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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.

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

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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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Philadelphia



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Harrisburg

ON THE COVER

Valve cover racing at the Proper Noise open house on March 23. See more on Page 6.

What's In The Flash

Tom Mulligan

Encounter 2025 – Our Encounter Chairs and volunteers are well into Encounter 25 preparations, and they have added new Gymkhana information, in addition to registration and regalia info, in this month's *Flash*. Remember, this year Encounter is open to other British cars and clubs.

Advertisers – Check out AH Spares new door seals. Please note that all commercial advertisements in the *Flash* are live links to the company. Click on our advertisers and keep up with their latest offerings.

Auction Report – A Healey 100S doesn't come to auction very often. Read about a very nice example recently offered on Bring a Trailer and the surprising auction outcome.

Also read about the sale of a very nice 1955 BN1 that has been owned by the same family for 68 years! Most observers thought it sold for less than all the money.

Both sales and the entertaining comments can be read on Bring a Trailer by following the links provided in the *Flash*..

Flash Classifieds – We have a very nice Healey offered in this month's Classifieds – a 1965 3000. Also, two of our members are looking for parts. Perhaps you can help.

Tech Article – Rich Miot from the Long Island Region has written about his ~15-year journey to bring his 1964 BJ8 back to life in his home garage. Interestingly the car has been a member of the AHSTC longer than Rich!

Thank you, Rich.



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Spring has sprung! The arrival of Spring each year brings flowers, warm(er) weather, chirping birds and, last but not least, British car events. May and June in AHSTC-land sees a car activity almost every week. Are you ready to enjoy driving your Healey or other LBC and the camaraderie of other enthusiasts and spectators?

May and June present many British car events in AHSTC that are listed on our website: <https://austin-healey-stc.org/calendar.html>. We start Spring events in Jersey with a first-time event on May 18. In conjunction with "British Car Clubs – Building Bright Futures" which started in New England last year, we're sponsoring a cars and coffee-type event benefitting a local chapter of Habitat for Humanity. May is the annual Carlisle Import & Performance show on May 16-17. The British Clubs also will be collecting donations for Habitat at their joint tent there. Also, in April/May several of our advertisers have open houses and other activities for you to attend, i.e., K&T, and Triumph Rescue/British Wiring,

June brings many events in north Jersey and other regions of AHSTC. Our North Jersey Region is responsible for four events starting with the 30th Red Mill British Car Day on June 1 in Clinton, NJ. There are British shows in Fort Washington, PA, Hellertown, PA and Hohokus, NJ. Of course, Father's Day shows are ubiquitous and usually not to be missed. No doubt Cars and coffee events are held near where you live. One of our members organizes similar Cars & Crumpets meets.

Touring events also start at this time of year. We'll be running the British Challenge Rallye on June 21 in which NJ British car clubs compete to see who has the best three scores in a rallye. Plan to participate in a Spring or Summer tour.

Hot weather means that the number of events decline in July and August and pick up again in September and October. Our own British Encounter 2025 will be held in early September at Camelback Resort in the Poconos organized by the Lehigh Valley Region. Registration is open now so what are you waiting for? <https://austin-healey-stc.org/registration.html> You should let the other British car clubs you belong to know that this event is open to all British makes this year.

Whew! Opportunities abound to attend the many British car and multi-marque events in your area. Even if your Healey or LBC is not running, just go to talk and recollect with other enthusiasts. You may be encouraged enough to get that car on the road again. Although we may be less inclined to attend multi-marque events, showing your car there promotes our own Austin Healey marque and is a conversation starter. What's better than seeing the many friends you've made and continue to make through this hobby? 'Tis the season! 

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Hopefully, driving season will begin soon. I'm sure everyone is getting their cars ready for the road. If you need help, let me know and I will attempt to set up a tech session to get your car back in shape. No job is too small.

Our most recent meeting on March 17 was well attended despite it being St. Patrick's Day. We discussed future rides, and an E-Flash describing the rides for the spring, summer and fall will be sent soon. We envision approximately two rides a month, some weekdays and some weekends, to accommodate those who are still working and those who are retired.

On Sunday, March 23, Ed Sweeney of Proper Noise hosted an open-house and valve cover races at his shop in Mt. Penn. About 25 members of the Philadelphia, Lehigh Valley and North Jersey regions attended. Six valve cover racers raced each other, and it was a good time. We have two new valve cover enthusiasts who attended and raced for the first time. They were Bryn Sweeney, 11, and Julie, 8, both daughters of Ed. They had spent time learning to build and then building their own valve cover racer. You will see their car on the track with a puppy as a driver in the attached photo.



Mark your calendar for **our picnic on Saturday, June 7, with a rain-date of Sunday, June 8.**

It will be held at the home of Donna and Terry McNelis. Look for an E-Flash email and flyer with details.

The Lewes, Delaware, British Car Show will be held on Saturday, May 3, from 11 a.m. to 3 p.m.

Member Fred DeSantis has arranged with the Cape May Lewes Ferry to take the cars on the ferry from Cape May to Lewes and back at a reduced rate. Email Fred at: Captain 172@Comcast.net for details.

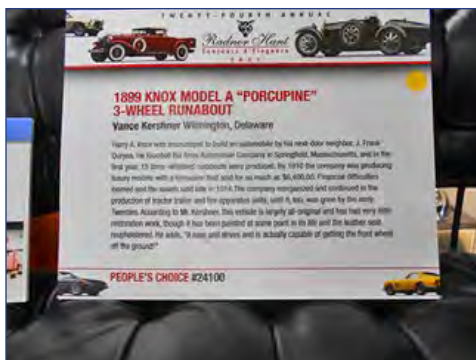
Watch your emails for upcoming rides. *I hope to see you on the road. Happy Trails!*

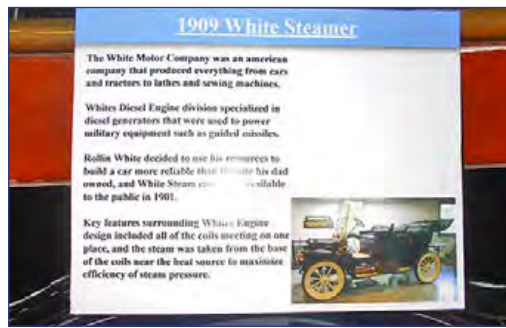


Wow! This month's *FLASH* deadline caught me a bit by surprise. You see, earlier today I was checking my emails (I try to do that at least once or twice each week or is that once every two weeks?) and I saw that Theo Padavano had sent me several pictures; thank you, Theo! Theo and I had joined up on Sunday, March 23 to check out the Valve Cover Races (VCRs) organized by David Siwa of the Philly Region and hosted by Ed Sweeney at his restoration shop, Proper Noise, in Mt. Penn, PA. Theo took pictures of the VCRs, as well as several shots of the various life-sized "eye candy" that Ed and his crew were in the process of breathing new life back into. The upshot of what I'm trying to convey to you is that, by 8:30 Monday morning, Theo had not only looked at the pictures he had taken, but he had sorted through them, downloaded them, and sent them off to me, presumably to remind me of where we had gone and what we had done the day before. That was all good and dandy, but it wasn't until 5 pm that I noticed I was about to check off today (March 24th) as being over and done with. I found that I kept looking at Tuesday the 25th and wondering why it had been circled. And underlined. And highlighted. I checked my watch and confirmed: My article was due the next day! So, now that I've got y'all hooked and I'm on my 3rd cup of high-test coffee, I suppose I might as well get on with the happenings of the past few weeks so I can fit in a few pictures and put this thing to bed. And crawl in after it.

This month started off with about 40 members of the AHSTC getting together in Wilmington, DE at a place called "Goober's Garage and Diner". The North Jersey contingent consisted of Rudy Hyzer and Denise & George Crombie. I'll let the other regions identify their participants. I recognized probably more than half of the attendees, but not all.

Goober's Garage turned out to be a great "little" hole-in-the-wall sitting off on a small side street in Wilmington, stashed off the back corner of a two-story diner, called "Goober's Diner". How appropriate. It seems that the "garage" was built first to carry out mostly minor repairs to the growing collection of classic and collector cars of a gentleman with an eclectic appetite to feed. Hence, the Diner was built. One story has it that the name "Goober's Garage" has its roots in Andy Griffith's "Mayberry", and as such, is a comfortable "down-homey" type of place. The collection itself consists of around 200 vehicles, with usually about 20 to 24 hanging out in the garage at any given time, while the others are rotated in and out as the mood strikes and the occasion calls for it. Despite the size and variety of the collection, it is owned by one man and overseen and taken care of by his right-hand man. For security reasons, I have conveniently deleted the names and whereabouts of the primary individuals involved. Or maybe it was the bourbon. Some of the more notable vehicles on hand this particular day included: a 1929 Auburn RHD; a 1909 White "Jay Leno" Steamer; 3 Cobras; a '59 Caddy; a pair of go-karts; 3-4 'Vettes; a gas pump at 12.5 cents/gal; a 1937 Olds; a 1929 Packard; an 1899 Knox Model "A" Porcupine 3-wheeler; a half a dozen Dodge muscle cars, and a '57 Chevy. I'm sure others will have made notes of what struck their fancy. And a dozen or so steps away (okay, maybe a couple of those steps could be classified as "running jumps") was the Diner, a welcome relief, where our entire entourage was ensconced in booths and tables on the second floor. The day itself was bright and a bit cool, but still remarkably pleasant, especially for the first weekend in March in the northeast! All in all, a very good time was had by all. Thank you for the invitation!





Next up was North Jersey's Monthly Club Meeting, held on Tuesday night, March 11th at The Vintage Tavern in Gillette. We had a decent turnout of 16 members, including Steve Feld, John Moore (BJ7), Theo Padavano, Vickie Hurst, Patrick Venezia, Larry Gersten, Rudy Hyzer, Jim Vollmuth, Tom Mulligan, Paul Hatten, Kevin Walsh, Jim Foster (Nasty Boy), Bob Jankowitz, George & Denise Crombie, and Paul Rust. The club was sequestered upstairs again this month; it appears to be the norm as of late. We seem to be outnumbered by a much larger crowd taking over our "normal" meeting room downstairs. I suggest that we show up with tire irons and torque wrenches, wearing motorcycle helmets and full leathers... On second thought, maybe not! Topics covered included several of the upcoming car shows (Red Mill, Hellertown, Carlisle Imports, Habitat for Humanity); Open Houses (K & T, Treasured Motorcars, Ragtops & Roadsters); and Club Meetings. We finished up with updates on the status of our individual classics.

April's monthly meeting will be held on Wednesday, April 9th at The Vintage Tavern at 6:30.

Now we can probably get back to the Valve Cover Races, held on Sunday March 23rd and hosted by Ed Sweeney at Proper Noise in Mt Penn, PA. Theo and I met up at the Clinton Diner, just off I-78 in Clinton, NJ to make the trip down to Mt Penn, PA for the much-anticipated day of racing. We each brought along our favorite little VCR to test out and see which one was faster. I also brought along a "spare" just in case my primary ride wasn't up to snuff. I chose to leave my back-up out in the transport vehicle and placed all my confidence in my primary. I think I may have won half of the races I ran. Theo ran well for the first three or so races, before "technical issues" took his VCR out of the competition. It was deemed rather difficult to drive straight down a straight hill when the car refused to go straight. Go figure. The bottom line is that both racers need a bit more "developing" to stand a decent chance of not embarrassing the drivers or their pit crews at Camelback when the rubber actually hits the track in September!

Meanwhile, back to the venue itself; Proper Noise. Ed Sweeney's place is quite roomy. You can fit five or six cars comfortably, as well as his upholstery shop, on the first floor. On the second floor (the main work area), he moved maybe half a dozen cars out so his guys could sweep the floor and tidy up a bit to have room to set up the VCR track and a check-in table. After we had a chance to have a look around at some of the current projects on hand, Ed gave us an overview of what they did there and highlighted a couple of interesting pieces they were working on. Cars on hand included a couple of Big Healeys; a nice little AN8 Sprite; a pre-war (maybe 1937?) Mercedes; an Aston-Martin; a Rolls Royce fitted with a wooden (a.k.a. boat) deck; a Jag XK 140; an E-Type Jag; a TVR; and a Porsche 356. And all of this was before lunching on sandwiches, chips, coffee, tea, water and cookies. Can't forget the cookies! I must admit that if I lived a bit closer (like maybe fifty or sixty miles), I could certainly make a pest of myself and hang out two or three evenings a week just to get away from doing dishes! Lucky Ed! Theo and I came away with the knowledge that we had, indeed, spent our day quite wisely. Thanks.

Now that I've gotten y'all caught up on the important stuff, let me back track just a bit and give you an update on my





Healeys. The BN2: She started on the second press of the starter button, with the choke set at $\frac{3}{4}$, and settled into a steady growl within 30 seconds. I took her out for about 40 minutes before bringing her back home; no issues at all. I got the Sprite fired up for the first time since early October of 2023, maybe 15 months or so. After several tries (and with full choke and many pumps with the throttle), Red came to life. The interesting thing about this is that the battery had enough juice in it to do the job even though the battery is maybe 7 or 8 years old (3-year battery) and I didn't have it on a trickle charger. I am

impressed. I let it run out of gas in the driveway (beats running out on the road), then filled up the gas can and started her up again. Things were working so well I decided to take her out for a drive. We got about 7 miles into our normal 9 mile run when she started to balk when trying to shift. Then she refused to shift. I diagnosed that the hydraulic clutch needs to be bled. I added fluid in the hope that I could make it home. No such luck. I called my wife for the rescue (man, do I hate to do that!!!) and she came to give me a lift home. I loaded my tow bar and a couple of wrenches into my Chevy SUV and went back to drag Red back home. She is back to sulking in the garage for now. This all happened in the early afternoon on March 11th. I guess I just needed to have an update for the monthly club meeting.

Steve Jekogian and I took a couple of hours earlier today and drove over a few back roads scouting potential routes for this year's Annual British Challenge Rally. We have a plan! The date will be Saturday, June 21st, stay tuned for more info.

Or come to the next meeting.



In February, the Harrisburg Region was represented at the AHSTC winter club event in Wilmington, DE, by the Preston's, the Hurley's, the Arndt's, and Del Border. Thanks to Chuck Ott for organizing an enjoyable afternoon at Goober's. The collection of cars in their building was very impressive as was the information provided about the cars. The adjacent diner was a real throwback. The atmosphere was fun, and the food was quite good. The Harrisburg Region enjoyed the day.



On **March 18** six members attended the meeting at Boomerangs, New Cumberland. Brian Kopp, Dave & Priscilla Hooper, Fred & Donna Sherk, and Pam Frazier.

Schedule for Upcoming Events:

Monday, March 31 – Pre-register ASAP by March 31, 2025, under the name British Motor Car Club to get the discount price of \$40.50 for the Carlisle Import Show on May 16 & 17. Lunch at the tent for both days (Friday and Saturday), bring a side dish and/or dessert to share, sign-up sheet for which days you will be attending.

April 11-12, 9:00 a.m. - Dill's Celtic Festival, Saturday, \$15.00/day or \$25.00/weekend, Historic Dill's Tavern, 227 North Baltimore St, Dillsburg, PA. Purchase tickets online at <https://www.tickettailor.com/events/northernYorkcountyhistoricalandpreservationsociety/1484523>.

Tuesday, April 15, 6:30 p.m. - Monthly Meeting at the Boomerang Bar & Grill, 110 Limekiln Rd, New Cumberland, PA.



Saturday, May 3, 11:30 a.m. - **Covered Bridge Tour** - Lanco MG Club. Meet at Wendy's, 3993 Prospect Ave, Columbia, PA

May 16 & 17 - Carlisle Import Show - Lunch at the tent for both days (Friday and Saturday), bring a side dish and/or dessert to share, sign-up sheet for which days you will be attending. In conjunction with two other car clubs

Saturday, June 7, 7:00 p.m. - **Annual Movie Night** at The Preston's, 1609 Linden Avenue, Lancaster, PA. The movie starts at dusk.

Thursday, June 12, 11:00 a.m. - **Joint Club Summer Picnic** with Lanco MG Club, Rocky Ridge Park, York, PA

Tuesday, June 17, 6:30 p.m. - **Monthly Meeting at the Boomerang Bar & Grill**, 110 Limekiln Rd, New Cumberland, PA.

Saturday, June 21, 8:00 a.m. – **Bill Smith Summer Cruise** at the AACA Museum, Hershey, PA. Open to the six AHSTC regional clubs and Lanco MG Club. If we pre-register as a group, we get free lunch passes. Let's try to do this event. Pam Preston will send flyers with details in the next Club email.

Events TBD - Harrisburg Spring Drive and Harrisburg Summer Picnic 🇬🇧



ATTENTION: YOU DON'T WANT TO MISS THIS MONTH'S TECH ARTICLE!

It was written by Long Island member, Rich Miot, who has been a member of the club for 16 years. He bought his Healey from New Jersey member Vito Buccarelli.

The photo shows Rich at the Scottish Games with his MGB which he has restored.



Rich Miot

WELCOME, SPRING! I hope everyone is enjoying the longer days and the warmer temperatures. It certainly is the time now to get those cars out of the garage and use them without worrying about salt, ice or freezing weather. Let me know about what you are up to!

Even better, also send a photo of you or your car or both of you together!



**A recent Easter Parade of cars in Garden City.
This year it's April 20th; are you ready?**

By now, I hope everyone whose membership was expiring at the end of March has taken care of renewing. I spent the later half of March contacting those members via email, phone calls, phone messages in addition to the efforts of the AHSTC membership chairman, Rick Brodeur. Some members had difficulty completing their renewals using their phones but found they could renew by mail, by contacting Rick Brodeur, or me, or by using a regular computer. It is never too late to renew!

I had some good conversations with the members I got to talk to. One was Steve Tjepkema who has moved to a house with a bigger garage to house his collection. Good luck and happiness in your new place, Steve!

Another member told me about a problem he had with his Healey. His mechanic had put his BJ8 on a lift and pointed out the oil on the bottom of the oil pan. The mechanic suggested installing a modern oil seal at the back of the crankshaft. This would involve pulling the engine or the transmission to remove the flywheel to get to the back of the crankshaft to install the oil seal.

Questions: Ever have to add oil between oil changes? How much oil is found on your garage floor? How much will this job cost?

The front seal on the engine is a modern seal with a rubber lip that rides on the front of the crankshaft. After 50+ years that will likely be somewhat tired. Can you see where this is going? Another possibility is the rocker shaft on the top of the engine could be worn along with the bushings on the rocker arm. A way to determine that would be to take off the filler cap with the engine running and use a flashlight to see how much oil is being thrown around. It should just be weeping. The problem could even be a bad valve cover gasket. The seal at the back of the crankshaft is an Archimedes' screw and it generally doesn't leak when the engine is running. I know it's not easy having oil on your garage floor but how much oil is it? I would recommend cleaning off the engine and not rushing into a big job. More on the Archimedes' screw at another time. It gets a bad press.

Some events for your calendar:

April 20 – Garden City Chamber of Commerce 70th Annual Easter Sunday Vintage Car Parade

June 22 – Keels and Wheels by the Bay - LI Maritime Museum, West Sayville

July 20 – Sagtikos Manor Historical Society's Antique and Classic Car Show

August 9 – Port Jefferson 2025 Hill Climb

October 12 – Vanderbilt Concours d'Elegance, Vanderbilt Estate Museum, Centerport

Emails will go out with more details as the dates get closer.
Please let me know of any other events you would like posted. 🇬🇧



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On Saturday March 8th we had the pleasure of attending a wonderful event in Wilmington DE at the “Groober” garage just off route 52 north of the city.

The Groober car collection is a fairly recent collection of some 200 cars that have been assembled by the owner in the last 5-8 years and is a totally American iron collection that dates to around 1900 and the early days of the automobile.


We were hosted by the owner’s curator and mechanic who gave us a history of the collection which is recent by most area collections. The owner of the collection is an entrepreneur that has a laboratory software company which is now a global concern with some 30+ offices. Having worked hard all his life and now in his 60’s, he’s now indulging some of his success in one of his hobbies which is the classic and antique automobile hobby.

By all accounts from the description by the curator of the collection, he’s splurged his wealth quite liberally and has amassed a variety of unique examples including three GT40s and several cobras.

Not only did the owner collect an impressive set of vehicles but he decided to display them in a fully renovated old railway warehouse that boasts an elaborate air-conditioned space to keep the vehicles in tip top condition. This was a \$3MM project alone! This is a car guy’s heaven, let me assure you!!

Lol... not satisfied with a renovated set of air conditioned including a temperature/climate controlled environment, he decided he wanted a 1950’s steel diner adjacent to the railway building to complement his collection, so he could fully indulge his hobby and have breakfast after playing with his cars. Better yet, the diner was made into a two-story affair and is shown in the pictures attached. The event was a one-of-a-kind opportunity and was attended by followers from all over the region. I think it’s safe to say that a good time was had by all.

Although this may not be a complete listing, the following list is what I have at the time of putting this article together.

Nigel & Edy Smart, Mike Tyler & Pat Tyler, David Mule, Ken Balch, Chuck Ott, Greg Mentzer, Pennie Haase, Ernie & Joan Lesser, Andrew Lesser, Dave Ehret, Pete Roberts, Dee Caffrey, Tom Jaagus, Tom Banyard, Del Boarder, John Arent, Bruce & Sue Hurley, Lynn Brewer Butch Brewer MaryAnn Waltz, Leo & Marty Kob, Nick & Dianne Ludovic. 



There are no new members this month.

If you received a renewal notice and haven't sent in your renewal yet this will be your last Flash mailing. You can renew by going to the website on the Membership tab and selecting 'Renew'.

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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BJ8 Restoration Progress

Long Island Region

Background story: I'm an electrical engineer by trade. I always need a hands-on project to keep me occupied. After finishing our backyard deck (a solo project), I thought it would be interesting to restore a classic car. My first intention was to get a kit car, (specifically a kit cobra) and put it together as a project. But later I decided it would be better to bring an existing car back to life. And that's how I joined AHSTC and eventually connected with Paul Parfrey who pointed me to this Healey.

Over the years, I bought any Healey books I could find and scoured the web to learn as much as I could about British cars. I joined a BOCES class and learned how to weld, purchased a welder and lots of tools and parts and proceeded to take the car apart and bring it back to life.

Date of purchase: October 2009

Picked up the car in Mendham, NJ where it was kept in a garage. I was told the car had been parked for the last 6 years, as the actual owner was over 75 (an AHTSC member) and could no longer drive it. I eventually met the previous owner, Vito, a few years later when I was having issues trying to register the car in NY. The DMV required the old registration, so I had to track him down and he graciously received me and provided all the paperwork I needed.



1964 Austin Healey (BJ8, Phase1). Looks ok from outside.

I had the Healey towed from NJ to my home in West Hempstead on a flatbed tow truck, on a rainy day. The garage was quite small, so I had it torn down and rebuilt to accommodate 2 cars.

The Healey sat outside until the garage was ready. A deeper inspection revealed lots of rust in the sills, the floors and the boot. The engine compartment looked ok, but in need of some TLC. After some fresh fuel and a new battery, and plenty of fiddling around, I finally got her started. That was around Spring of 2010.



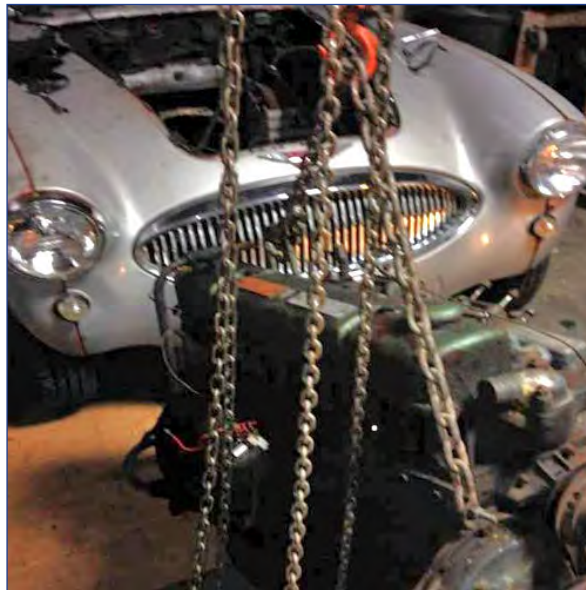
Paul Parfrey paid me a visit in June 2010, to check on the car and give me some advice (and adjust my carbs).



Inside one of the door sills (occasional evidence of critter invasion in different parts of the car)

From doing research, I learned it was more desirable to do all the rust repairs with the engine and drivetrain in the car. After removing the doors and prior to doing any work, I braced the door openings to keep the dimensions correct. I did all the rust repair work in my home garage, including new sills, new floors, new boot floor and some small patches in the front frame crossbar. I then drove the car around a bit, just to make sure the ride was ok, and all the doors closed properly (very important).

In December 2013, I drove the car to Malcolm's shop, my then mechanic (who just happened to have a British background), to have the engine and tranny removed to be rebuilt.



Engine out

I had the car towed back to my garage (sans engine and tranny) and continued working on the restoration. But this meant I had no classic car to drive around in. In September 2014, I found out about a nice 1970 MGB GT (primrose yellow) for sale in Fishkill, NY. Malcolm and I took the ride and drove back with the GT.



Healey back in my garage with engine rebuilt, next to my 1970 MGB GT (bought in 2014)

It's January 2016 and the Healey is back home with the freshly rebuilt engine and transmission. Now I need to work on the body and the interior. Meanwhile, other things in life got in the way: In August 2016, I bought a 1966 Porsche 911 (offer I could not refuse), and a 1977 MGB Roadster (in need of some rust repair and interior work) from a friend. Sooo... the Healey took a back seat for a while.



My other girls



Needless to say, my hands have been quite full, but I'm loving every minute of being in the company of classic cars. So much so that I now do this full time, by myself, out of a small restoration shop in Mineola. Although I'm working on some other projects (see the blue Porsche 914 in the photo below?), I still have in mind to finish the Healey very soon (so close to completion!). As I like to respond to questions about when I will finish the Healey: "It will be ready next spring!." 🇬🇧



Small restoration shop in Mineola

Flash Classifieds

FOR SALE: 1965 AUSTIN-HEALEY 3000 MKIII

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 | Aug24

Email Ken Beck, [K&T Vintage Sports Cars ktvintagecars@rcn.com](mailto:ktvintagecars@rcn.com) or 484-281-8085



Flash Classifieds

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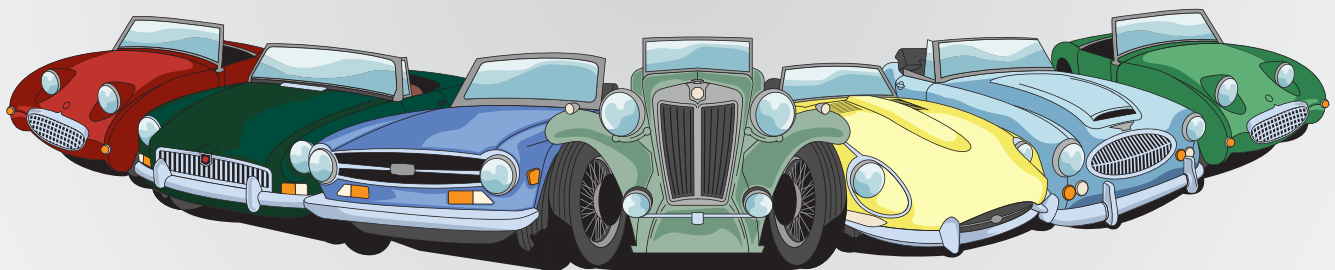
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Healey 100S cars don't come up for auction very often. With only 50 built, and something around 35 still known to exist, it's a rare car indeed, and the pinnacle of Healey ownership.

This 100S was offered on Bring a Trailer (BaT) by the well-known California classic car retailer, Fantasy Junction (FJ). The car bid to \$340k (\$347.5k with the buyer's premium), but did not sell having not met the reserve. I'm not surprised that the seller wouldn't let it go at this price, but the auction was telling as to the state of the Healey market, and perhaps the classic car market in general. I believe that FJ listed this car on their website at around \$500k to \$600k before the auction. Even that price is off the high-water mark on the few other 100S sales in recent years.

The only other 100S sale I could find on BaT was in July of 2022. That car sold for \$604.1k including the buyer's premium. As far as I can tell from the information available our subject 100S is as nice as the previous sale. It has racing provenance and there was no negative discussion about the car and its authenticity. In 2021 there was a sale at Bonhams for \$761k.

Read more about this icon of Austin Healeys here:

[1955 Austin-Healey 100S for sale on BaT Auctions - closed on March 11, 2025 \(Lot #183,138\) | Bring a Trailer](#)



Now back down to earth with a very nice 1955 100 BN1. What is so interesting about this car is that it was purchased by the seller's father in 1957, so 68 years owned by the same family. It went through a multiyear refurbishment beginning in 2019. The car is finished in the always popular Healey Blue, however there is no BMIHT certificate to indicate if this is the original paint scheme of the car.

The car sold on BaT for \$51.45k including the buyer's premium. Most of the commenters thought that this was extremely well bought, given its condition and owner history. I tend to agree that it sold somewhat below the market, based on what we know from the photos and the comments. Perhaps you will find something that held it back. Check it out here:

[68-Years-Family-Owned 1955 Austin-Healey 100 BN1 Roadster for sale on BaT Auctions - sold for \\$49,000 on March 12, 2025 \(Lot #183,304\) | Bring a Trailer](#)



Encounter 2025 Update



British Encounter 2025 What is a Gymkhana?

A Gymkhana is a type of motorsport that involves precise driving through a predetermined course filled with obstacles like cones and other markers. The goal is to navigate the course as quickly and accurately as possible, requiring a combination of agility and car control. It focuses on precision driving, handling, and acceleration rather than outright speed.

At first, a Gymkhana course might seem intimidating with the various cones or other markers laid out on the parking lot. However, at British Encounter 2025, we would like to invite drivers who have never competed in a Gymkhana to give it a try. We are going to introduce a Novice class of drivers for those who have never driven in a Gymkhana. Being safe and having fun are the two most important goals of driving a Gymkhana!

Prior to running the Gymkhana, your car will be inspected by the Technical Director of our event who is George Baxter. George is with the Philadelphia Region of AHSTC and is a veteran of running in Gymkhanas.

He advised that if your car would pass inspection, it should be fine to run in the Gymkhana. He offers the following

- ♦ **Tires** – Ensure they have good tread and are properly inflated.
- ♦ **Brakes** – Pads should have plenty of life left, and fluid should be topped-off and fresh.
- ♦ **Fluids** – Check oil, coolant, and brake fluid.
- ♦ **Secure Everything** – Empty loose items from the car such as floor mats, inside doors, trunk.
Basically, any items stored in the trunk or car, etc.
- ♦ **Battery Tie-Down** – Make sure your battery is secured.
- ♦ **Seat Belts** – All cars are required to have seat belts.
- ♦ **Doors Latch** – Make sure your doors latch and will not inadvertently pop open.

Other than the safety items, no major modifications are needed to your car—just show up and drive! You will be required to wear a helmet and loaners will be available. A Gymkhana is about **smoothness and precision**, not just speed, here are some tips:

- Walk the course before driving to memorize the layout.
- Look ahead! Keep your eyes up and anticipate corners.
- Slow in, accelerate out of turns – braking early helps maintain speed through turns.
- Ask experienced drivers for advice.
- Drive and Have Fun!

If you have never run a Gymkhana, your first few runs may feel chaotic, but don't worry about being the fastest. Focus on learning the course and improving each run. Remember, every driver started somewhere.

If you have any questions, please reach out to Bob Snyder at rjscpa@yahoo.com or 610-392-5376. 



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CAR(s) you are bringing to the event (First car free, additional cars \$25 each)					
1. Year		Model		2. Year	
				Model	
AHSTC Region / Other club affiliation (s)					

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Or register online: encounter2025.com

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- Free tech sessions and driving events

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Need trailer parking? FREE Yes / No

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\$109 postmarked by July 1 \$ _____
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No. extra cars _____ \$25 ea. \$ _____
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Fri 9/12 Pub Dinner (before auction)

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Sat 9/13 Banquet (before awards)

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Friday • Rallye Yes _____ No _____

Friday • Gymkhana Yes _____ No _____

Friday • Valve Cover Races Yes _____ No _____

Saturday • Car Show Yes _____ No _____

Saturday • Funkhana Yes _____ No _____

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Details online at encounter2025.com

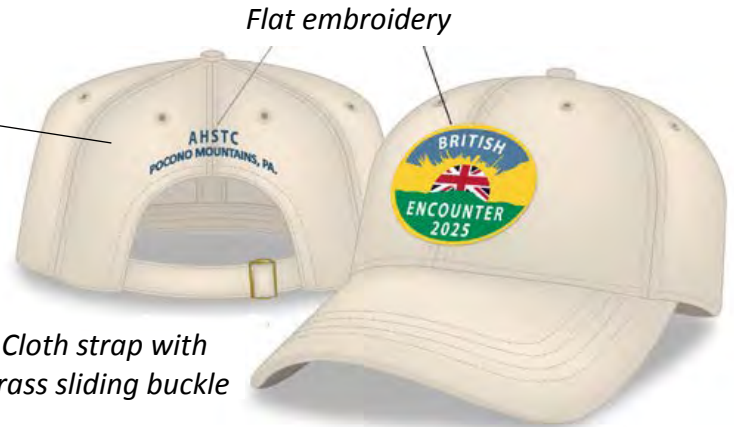
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If there is a particular need that you think the club can help you with, make some notes below (or include a note) and we'll try to get you in contact with someone who may be able to assist.

If you have questions about AHSTC, contact the Membership Coordinator, Rick Brodeur at 215-536-6912 or

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Rev. 9/25/2024