lot #171,323\) | Bring a Trailer](#) 





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RANDOM LESSONS LEARNED FROM PROFESSIONAL MECHANICS AND PERSONAL EXPERIENCE OVER THE YEARS

In the shadows of my 75th birthday, here are some tricks learned from tradesmen that I can still recall...not expecting my memory to improve going forward!

A. Disassembly

1. For stubborn fasteners, tighten them further before trying to back off. Of course, apply Rust Blaster or Kroil overnight before launching your offensive.
2. Add torque to your wrench or socket drive by sliding a length of black or galvanized iron plumber's pipe over them to increase length of lever action. Caution- overzealous torquing can snap the problem stem, so graduate your force.
3. Large studs like head bolts can be freed up using heat and paraffin wax. A hand-held propane torch is ad equate. Be sure to restrict heat application to the casting's substrate, so it's temperature drastically exceeds that of the stud. If both are heated together, the wax will not draw into the stud's threads. Studs usually back out using vice grip pliers immediately after wax is applied around the stud.
4. For major rebuilds or restorations, take detailed photos before tearing things apart to ensure fastener heads and nuts are properly oriented upon reassembly. Fill in the 'gaps' that exist in the standard Haynes or marque service manuals.
5. Take time to bag and tag assemblies as they are removed. Plastic freezer bags work extremely well. Insert notes regarding components and fasteners that need replacement if a master list is not being made.
6. Boxing the bagged parts if your operation takes considerable time. A lot of shop/shelf space is saved if these boxes are all the same size because they can be neatly stacked. I have had great success using card board 30-dozen egg box cases. They are a nice size (12"x14"x24"), have a divider, and end hand grips for easy lifting. They are available online for about 50 cents/EA. Categorize the contents: Engine Ancillaries, Engine Bay Ancillaries, Internal Engine, Clutch, Front Suspension, Rear Suspension, Boot, Dash board, Interior Hardware, Exterior Chrome, etc. Label the box ends so they can be identified when stacked. When stacking the boxes, install a layer of unfolded boxes between tiers, or use old foam board or ply wood. This prevents boxes from crushing the tier below.

B. Restoration

1. Wood is good - When straightening or taking dents out of sheet metal, planishing with body-work hammers is the standard method. I have found a small block of wood between the hammer and substrate prevents the creation of new hammer marks resulting from imperfect planishing motion. You can also hammer straight downward to take warps out of small pieces. I have a filing cabinet drawer full of small wood blocks, dowels, various thicknesses of plywood, and tapered roof shingles for this purpose as well as:
 - o Protection between jack pads and metal surfaces such as suspension A-arms, differential, etc.
 - o Shims when fitting body panels, etc.
 - o Driving out stubborn studs after nuts are removed
 - o Tapping cast or finished parts apart rather than wedging with a screwdriver that can crack or mar cast ing or polished surfaces.
 - o Removing wire wheel knock-off hubs
2. Chrome - pitted and/or rust-tarnished chrome bits can often be brought back by rubbing with wet #4/0 steel wool. Never rub with dry!! Best to do a test on the back side of the piece to ensure there won't be scratching.
3. When installing weatherstripping or other bits with mastic, be sure to coat both the receiving substrate and new rubber piece. Let them set up before pressing together. Be lavish with masking tape to hold them in place

for at least 24 hours. Goof-Off or Goo-Gone work very well removing extraneous mastic, even after 24 hours.

4. A budget alternative to having [suspension] parts replated, you can media blast to raw metal followed by restoring luster on a softer wire wheel. Flat parts can be recovered using a coarse wheel followed by a soft one. Apply a degreaser such as Eastwood's PRE, then clear-coat with a high-temperature aerosol. This can be done for fasteners as well. An even cheaper method is cleaning, applying degreaser and then apply Eastwood's silver aerosol spray. Not recommended for concourse restorations, however.
5. Save old bottle caps and hydraulic/pneumatic line plugs to use for masking open ports, covering threaded studs and nuts before repainting such things as engine blocks, engine bay bulkheads, and frames that have not been completely stripped.

C. Mechanicals

1. There's an old line in, I believe, some SU rebuild kits, "75% of carburetor problems are actually ignition problems." Be sure to set up your engine's timing and advance before starting on the carbs. A very frequent impediment to good idle is worn throttle linkages. Many shop manuals recommend monthly lubrication (which I'm willing to bet hasn't been done on 99% of our engines). Check for play and correct before continuing carb setup. The second culprit on later engines with emissions is subtle vacuum leaks. Spraying carb cleaner in vicinity of lines will increase idle speed noticeably if a leak exists.
2. Recall: for SU carbs, the throttle needles are cocked at a slight angle facing the block, not the air cleaner. ATF can be used in dashpots, but if they are badly worn, try up to 90-WT motor oil. Make sure air cleaner gaskets aren't covering the ports in carb body faces. Best to clean carb bowls with compressed air to sludge & scale. Verify vacuum to distributor advance exists.
3. I strongly suggest replacing conventional points/condensers with an electronic distributor setup. I have never had a problem traced back to the latter in my dozen or so restorations over the years. Ditto for fuel pumps. I'm sure you all have suffered from a bad 'black' rotor and/or faulty newly replaced condensers that were manufactured in the wrong place by the wrong people (or robots). Time to part with originality in a place where the substitute can barely be seen...
4. Ignition coils are quite durable, can be easily tested in the car with the leads disconnected. For 6V units, the impedance across primary terminals should be about 1.5 ohms; 3.0 ohms for 12V.
5. Cork seals and gaskets can leak when installed dry. For things like engine block & radiator valves, soak the complete units in motor oil overnight before installation.
6. Old valve cover gaskets can be removed with ease if heated with a portable propane torch. Don't go nuts and make the metal glow!!! To replace, run a bead of Permatex along the new gasket's cover side, let it set for a while. Then smear a film of motor oil on the head side of the gasket before reinstallation.
7. Valve adjustment- Valves will remain fully open for many degrees on either side of TDC with the valve to be adjusted remaining fully closed. Rule of 9: Sum of valves to be adjusted is 9 (four-cylinder engine). Example- If #3 valve is fully open, adjust #6 valve (8 valves for a 4-cylinder motor, count from front of Austin engines).
8. Never mix silicone & synthetic fluid - if this happens by mistake, the solution will usually gel. Silicone (DOT 5) has lowest viscosity, so it is more prone to leaks. Brakes need to be bled slowly (no rapid pedal pumping). Conventional synthetic fluid is DOT 3 or 4. Most common in LBC's but corrodes paint badly.
9. If you don't have a magnetic dish to hold fasteners and other small metal bits while working in the engine bay, try laying them in the trough running length of the bonnet on most English cars. They will be covered and thus protected by your fender protector.
10. I've found COPASLIP to be as valuable as Marvel Mystery Oil when crusading with wrenches (and sometimes big hammers). I'm having no problem backing out all fasteners on the BT7 I've owned for 50 years, restored twice, and am now refreshing for sale. It's expensive, but your time and knuckles are worth it.

D. Electricals

1. According to John Twist:
- o Half of all electrical problems are caused by faulty electrical connections. Half of the rest are caused by a dirty fuse box....
- o Bulbs either work or not- a [low-] glowing bulb is not a failing bulb, it's a faulty earth.
- o If other weird things occur, it's probably a faulty earth also.
2. Unless doing emergency road repairs, take the time to solder wire leads to terminals rather than use those tacky and unreliable crimped connectors. I remove the plastic sleeves from the conventional crimp terminals, slip a short length of heat shrink tubing up the wire, then solder the bare barrel to the wire followed by slipping the tube over the soldered connection and a small portion of the wire before heating. This produces a very nice facsimile of factory terminations.
3. Color coding of British wiring is definitive across almost all marques. To maintain authenticity for a restoration (or to match your car's wiring to the factory diagram) obtain or keep an old wiring harness or two around. Remove the braided covering. In most cases very nice plastic-sheathed wire will appear with the original color combinations. Just cut to fit and install new terminals or in-line connectors.
4. A test light can do almost as much troubleshooting of electrical problems as a multimeter, but is much smaller, cheap, and doesn't need batteries to operate. Exception is reading ohms, but that's not needed to handle 90% of our Little British Car circuiting problems. Get or make one immediately if not already in your toolbox.

E. Trivia:

1. MOWOG impressed on many transmission and differential castings: Manufactured for the merged Morris & Wolseley Garages. The Australian Moke Forum postulates it's an acronym for Moke Owners Without Gonads, usually found on makes with hardtops.
2. SU Carbs: Skinner's Union, later SU Company, Limited. Incorporated in 1910 by three brothers who developed the design in 1904.

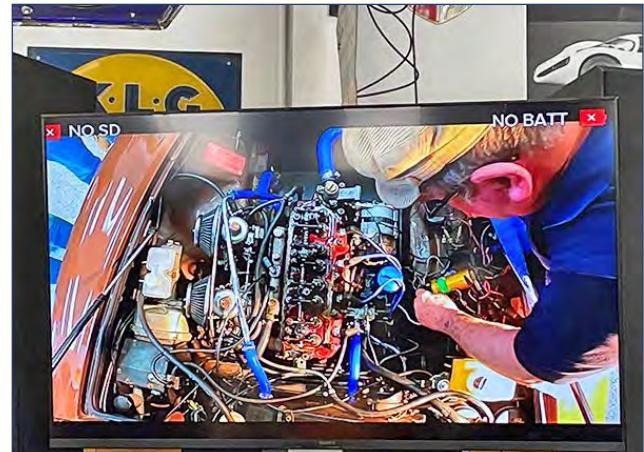
Footnotes- Above may not apply to any or all Austin Healeys, as this is a collection of things learned while restoring or maintaining my Jaguars, Triumph TR4, MGTC, LOTUS Europa, and Ford F100 panel truck. Many came from working with the late John Davies, Richard Hopeman, and John Swift's University Motors seminars which I attended with area's MG Club this past spring. Healey On!!!



Dick Hopeman



John Davies



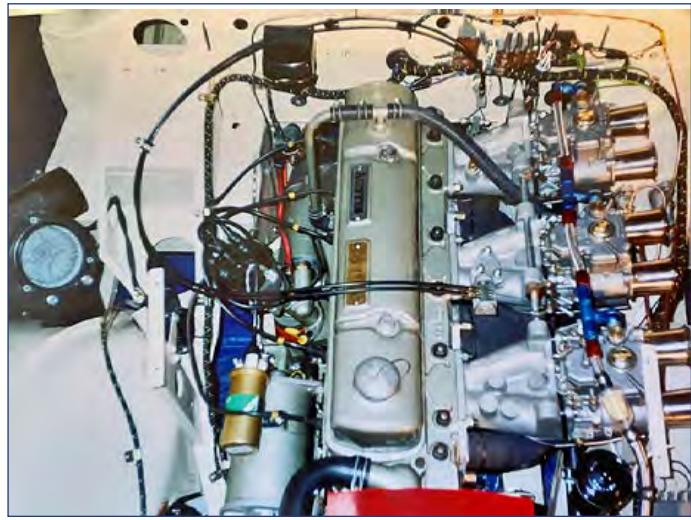
John Twist's Big Screen Tech Session

TECH TIPS & CLIPS | Random Lessons Learned

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Four of my completed restorations.



BT7 Engine Bay Pre-assembly



Two of my completed restorations.

Parting thought From John Twist, “When you have eliminated the impossible, whatever remains, however improbable, must be the truth.”

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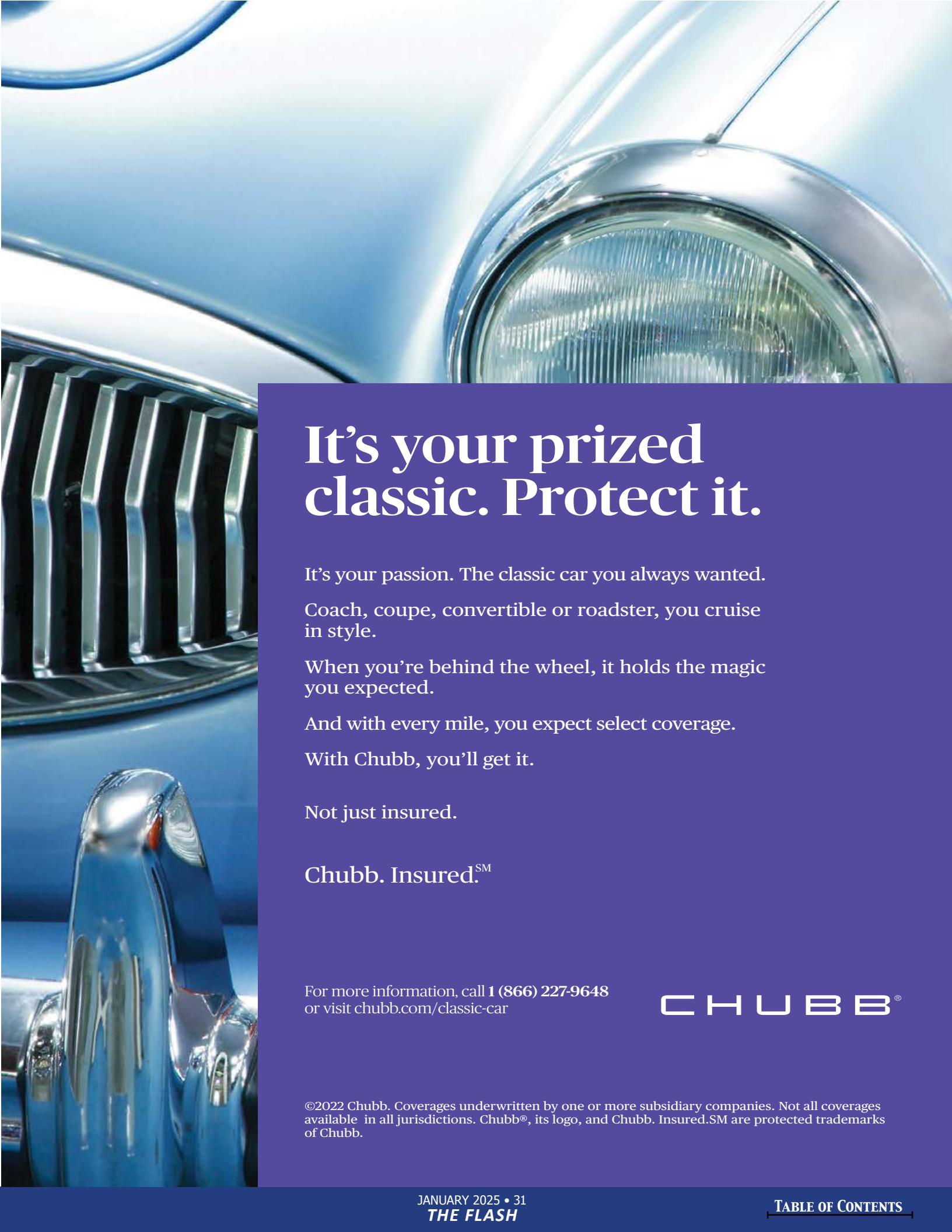
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