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THE FLASH



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AHSTC

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Philadelphia



North Jersey



Long Island



Brandywine



Harrisburg

ON THE COVER
"Now that's my kind of basement!
(See the Brandywine Region report)".

What's In The Flash

Tom Mulligan

Encounter 2025 – Our Encounter Chairs and volunteers have added new information this month in addition to registration and regalia info. See the Lehigh Valley Region report for more information and photos about the Encounter Camelback Lodge venue.

Remember, this year Encounter is open to other British cars and clubs.

Advertisers – Check out Tuxedo Motorsports coupon offer this month, which is good until June 1. 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 – This month we look at a Healey 100M that has been to auction 5 times in the last 5 years. It's an interesting story. All 5 auction comments can be followed.

I compare this sale to a very nice 1967 BJ8 which sold for ~\$13k less, which is a price differentiation we would not have seen in the recent past. Find out why and read about both sales, and the entertaining comments, on Bring a Trailer, by following the links provided in *the Flash*.

Flash Classifieds – Need 2 tickets to this year's Indy 500? We have them in the Classifieds!

Also offered is a very nice Healey in this month's Classifieds – a 1965 3000. And a member still needs help locating parts. Perhaps you can help.

Tech Article – Bruce Lawrence, from the Lehigh Valley Region has submitted a well written and documented Tech article on a subject many of us are loathed to tackle – Healey heater cables and controls! **Thank you, Bruce.** 



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In contemplating the subject of this month's Ruminations, a couple of activities this weekend provided me with the inspiration for this article. The wide variety of people, places and things that the car hobby includes is truly amazing once one thinks about it. Thinking about the multi-marque car show I visited this morning with my 14-year-old grandson and my visit to Ken Beck's shop yesterday caused me to realize that the car hobby brings together so many aspects of life.

Relationships: Car club membership as a source of help and advice about our cars but also support in time of need; seeing one another's children now as grown-ups and parents; showing a grandchild how to check the oil, antifreeze and washer fluid; realizing some of your best friends are because of AHSTC; making new friends thru the club; families with cars passed through three or four generations.

Organization: Planning and working together for club activities, car shows and charity endeavors; giving your time and talent as a coordinator or volunteer for a club activity.

History: An appreciation and understanding the impact of automobile use on American culture; the reasons for the demise of many auto brands over the decades; the amazing contributions of US car manufacturers during WWII; the collapse of the British auto industry in the '70s; effects of the oil crises and safety laws on car design, performance and efficiency.

Design: Art deco of a 1938 Buick, jet age features of 50's cars; the wedge designs of the '70s, e.g., a Lancia Monte Carlo or TR-7; three tone upholstery of a '58 Chevy convertible.

Technology: Wooden spoke wheels to wire wheels to Camaro mags to aero wheels on EVs; distributor and points to electronic ignition; SU carbs to fuel injection; aerodynamics of a 2023 Lamborghini; a 2025 VW ID.Buzz (EV) next to a '64 Morgan Plus 4; seeing the pavement through the engine compartment vs. a sea of plastic covers; cars in my garage made 50 years apart.

Geography and travel: Travelogues at recent Encounters about Goodwood and Scandinavia, trips to Deadwood SD and French Lick, IN, for Healey conventions; the convoluted international logistics of assembling a Nash Healey.

Senses: Aural impact of Stingray Corvette with a blown engine; the smell of 1931 Nash interior; scent of smoke escaping from Lucas electrics; the feel of grease and oil on your fingers in changing rear axle seals and bearings. Economics: Basket case Healey – restore or part; transition to EVs; sell or hold your classic car; trends in the value of Healeys

There may be other hobbies that involve so many integral aspects of our society. However, we should celebrate and be grateful that our enthusiasm for Healeys and the classic car world has positively impacted our lives in so many different ways.



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The weather is finally warming up and it's time to take out our Healeys. By now I hope everyone has completed their work on their Healeys, so they are ready for the road. If you haven't and need help in the form of a tech session, please contact me and I will try to set something up.

Our last meeting was held at the Metropolitan restaurant on April 21, which was well attended. We discussed upcoming driving events, and it looks like we will have a retiree drive on the first Wednesday of the month. Additionally, to include those who have not yet retired, we will have rides on alternating third Saturdays and Sundays of each month.

The rides will not be limited to Healeys if there is inclement weather. We are looking for volunteers to lead the drives in various areas, so if you are willing to do this, please let me know. We are looking for rides in the following areas: Bucks County, Montgomery County, and Chester County. The rides should be about an hour in duration, ending at a convenient restaurant for lunch.

As of now our first ride will be on Wednesday, May 7. Look for details in an EFlash coming soon.

As for upcoming events that may be of interest, on Saturday, May 10, the British Cars of Bucks County will be holding the Bridge Street Vintage Car Show in Morrisville, PA. The hours are 5 p.m. to 8 p.m. Registration@mbamorrisville.org.

On Sunday, May 11, Ace Restaurant in New Hope on route 202, will be hosting a British car show beginning at 11 a.m.

On Sunday, May 18, the Ambler Car Show will be held on Butler Avenue, beginning at 1 p.m.

On Sunday, June 1, the Red Mill Show in Clinton, NJ will be held.

On Sunday, July 6, Rebels and Redcoats will be held at Washington Crossing State Park.

Be aware that on Saturday, June 7, we will have our annual picnic hosted by Donna and Terry McNelis at their home in Lansdale. Please be sure to RSVP to Terry or to me.



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Well, it looks like the calendar is knocking on the door to the month of May (10 days until Cinco de Mayo, if you are so inclined to keep track of such trivia; as for me, I'm always looking forward to finding an excuse to celebrate something). Of course, as usual, by the time I get done pounding away on this keyboard, another day or two will have passed, and yet another couple will have passed before I send it off to Tom, and then... who knows? In actuality, Tom Mulligan does a great job of piecing together what I send him, cleaning it up, and getting it to you with hardly a skip in the process about the same time every month. Thank you, Tom! This month, however, there has been an intentional delay (on my part) of about 35 hours so that I can skip on out to the Open House and Swap Meet at K&T Vintage Cars in Bethlehem, PA and hosted by Ken Beck. This is happening tomorrow (Saturday April 26th as I write this), rain or shine. This event is always a great way to welcome in the Spring and kick off the LBC driving season. Look for a short blurb and maybe a picture or two (I'm still having a tough time counting higher than that...) a bit later in this article.

The following Saturday, May 3rd, we have been invited to tour Classic Garage, LLC in Brewster, NY and attend a presentation of their operations. Unfortunately, you will have to wait until the June write-up to get the skinny on this event, as I'm sure Tom will not allow me to have slacked off that much! Besides, I'll need something quick to put together when the family gets back from Ireland just under the deadline.

I suppose that now wouldn't be too bad of a time to back it up a couple of weeks to re-cap the monthly April 2025 meeting, held on Wednesday the 9th at The Vintage Tavern in Gillette. Attendees included Jim Vollmuth, Jim Foster, Kevin Walsh, Patrick Venezia, Tom Mulligan, Steve & Ann Feld, Sue Kessen, Richard Ippoliti, Bob Rudolph, Allen Rosenberg, Steve & Lynn Jekogian, Denise & George Crombie and Paul Rust. Another plug was inserted for the upcoming All British Red Mill show to be held on Sunday June 1st at The Red Mill Museum Village in Clinton. The show runs from 10 AM until 3 PM, but volunteers are needed to help set things up and direct show-car traffic as early as 8 AM. Be sure to check your e-flashes for all the latest.

Another topic of interest that was brought up was a "shout-out" in support of "Habitat for Humanity". Organized by AHSTC – NJ, this is an all-British car and bike show that will be held at the Habitat ReStore of Greater Middlesex / Morris in Randolph, NJ on Sunday, May 18th. Carlisle Imports will be held this same weekend (Friday and Saturday; May 16 & 17 only) leaving Sunday free for you to scoot on out to Habitat and join in on the fun there! Donations are encouraged and most welcome! Oh yeah! Check your e-flashes for all the latest. Do I sound like a broken record yet?

Cars & Crumpets will be starting up again in May. As some of you may know, Ralph and Vera Scarfogliero are in the process of relocating to Flemington, in Hunterdon County. As such, Ralph has scouted out a location to host a "southern" version of his twice-monthly C & C gatherings. The "South" location will be a corner of the parking lot at Wegman's, Bridgewater Town Center, on Route 202 South. This is the same location from which we launch our annual Polar Runs in December. The "North" location will be Dunkin Donuts, 246 Littleton Road, Morris Plains, NJ.

Below is this year's schedule. Look for the Union Jack flapping in the breeze!

Join Ralph's British Car Community at www.njbcc.org for more info.

May 25 - North

June 8 – South & June 22 - North

Jul 13 – South & 27 - North

Aug 10 – South & 24 - North

Sep 7 – South & 21 - North

Oct 5 – South & 19 - North

Ragtops & Roadsters will be hosting an Open House at their facilities in Perkasie, PA on Saturday, May 10th, and our region's monthly meeting for May will be coming up on Tuesday, May 13th. The following day (Wednesday the 14th – don't bother checking your calendar; I've checked mine about a hundred times and it hasn't changed yet) the family and I will be heading to Ireland for a week (longer, if we can manage to miss the plane).

Sarah and I got up way too early on a damp and dreary Saturday morning (yesterday, as a matter of fact) to head over to Ralph's place in Flemington to caravan out to K & T Vintage Motorcars in Bethlehem, PA for their Open House and Swap Meet. As predicted, the morning was rather wet with an awful lot of very liquid sunshine and very little of the "sunshine" element. Sarah dedicated her morning to showing and trying to sell some of her hand-made crocheted projects (not much luck on that front; she said that she would have preferred to have slept in another three hours) while Ralph brought along a car-load of mostly MGA bits (big, small, and almost everything in between). He didn't have any luck, either. Did I mention that it was a little wet that morning? Maybe half a dozen LBCs ventured out (a couple of them were small enough to avoid most of the rain drops), and possibly a dozen venders, looking a good bit like drowned muskrats. Ken and Cindy and the crew at K & T provided hot coffee, Munchkins, banana bread, and scones for the hoards attempting to find a dry corner inside. Some of us made it a point to hang around long enough to make a serious dent in the mounds of subs, wraps, chips and, (dare I say it?) cookies and brownies they trotted out (well, maybe not quite literally) for lunch! Besides Ralph and Sarah & me, North Jersey was represented by Jim Foster (trying to unload a few items), and Steve Feld (seeing what he could find to take home). All in all, still a nice way to welcome in the beginning of this year's driving season. Many thanks to the K & T crew for hosting this event; as always, very much appreciated!

Maybe a quick plug for British Encounter 2025 is in order at this point. As you should all be aware, this year's Encounter will be held in the Pocono Mountains at the Camelback Resort in Tannersville, PA from September 11th through the 14th. All British cars are invited this year to show some of the other clubs how the Healey faithful do it in the mountains! The organizers are hoping to add more competition to the driving events, and make things a little



bit more infectious. Have YOU registered yet? Yup; I'm #13. Have you booked your room(s) yet? I will this coming week. Why not?

The North Jersey Region of The AHSTC is in charge of putting on this year's British Challenge Rallye. The "particulars" are: Saturday, June 21st, 2025; Starts at Wegman's in Bridgewater; Start time is 10 AM; Limited to 30 teams (cars). Registration fee is \$10 / car. Questions? Call Steve Jekogian 201-213-8217 or e-mail him at stevejekogian1@gmail.com See how quick I threw Steve under the bus? There may be a flier elsewhere in this issue of the FLASH.

A few months ago, I brought your attention to a white 1973 MGB for sale about a mile down the road from my place. It is (or was) in decent enough condition to warrant a "test drive"; the sticker indicated they were asking \$9,995 (down from \$11,995 in the middle of September). Unfortunately, there doesn't appear to be much (or any) interest; I don't think the car has moved since the end of 2024. That means 7 or 8 months of sitting out in all the weather events (snow, freezing rain, heavy rain storms...) and the car still sits there. IMHO, every month and/or weather event it sits there, its value plummets. The owner should reclaim it, take it home, address any issues, and re-introduce it to the general public at a different venue. Did I hear someone suggest it make a showing at Red Mill on June 1st? Just a bit of my rambling...

You're now "officially" caught up. At least until the next e-flash is released.



Monthly Meeting at Boomerang Bar & Grill, New Cumberland, PA - 4/15/2025, 6:30 p.m. - Eleven members came out for dinner - Pam Preston, Pam Frazier, Bruce & Donna Brockman, Fred & Donna Sherk, Skip & Linda Hardy, Dave & Priscilla Hooper, and Brian Kopp.

Dave and Priscilla Hooper recently took a Viking Cruise and toured France, Normandy, Paris and London. Brian Kopp completed welding in the trunk on his 1953 Austin Healey 100-4.

Congratulations to Skip and Linda Hardy on their 55th Wedding Anniversary.

If planning to attend the Carlisle Import Show, on May 16 & 17, still time to register under the name British Motor Car Club.

UPCOMING EVENTS:

SATURDAY, MAY 3, 11:30 A.M.

- Covered Bridge Tour - Lanco MG Club. Meet at Wendy's, 3995 Columbia Ave, Columbia, PA.

SATURDAY, MAY 10, 10:00 A.M.

- Meluzio's Garage Tour. Attendance limited to 20 people. Advance sign up required. 2867 Westwind Lane, York, PA 17404.

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.

TUESDAY, MAY 20 AT 6:30 P.M.

- Monthly Meeting at the Boomerang Bar & Grill, 110 Limekiln Rd, New Cumberland, PA.

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 a flyer with details in the next Club email.



Well, Spring has Sprung and is now in its full glory with all the blossoming trees and flowering bulbs making the outdoors beautiful! The Garden City 70th Annual Easter Sunday Vintage Car Parade went off without a hitch and with fine weather on April 20th. The event starts out with a large gathering of cars and drivers in the parking lots so there is a lot to walk around and see. That is followed by the car parade driving down the streets. Rich Miot attended and took photos which are included here. This was his second time at the yearly event, and he participated in the parade which can be viewed on YouTube! Just search for Garden City Parade 2025, and you can watch Rich drive by at 8:14 in the video.

As far as I am concerned, the VW in the photos was the most interesting and rarest vehicle at the parade. It is a VW crew cab pick-up truck. Looking at the license plate, it appears to be a 1966. At the first job I had as a mechanic, the boss had a plain VW pick-up truck with a longer load area. I got to drive it many times. It was seriously slow. I have never seen one like the one in this photo. I wish I had been there to see it in person! If Rich goes next year and sees this truck again, I hope he can chat up its owner.

Two events worth mentioning are coming up in May. On May 10th the Vanderbilt Cup Region of the AACA will present the Veterans Car Show in Stony Brook. I have sent out a flyer with details but if you didn't get yours, let me know.

On May 18 the Bayport Aerodrome Society is holding their annual Wings and Wheels Car Show. Long Island member Tedd Krummeck volunteers at the Aerodrome on a regular basis, and Long Island member Mary Ann Sekelsky usually lends a hand at this event. It is a fun day of cars and planes. Lunch is available and there is a raffle for a free biplane ride!

The flyer has been mailed out.

Remember to send photos and commentaries to my email address of any events you attend, and anything else you would like to share.



Rare and Old



Rich's car surrounded by a Fiat 600, a Thunderbird, and a white 65 Chevrolet.



Rich Miot and his MGB (one of his other "girls")



One of the last MGBs (with a special passenger)

April 26th was the Brandywine monthly get together at Pete Roberts place in Downingtown PA. Pete is one of the group's longest members and a good friend to the club. Each spring we convene at his home in Downingtown for pizza and goodies and to enjoy his collection of Healeys which now includes his Healey blue BJ8, green 100 and the restomod Buick Healey.

The BJ8 and 100 reside downstairs in Pete's basement which is accessible to the outside via a ramp to the rear of the house, while his Buick Healey is stored in the ground floor garage with his BMW daily driver.

This event is legend for its level of attendance and regional camaraderie ... and is a day when we discuss the events for the rest of the year. This was the case this weekend in addition to a vigorous discussion about Encounter 2026 which will be hosted by Brandywine region.

Stay tuned, especially at Encounter 2025 to learn what we're planning for Encounter 2026 in Dover Delaware. See you there.

Attendees at the Saturday April 26th event were:

Bonnie Gebhart

Ray Slavinsky

Chuck Ott

Susan Ott

Pete Roberts

Dave Ehret

Brian Ehret

Emily Ehret

Allison Ehret

Ben Ehret

Steve Keating

Janice Keating

Ernie Leser

Joan Leser

Andrew Leser

Jeff Lanno

Lisa Lanno

Nigel Smart

Edy Smart

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AHSTC Lehigh Valley Region members recently enjoyed a morning visit to beautiful Camelback Lodge, the well-known water park and ski resort located in the scenic Pocono Mountains in Northeast Pennsylvania. Camelback Lodge is to become home for this year's British Encounter 25 car show.

Lehigh Region has been tasked with organizing this renowned annual car show September 11 – 14, 2025. In anticipation, it was incumbent for several members of AHSTC Lehigh Valley Region to visit the site and take a tour of its facilities to better acquaint themselves with what the resort may offer in terms of accommodations and activities. The group was not disappointed because the facilities appear perfect for AHSTC's anticipated needs. (Flash readers perhaps remember Camelback Lodge as it was also the starting venue for last year's America's British Reliability Run held in October 2024.)



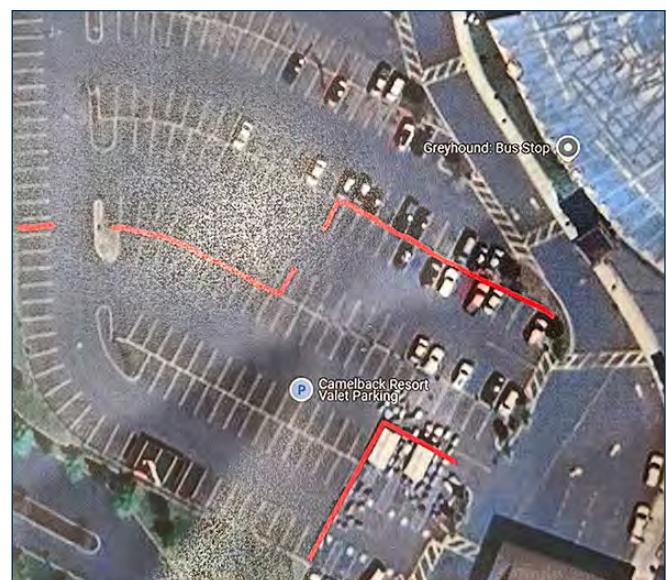
Meeting our Hosts: We were greeted in Camelback Lodge's main lobby by two Camelback staff who gave a van tour of the resort. Ms. Kaylee Taenzer, Group Sales Manager, and Mr. Alex Passetti, Convention Services Manager (seen here second and third from right.) greeted AHSTC Lehigh Valley Region members (from left to right) Don Strucke, Joe McGavin, Bob Snyder, and member Heather McMahon are on the far right.



Site of Gymkhana. Region member Joeseph McGavin is seen here pacing out the Camelback Resort's massive tubing area parking lot which, for purposes of British Encounter 25, will be transformed into a gymkhana track and car trailer parking lot. Joe is co-chairing this year's British Encounter 25 together with his co-chair Bob Snyder.



Graphic depiction of Camelback Lodge and its surrounding layout including the well-known ski area.



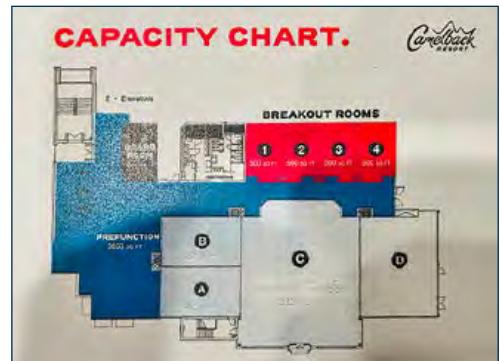
Site of Car Show. The Austin Healeys and other British classic cars that attend British Encounter 25 will be on full display for all to see. The car show portion of the 3-day event will be located outside Camelback Lodge in its secure valet parking lot which is shown generally within the red lines of this arial photograph of the site.



[Breakfast is served!](#) Seen here is the Camelback Lodge main breakfast room.



[Coffee Anyone?](#) Member Kim de Bourbon in front of Lodge's coffee café. The aroma was amazing!



[Conference Room Layout.](#) More than 250 Healey owners and other classic car enthusiasts are expected to attend this year's British Encounter 25. Event activities will be scheduled in Conference Rooms A through D as well as in Breakout Rooms 1 – 4. Also, a meeting is planned for AHSTC Board members in the Board Room.



[Old Friends.](#) Don and Karen Struckle are shown here with our guide Kaylee Taenzer in the Lodge's main conference room that will be the epicenter of activities during British Encounter 25. Our visit to Camelback Lodge turned into a surprise reunion for these three old friends. Kaylee is now Group Sales Manager at Camelback Lodge but recounted for us her having met Don and Karen years ago on her first job as a teenager working in the Struckle-owned movie house that once operated in the Pocono Mountain area.



[Lehigh Region Members inspecting the Camelback Resort Aquatopia Park.](#) During British Encounter 25, attendees will enjoy this incredible water playground which is included in the room rate for the Lodge. Other non-Encounter-related activities at the resort, such as a 1000 ft. Zip Line are expected to be available and discounted 20%.



[Main Conference Room.](#) Getting ready to enter the main conference area (from left to right) are Kim de Bourbon, Heather McMahon, Kaylee Taenzer, Bob Snyder, Karen and Don Struckle, Joe McGavin and Ken Beck.



Repair / Replace Vent Cables!



**Under-dash Temperature Control Panel Showing Left and Right Pull Switches and Slide Lever in Center.
(Not seen are the 3 slide cables that connect to back of panel.)**

On the hottest day of the year, don't you hate it when you pull the vent knobs on your beloved Healey 3000 and... wait for it... nothing happens? No refreshing blast of cool air comes forth from vent doors.

Bummer... it's finally happened... catastrophe has struck. Your right brained, rational mind is telling you it's time to exchange this blast furnace of a car for something practical, where air conditioning exists for real... a Subaru perhaps, or better yet, an F150 pick-up!

Relax. Don't rush off to the Ford dealer just yet. Help is at hand! And I don't mean fall weather driving. I am an AH-STC Lehigh Region member involved in a long-term project to restore a 1960 3000 Mark I, BT7. You may recall my Tech Talk article in the August 2024 issue of Flash. I wrote about my effort to rehabilitate the Healey's heater and air system, including installing all new air ducts, blower and water valves, as well as restoring the under-dash temperature controller. Today's Tech Talk article is more focused than the previous article, it's on the cables, but is a natural outgrowth thereof.

Mounted under the dashboard, the slide lever control panel is the heart of the Healey's heating and fresh air system. It functions as both, an electrical switch to activate the blower, and as a mechanical temperature controller. It consists of a slide lever in the center and two push/pull knob switches mounted outboard of the slide lever. Each pull knob is connected to a slide cable which actuate dampers for controlling air into the:

- 4" flexible duct next to the radiator;
- 3" flexible duct into the heater box;

There is also a third, shorter 8-inch slide cable that runs from the slide lever at the center of the controller to the water valve on the heater core to heat the car.

This article will give you step by step instructions to either replace or rehabilitate these three slide cables. The rehabilitation steps described herein are specific to my 1960 3000 Mark 1, but such equipment is common across the 3000 line and thus, this Tech Talk article should also apply to later models.

TECH TIPS & CLIPS | Repair / Replace Vent Cables!

A word of caution: The left-side slide cable described below is very difficult to access normally as it is largely hidden under the 3000's iconic front aluminum shroud. As a novice mechanic, I'm confident that since I was able to change-out my cables, 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 of the heating and cooling components, especially the left-side slide cable. For those of you who do not wish to remove your aluminum shroud, you will not enjoy such wide-open access.

Depending on the severity of your cable problems it may be wise to leave cable change-out to trained mechanics. And by all means, if you have the opportunity to remove the front shroud, you will be well-served to rehabilitate the fresh-air slide cable while it's opened up, saving you much aggravation in the long run.

Slide Cable System Description

The slide cables in an Austin Healey 3000 are relatively simple compared to other components in the heating and cooling system which is quite complex, and in my view, overly complicated. The two main slide cables actuate two separate heater and fresh air duct systems, both actuated by pull knobs on the under-dash temperature controller and leading to the car's two swivel gate control dampers on the large air ducts.

The first slide cable is approximately 50 inches long and runs on the left side of the car in the engine compartment parallel to the 4-inch air duct. It penetrates the firewall thru a rubber gromet on the left side of the steering column. This cable culminates near the front of the car at a duct control damper at the inlet housing of the 4-inch duct located to the left of the radiator.

A second shorter, 10-inch slide cable is on the right-side, leading from the under-dash control panel pull knob to a control damper on the 3-inch duct located downstream of the heater fan. The third, short 8-inch slide cable is found beginning at the under-dash controller and actuates the water valve on the heater core.

These three slide cables are all similar in that they consist of two cable components... a steel wire housed inside of, and which slides independently of, an external steel-wound housing. The two air-duct slide cables have solid 1.5 mm inner wire, whereas the heater water valve cable inexplicably, has a larger diameter (~3mm) braided cable inside the cable housing. Nevertheless, all of these slide cables operate essentially the same, and as such, they can have similar ware and failure problems.

(Incidentally, the Healey 3000 also has a carburetor choke slide cable as well as an emergency hand brake release slide cable. However, these cables are sufficiently different in both form and function, and in routing locations that I have not addressed them in this Tech Talk article.)

(I) Types of Failure

It is essential to properly troubleshoot the problem before you can fix your failed slide cables. Trouble shooting will prove useful even if you ultimately decide to have a trained mechanic fix your Healey. Accordingly, in the event that:

- a. Cooling air fails to flow into the passenger compartment after being called for by the left pull knob on the under-dash controller, or
- b. Fan fails to supply cooling air after being called for by the right pull knob, or
- c. Failure to adjust temperature of heated air as called for by the middle slide controller on the under-dash controller, then . . .

TECH TIPS & CLIPS | Repair / Replace Vent Cables!

The following are the five most likely causes, with each further discussed below:

1. Detached Cable at Control Dampers
2. Detached Cable at Pull Knobs
3. Sluggish or Non-sliding Inner Cables
4. Kinked or Broken Inner or Outer Cables
5. Broken Control Dampers on 3 or 4-inch Air Ducts
6. Broken Pull Knobs
7. Broken Sliding Temperature Control Lever.

Take time to inspect the relevant components to determine the source of, or how best to correct the problem. Depending on the cause of failure solutions vary from corrective maintenance to buying new components. This article will address both types of fixes. (Hopefully, replacing the entire heating and cooling system as described in the August 2024 *Flash Tech Talk* article will not be necessary.)

(II) Detached Cable at Control Dampers



4-Inch Inlet Housing on Left-side of Car Showing Slide Cable Connected to Damper.

For the left-side cable, unless your Healey's front aluminum shroud is removed, this type of failure is difficult to identify or fix.

If this is the problem, then the correction is straight-forward and inexpensive as follows:

- a. Detached Cable on Left Side Control Damper
1. Push the left-hand pull knob on the below-dash control panel all the way in to the closed position;
2. Loosen the 9 mm nut on the cable clamp which connects the slide cable to the control damper at the 4-inch duct inlet housing located to the left of the radiator. (This is very difficult to access unless your Healey's front aluminum shroud is removed.) A small wrench or pliers and a hand-held mirror to better see the cable clamp may assist access and make the job easier.
3. Reattach the inner wire of the slide cable to the cable clamp, ensuring that the damper is in the closed position.
4. Re-tighten the cable clamp.
5. Confirm that the damper is properly actuated by pulling the left-hand pull knob on the below-dash control panel to the "open" position (and that the damper correspondingly opens.)
6. Actuate the pull knob several times to ensure that the slide cable moves freely and does not break loose from the clamp at the control damper.

(III) Detached Cable on Right Side Control Damper

1. Push the right-hand pull knob on the below-dash control panel all the way in to the closed position;
2. Remaining steps are same as above except that the slide cable is much shorter (~10 inches long) and the control damper is accessible from under the dash board alongside the heater core. (Also, the cable clamp configuration may be slightly different from the front left-side clamp, at least it was on my BT7, but operation is similar and access is easier.)

(III) Detached Cable at Pull Knobs

The two pull knobs look and operate the same. Slide cables are each connected to pull knobs by means of a setscrew and clamp assembly. Check that setscrews and cable connections are connected and operating correctly. 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.

The failed pull knob must be removed from the control panel before any maintenance or corrective action can be performed. The steps to remove and re-install the pull knobs are as follows:



Close-up of Pull Knob. Note the recessed hole for fine stylus.

1. On the face of the under-dash control panel, remove the black car bonite pull knob from its shaft by inserting a fine pointed stylus or drill bit (I used a 1/32 in. drill bit) into the recessed hole on the under side of the knob, and pull the knob off the center shaft.
2. Remove the outer chrome benzyl retaining ring from the knob.
3. Push the center shaft through the hole in the control panel so that the switch and slide cable (if it's still attached) may be easily inspected from under the dash, and re-attached, if necessary.
4. Use a small, watch-repair type flat head micro screw driver to loosen the set screw clamp on the shaft. (Loosen only the set screw and be careful not to remove it from its threaded hole.)
5. To detach or re-attach the slide cable inner wire to the pull knob, insert the wire into the hole on the end of the screw clamp and tighten tiny setscrew.
6. Grease the shaft so that the pull switch moves easily.
7. Re-installation of the switch is the reverse of the above steps.



Close-up of Pull Knob Shaft. Note the setscrew (difficult to see) that clamps onto the inner wire of the slide cable.

(IV) Sluggish or Non-sliding Inner Cables

Slide cables operate by having the inner wire move easily within its outer wire shell. If this movement is sluggish or non-existent, then the push-pull action of the pull knob on the control panel will be severely diminished. Purchasing new cables should solve the problem.

(I considered a new 50-inch cable from AH Spares Ltd. in the U.K. for about \$60. But most of that cost is probably for the new push/pull switch which comes pre-attached to the slide cable. AH Spares Ltd. does not sell the cable alone. Since my switches were still serviceable, I chose instead to buy only the 2-component slide cable from my neighborhood lawnmower repair shop for \$10, and attached it to my existing pull knob.)

Instead of buying new, as a possible maintenance fix, pull the old and corroded inner wire out of its outer metal casing, and using steel wool, remove dirt, grime and corrosion from the inner wire. Spray W2 or other lubricant into the outer casing before re-inserting the now cleaned inner wire. Ensure the easy slide action of the slide cable is restored. If it is not, then buy a new cable as above.

(V) Kinked or Broken Inner or Outer Cables

I believe purchasing new cables as described above is the best solution.

(VI) Broken Control Dampers on 3 or 4-inch Air Duct

Damper repairs can be performed in-place, or dampers may be removed from their housing before repairs are made. (While minor broken components may be inexpensively repaired, I believe purchasing new air duct control dampers with factory-built new air duct inlet housings is the best, albeit quite expensive solution.)

On the fresh air side, the 4-inch air duct intake housing next to the radiator containing the damper may be removed by disconnecting two nuts and bolts (and a single welded screw and bolt) connecting the housing flange to the body frame. Be careful to remove and if necessary, replace a metal screen cover protecting the inlet duct.

For the second damper on the 3-inch air duct, the damper on the heater system is mounted on the inlet to the heater box. 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 in August 2024 Flash.)

(VII) Broken Pull Knobs

With limited repair options available, purchasing new pull knob switches may be your only solution. Remove and replace the pull knobs as described in section (III) above.

(VIII) Broken Sliding Temperature Control Lever.

Similarly, it may be necessary to purchase an entire slide temperature control assembly, which may include a new 8-inch slide cable. Fortunately, access to the control panel is readily available in the passenger compartment. The steps involved in dismounting and re-installing the temperature 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 pull knobs slide cable connectors which are to be re-used.
5. Lubricate the in/out “Heater Boost” switch if it is to be re-used.
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 heater box. (See Cable Repair / Damper Repair.)
10. Installation of a replacement sliding temperature controller is the reverse of the above disassembly instructions.



We have a new and a returning member this month.

Brandywine

Dave & Kathy Swigler

Panama City, FL

'54 BN1

Lehigh Valley returning member.

Marty & Amie Banham

Bethlehem, PA

'57 BN4

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 your password 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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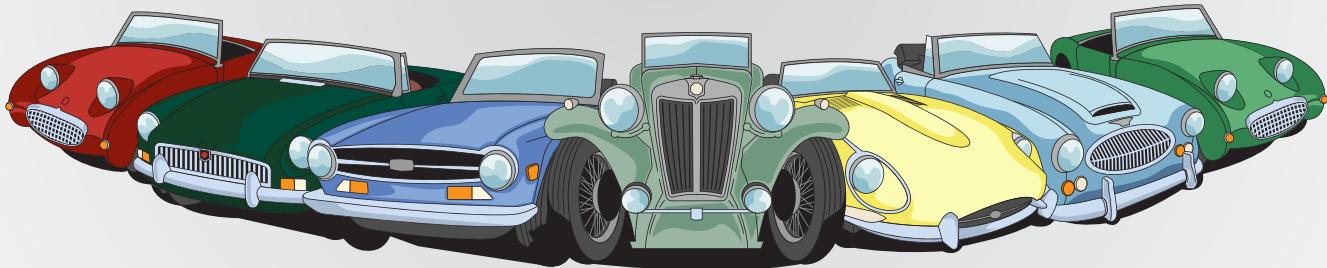
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Flash Classifieds

FOR SALE: Indianapolis 500 TicketsI

Two 2025 Indy 500 tickets for sale. Located on the 3rd turn Northeast Vista stands, row DD seats 3&4. I will be in 1&2. Race day is 5/25. Cost \$250 total.
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APR09

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

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Auction Report

Tom Mulligan

I have reported on this car in past issues of the Flash. I am featuring it again because I feel that this car, its auction history and the comments of Healey enthusiasts during the auction, tell an interesting story, and provide useful insight into the world of on-line auctions.

One Hundred M's are always interesting to follow at auction for their rarity and the collector obsession with authenticity. First let me provide the Bring a Trailer (BaT) history of this 100M:

March 2020 – Bid to \$127,500*, reserve not met (RNM)

January 2021 – Bid to \$104,000*, RNM

May 2024 – Bid to \$105,000* RNM

August 2024 – Bid to \$100,000*, RNM

April 2025 – Sold for \$86,500 plus buyers' premium of \$4,325 (5%)

(*If sold, the high bidders would have paid an additional 5% fee to BaT)

So, what's the story about this car? The full story is too long for me to go into in the Flash, so I encourage you to click below and follow the auction history. BaT provides links to all previous auctions for what they call "Alumni" cars, which is a great feature of the site. But I'll make 3 observations.

First, as I have always maintained, it's very rare for a car to bid higher after not selling the first time it appears at an auction. This is especially so for an on-line auction where the results and comments remain available forever! The lesson for would-be listers is that you may set the upper limit price of your car even if it does not sell.

Second, this car appears to be a genuine 100M. However, many of the comments fixated on the unoriginality of some of the components. This is where the reading gets very interesting, informative and entertaining.

Third, the price of rare Healeys is on the decline, perhaps more so than the "regular" cars.

Read the comments and more about this car here:

[No Reserve: 1956 Austin-Healey 100M BN2 Roadster for sale on BaT Auctions - sold for \\$86,500 on April 25, 2025 \(Lot #188,713\) | Bring a Trailer](#)



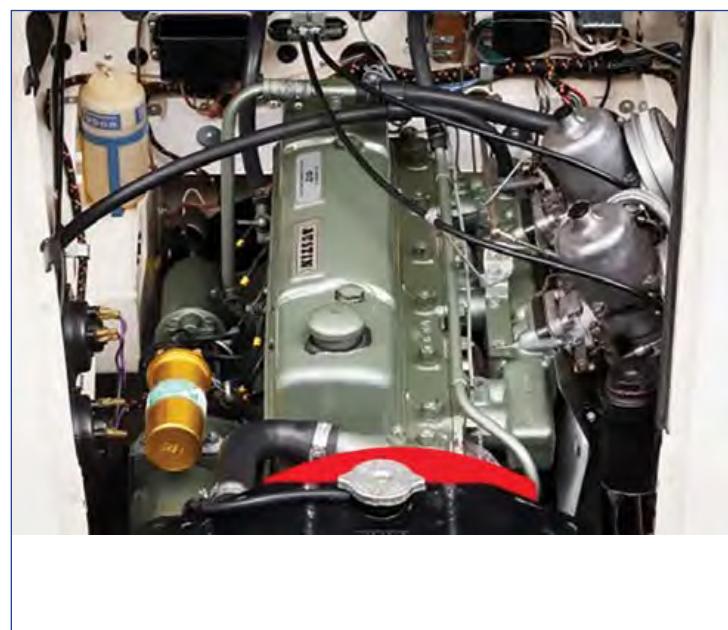
Auction Report

Tom Mulligan

I'm pairing this with a very nice BJ8 that recently sold for \$77,700 (including the buyer's premium) on BaT. The auction report says the car was restored 20 years ago, but the photos (~250) look like it was done yesterday. The ~\$13,000 price difference with 100M above makes an interesting comparison between a top-of -market (IMHO) BJ8 in what appears to be concours condition, and a genuine 1 of 640 100M that may not be in possession of all its original parts.

You can read about the BJ8 here and then decide which you would rather buy.

[1967 Austin-Healey 3000 BJ8 Mk III for sale on BaT Auctions - sold for \\$74,000 on April 11, 2025 \(Lot #187,261\) | Bring a Trailer](#)



Encounter 2025 Update



What is a Valve Cover Race?

Another fun event that will be part of British Encounter 2025 at Camelback Resort from September 11 – 14, 2025 is the Valve Cover Races.

A valve cover race is a fun, low-cost racing event where participants race custom-built vehicles, made from an Austin-Healey engine valve cover, down a track. It's a type of gravity-powered racing, similar to a Pinewood Derby race, but with a car enthusiast twist.

I have attached the AHSTC Valve Cover rules that govern these races for your consideration.

AHSTC VCR RULES FOR 2025

The AHSTC has been running a valve cover race (VCR) competition at the annual Encounter since 2005. John Davies wrote up the original description of the activity as it is competed in England along with a set of rules for the AHSTC competition. Since 2005, the competition has gained a great following and continues to draw more enthusiasts every succeeding year. Here is a quick summary of the original rules:

1. The VCR can be any length, but the width must fit on the official AHSTC 14-inch wheel track.
2. The car must be constructed from an Austin-Healey valve cover and have 4 wheels.
3. Any style of wheel, bearing or lubrication is allowed. Wheel diameter is limited to 6 inches.
4. All motive forces must be provided by gravity.
5. Wheelbase is not to exceed 24 inches.
6. A part of the front wheels must cross the finish line ahead of the body.
7. No electrical or magnetic devices are allowed on the VCR.
8. VCRs must run through the finish line within the marked course for a valid run.
9. There is no construction material, weight or height limit on VCRs.
10. Decoration and personalization are encouraged!

If you have never participated in the Valve Cover Races, consider giving it a try at British Encounter 2025!

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





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Friday • Valve Cover Races Yes _____ No _____

Saturday • Car Show Yes _____ No _____

Saturday • Funkhana Yes _____ No _____

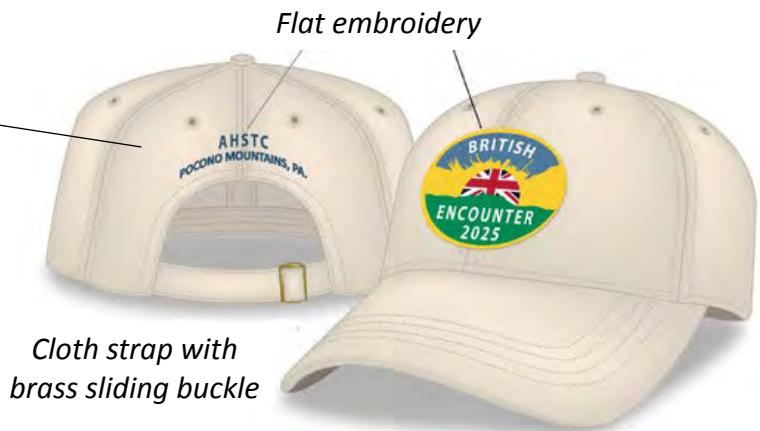
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(Example for a 1967 3000 MK3)

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

How did you hear about AHSTC? _____

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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 info@austin-healey-stc.org

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Rev. 9/25/2024