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# THE FLASH



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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.

## Membership &amp; 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](http://austin-healey-stc.org/calendar.html)

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### ON THE COVER

Pam and Bob Preston on the Lanco MG Club covered bridge tour. (See the Harrisburg Region report)

# What's In The Flash

Tom Mulligan

**Encounter 2025** – Our Encounter Chairs and volunteers have added new information this month featuring the self-guided tours that will be available to registrants. Registration and regalia info is also included.

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

**Advertisers** – AH Spares is offering a new product – Luggage Racks. Click on their ad, and all advertisers' ads to keep up with their latest offerings.


**Auction Report** – This month we look at a very interesting \$40k+ Bugeye sale. It may not be what you think!

Also reviewed is a sale of a rare Metallic Golden Beige BJ8. Was a premium paid for a rare color?

Check the Flash for more info on both.

**Flash Classifieds** – We have 2 very nice big Healeys for sale this month – the 1965 3000 that has been in past Flash classifieds, and a new ad for a 1964 BJ7 with long-term ownership by one of our members.

And a member still needs help locating parts. Perhaps you can help.

**Tech Article** – This month yours truly has included a little tech article on a big headache for many Healey owners – clutch slave cylinder bleeding. I review a new remote bleed kit and offer a few tips. 



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**Y**ou're not getting any younger! None of us are as we endure the normal human aging process. Reid Trummel, Editor of Austin Healey Club of America's Healey Marque magazine, started his column in the June issue advocating driving your Healey often essentially because days are coming when you won't be able to do so. I'm following his lead this month in my column.

The driving season for us in the Mid-Atlantic states is eight or nine months at most. Spring, Summer and Fall all have beautiful days. Each day has a morning, afternoon and evening. All are suitable times for driving your Healey and can be tailored to your schedule, traffic issues and doctor's appointments!

A couple of club members probably are only a quick phone call away for an impromptu drive. Donald Healey won't be offended if you drive with an MGB, a Triumph, a Porsche or American muscle if that gets your Healey out for a drive. My club member neighbor has a TVR, a Porsche and a Cobra replica. We hear the other's engine when either of us start up our classics and often take short drives together on the spur of the moment. I drive my BT7 and he takes whichever suits his fancy at the time. It's always enjoyable to be out, taking in fresh air and creating eye candy.

Your Healey or other LBC (Little British Car) also appreciates being exercised. Idle cars result in seized brakes, dried seals and grumpy fuel systems. If there're a couple minor problems keeping your Healey off the road, your fellow club members can help – you just need to ask. If you know a club member who needs some help with their Healey, why not step up to help?

As with many things, we all have convenient excuses not to do something. But life means that next year won't be any easier to get in and out of your Healey. Your eyesight probably won't be any sharper. Traffic won't be any less. It will still be a little chilly or a little too warm. We're starting the British car show season – why not drive to one? You don't have to stay for the entire day. You can inspire future Healey enthusiasts because your drive may spark some young person's classic car passion.

Time is wasting away. You bought your Healey for the way it makes you feel. Now is the time to feel it again.

## **British Car Clubs - Building Bright Futures 2025 North Jersey Region's Fundraising for Habitat for Humanity**

British Car Clubs - Building Bright Futures began in 2024 when a few leaders of New England British car clubs sent a suggestion to many other British car clubs that on one weekend in May, clubs hold fundraising events for their locale Habitat for Humanity local affiliate. The weekend of 2025 was May 17-18.

Our North Jersey Region decided to support British Car Clubs - Building Bright Futures this year. On Sunday, May 18, the sun shone, and the wind blew (really, really blew) and we held a British car show at The Greater Middlesex/Morris Habitat for Humanity Restore in Randolph, NJ. Instead of a show registration fee, we asked for a \$25 or more donation to Habitat. Donations totaled about \$1400.



**Habitat Show**


We promoted it to other area British Car Clubs and had almost 30 cars show up. There were Austin Healeys, Jaguars, MGs, Minis, a TVR and an Aston Martin, (See photo.)



This Habitat Restore is normally closed on Sundays but opens from 9AM-2PM just for our show. Habitat provided coffee, tea and bagels and was

very supportive of the event. We attracted many customers because of the show, and many brought items from the Restore. The Restore sold over \$5300 of goods by opening that day as well as introduced the Restore to many who were unfamiliar with it. Our club therefore helped to raise over \$6700 for The Greater Middlesex/Morris Habitat for Humanity.

Thanks go to all members who helped organize, conduct and donate to this event, i.e., Pat Venezia, Vickie Hurst, Jim Foster, Bob Rudolph, Steve and Lynn Jekogian, Rich Ippoliti, Theo Padavano, Paul and Eileen Rust, Larry Gersten, Rudy Hyzer and Ann Feld. We also had great support from the President of the Jaguar Auto Group, who successfully promoted the event among his club members.

A beautiful day for the AHSTC-NJ region with fine people for a good cause! 

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**N**ow that the drought is over because of the abundance of rain lately, it's finally Healey weather. It seems like members have been traveling in the month of May, not necessarily in their Healeys. Hopefully, June will bring Healey riding weather.

On Saturday, June 7, we will be holding our annual picnic at the home of Donna and Terry McNelis in Lansdale. In case of rain, the picnic will be held on Sunday, June 8. It is always well attended and a great time. Food is abundant as are laughter and conversation. There will be no monthly meeting in June.

Car shows coming up:

- **Rebels and Redcoats show on Sunday, July 6**, at Washington Crossing State Park. If it's rained out, the show will be postponed until Sunday, July 13.

- **Doylestown at Dusk** car show will be held on Saturday, July 19. It is always a big draw, with usually over 500 cars. New, old, American, British, German, etc., are welcome. The show's opening hours begin at 5 p.m. and last long into the evening.

- On Sunday, July 20, the **Newtown car show** will be held beginning at 9 a.m.

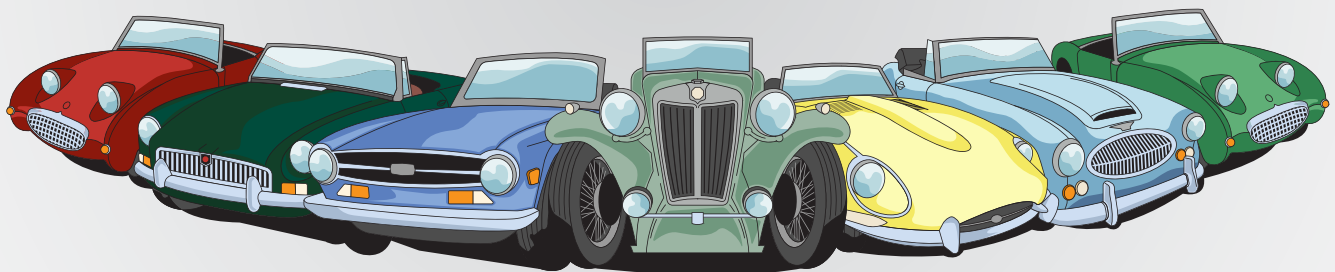
Try to come out to these shows.

Also, if you find your car has problems, please call me, **267-679-2500**, to set up a tech session to get your car road worthy.

Enjoy the good weather with your Healey and your favorite navigator! 



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As we get started to dig into June of 2025, allow me to recap this past May. As you may recall, I delayed my article to Tom Mulligan by a few hours to include a short report and a few pictures of the K&T Vintage Cars swap meet and open house held on April 26th and hosted by Ken Beck. If you recall, I had mentioned that the weather that day had turned out to be rather typical for the UK: wet and miserable. However, Ken, Cindy, and crew soldiered on and pulled off another good event. For more details, please refer back to last month's *FLASH*. You did archive it, didn't you?


The first event (or should I say "events", as there were three scheduled for the same day) that I have on my calendar for May included an Open House at Ragtops & Roadsters in Perkasië, PA on the 10th. Also on that same day was a car show in Morrisville, PA, and a Triumph-sponsored Shakedown Car Show in Bechtelsville, PA. I tried my best to make it to the Open House at Ragtops, but when I got to Frenchtown, NJ, my google directions abandoned me at the eastern side of the river, and as the bridge way blocked off and apparently closed to vehicular traffic, I headed south looking for another bridge to cross. After about 10 miles, my back went into spasms. Not a good start to the day, so I turned around and headed home. If anyone else went to any of these three events, I would love to read about it.

Next up on North Jersey's calendar was our Regional Monthly Meeting on Tuesday, May 13th. Held, as usual, at The Vintage Tavern in Gillette, we had a terrific turnout, with 21 attendees by my count. Looking around the large and ever-expanding table, I impressed myself (really not that hard to do) and found that I was able to match names to every face in attendance. Those members included Lynn & Steve Jekogian, Larry Gersten, Jim Foster, Rudy Hyzer, Tom Mulligan, Steve Feld, Jim Vollmuth, Bob Rudolph, Paul Olson, Paul Hatten, Paul Rust, Richard Ippoliti, Bob Jankowitz, John Moore, Dennis Meehan, Vickie Hurst, Patrick Venezia, and Sarah, Denise, and George Crombie. Topics of the day included an update on the status of this year's Red Mill All British Show at the Red Mill Village in Clinton, NJ on Sunday June 1st; the annual Carlisle Performance & Imports on May 16 & 17; and a new event called "Building Bright Futures" cars & coffee at Habitat for Humanity's Restore in Randolph, NJ on Sunday, May 18th. The family and I headed to Ireland for a week starting on May 14th, so we missed a few of these; however, Steve Feld did a great write-up of the Habitat event, which was considered a resounding success by all concerned. I understand that over a dozen North Jersey Region members were in attendance volunteering, lending a hand, displaying their LBCs and generally making themselves quite useful. According to Steve, approximately 25 to 30 British cars were on display, and the event helped to add over \$6,700 to Habitat's coffers. What a great way to kick off a new event! In case you missed it, Steve's write-up was sent out in an e-flash a day or two after the Habitat event. Check your "spam" folder if you didn't see it.

I just talked with Ralph Scarfogliero and asked him how his turn out was at the first C & C of this year was, and he told me that he had about 16 or 17 cars show up in Morris Plains on May 25th to kick off this year.

The British Challenge Rallye is nearing completion, with just one (or two – it really is a nice little drive in the country) test runs left to complete before printing it out. Check it out at [austin-healey-stc.org/rallye.html](http://austin-healey-stc.org/rallye.html) for all the info and to register. The date is Saturday, June 21. The registration fee is \$10 / car, with a maximum of 30 cars.

June 1st is Red Mill in Clinton. June 7th is Cars & Motorcycles of England at Hope Lodge. June 8th sees Ralph's inaugural Cars & Crumpets – South (Wegman's Bridgewater) and British Motorcar Gathering in Hellertown, PA. The next club meeting is scheduled for Tuesday, June 10. A Touch of England at The Hermitage in Hohokus is also on the 7th, while the Father's Day Cars & croissants in Summit is scheduled for Sunday the 15th. Ralph's C & C North will be on Sunday the 20th. Get on out and enjoy some of these get togethers.

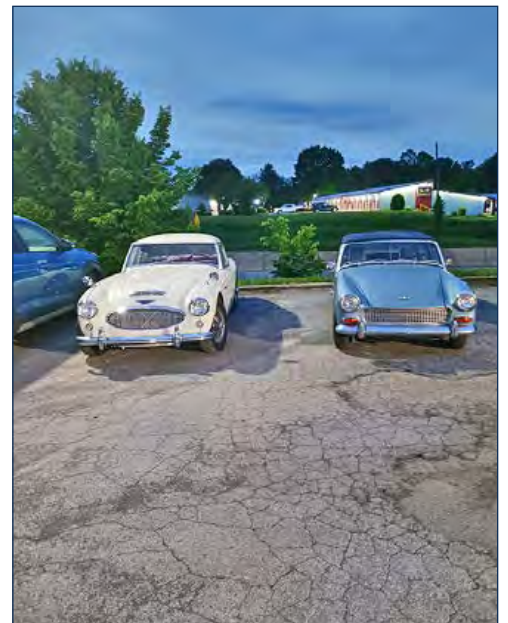
Until next time, keep the greasy side down and the sunny side up (or something like that). 



**D**on Meluzio's Garage in York, PA - 5/10/2025, 10:00 a.m. - 12:00 p.m. Harrisburg Region members were treated to a special tour of Don Meluzio's private collection of vintage and unusual cars. Thirteen members attended - Bob & Pam Preston, Bruce & Sue Hurley, Jon & Edie Arndt, Dave & Priscilla Hooper, Skip & Linda Hardy, Tim March, Kelby Steele, and Pam Frazier.

Special thanks to Don Meluzio. WOW! I saw cars that I never even knew existed. Monteverdi, Corvette, Fiat Berlinetta, Lancia Appia Zagato, Iso Rivolta, Porche, Fiat Abarth, Ferrari, and Bizzarrini. I enjoyed Don's talk about the history of the cars and car makers, and the stories of how he acquired the cars.

Following the tour, we all went to Pizza Al Bacio for lunch.





Monthly Meeting at Boomerang Bar & Grill, New Cumberland, PA - 5/20/2025, 6:30 p.m. - Ten members came out for dinner - Pam Frazier, Bob & Pam Preston, Larry & Bonnie Mellott, Shawn & Tammy Miller, Brian Kopp, and Dave & Priscilla Hooper.

Welcome to two new members to Harrisburg Region - Larry and Bonnie Mellott. They drove their Blue 1969 Sprite to the meeting. They also own a 1972 MGB and an MG-TD.

Shawn and Tammy Miller are putting their house on the market and are planning to move to Holiday, FL. Shawn is selling engines and various parts. I'm sorry to see them go. They will be missed.

Saturday, May 3rd Harrisburg Region members participated in the Lanco MG Club Covered Bridge Tour through York and Lancaster Counties. Club members joining in were Pam and Bob Preston, and Skip and Linda Hardy. The tour ended at a homemade ice cream farm in Strasburg.

On Saturday, May 10th, Harrisburg Region members were treated to a private showing of unique cars in the collection owned by Don Meluzio in York, Pa. Don is a long-time car dealer in York and over the years has acquired some beautiful examples of exotic cars. Don gave us a lively description of the cars as well as the history of each and its road to restoration. All his cars are in running condition and are all in a large garage on Don's home property in suburban York. Following the tour of his collection, Don joined us at a local pizza shop for lunch to end a sun splashed, fun morning event.

The following weekend was the annual Carlisle Import show. Like last year, AHSTC combined with the Lanco MG Club and Keystone British Car Club to share a large tent, Between Friday and Saturday, members of all three clubs visited and socialized together. Chaz and Kim DeBourbon coordinated hamburgers and hot dogs with the fixins' and members brought food items to share. The weather on Saturday was perfect and British sports cars were in abundance alongside the tent.







#### UPCOMING EVENTS:

**Saturday, June 7, 7:00 p.m. - Annual Movie Night** featuring the movie “Ferrari” at The Preston’s, 1609 Linden Avenue, Lancaster, PA. The movie starts at dusk. Park on the lawn, bring lawn chairs, hot dogs, popcorn, and drinks provided. RSVP if coming - rpreston1609@comcast.net or 717-490-4256. Include your phone number and email, in case the event is cancelled. In the event of rain, the event will be postponed and rescheduled.

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

**Tuesday, June 17, 6:30 p.m. - Monthly Meeting at Jigger Shop**, 202 Gettysburg Ave, Mt. Gretna, PA.

**Saturday, June 21, 8:00 a.m. - 3:00 p.m.- William H. “Bill” Smith Memorial Summer Cruise** at the AACA Museum, Hershey, PA, sponsored by J. C. Taylor Insurance. Open to the six AHSTC regional clubs and Lanco MG Club.

#### PREREGISTERED VEHICLES RECEIVE:

- 1) Free vehicle registration (vehicle preregistration ends Friday, June 14th at noon);
- 2) One complimentary museum admission ticket per vehicle.
- 3) NEW! One complimentary admission to “The Awakening of Tucker #1022” presentation.
- 4) An event dash plate.
- 5) 20% discount coupon for the museum gift shop (certain items only).

Any Austin Healey Club attendees that preregister will be entitled to complimentary lunch passes. Preregister by June 14th at <https://www.aacamuseum.org/event/cruise-in/> Register as Austin Healey Sports and Touring Club.

Tuesday, July 15, 6:30 p.m. - Monthly Meeting at Soda Jerk Diner & Dairy Bar, 403 E Main St, Hummelstown, PA.

Friday, August 15 - Long Home, Lancaster. Car show for residents.

Tuesday, August 19 - 6:30 p.m. - Monthly meeting at Boomerang Bar & Grill, 110 Limekiln Rd, New Cumberland, PA.

Sunday, September 7 - Rubber Ducky Race to benefit Schreiber.

September 11-14 - ENCOUNTER at Camelback in the Poconos. 🇬🇧

A close-up photograph of a classic car, focusing on the headlight and grille. The car is light blue. The headlight is round with a chrome bezel and a clear lens showing internal details. The grille features vertical chrome slats. The hood of the car is visible at the top, and a chrome bumper is at the bottom.

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The middle of May is the time for the Vintage Wings and Wheels Show at the Bayport Aerodrome, which is the last grass airfield remaining on Long Island. This year's event, held on May 18th, was very well attended with a large number and assortment of old cars. And then there's always the old planes to enjoy! This year due to the windy weather there was no actual flying, but the planes were on display. I was hoping to check it all out with my #1 son in his '69 Cadillac Coupe DeVille but it turned out he was unavailable. Like the Brooklyn Dodgers – maybe next year! Long Island members Tedd Krummeck and Mary Ann Sekelsky worked the event as they always do. Tedd was selling tickets and Mary Ann helped with the food. Ira Udasin and Steve entered their cars. Ira had his 100-4 and Steve had his 1937 Buick. A good time was had by all of them.

More things to look forward to:

**June 8th Town of Hempstead Rock Hall Museum Show** in Lawrence

**June 14th Automat 69th Anniversary Car Show**, Hicksville

**June 22nd Wheels and Keels by the Bay, LI Maritime Museum**, West Sayville

**June 28th Vintage European Sports Car and Motorcycle Show**, Stony Brook Community

By the time you read this, you will have the fliers with more details about these events. I hope some of you also got to the 59th Annual Spring Meet at Old Westbury Gardens on June 1st. Keep me posted on your outings. Send photos to my email. This month's photos were provided by Tedd Krummeck. Many Thanks, Tedd! 🇬🇧



Tedd selling tickets.



Mary Ann in the kitchen.



Ira Udasin and Steve Tjepkema and their show cars.



Vintage Wings and Wheels



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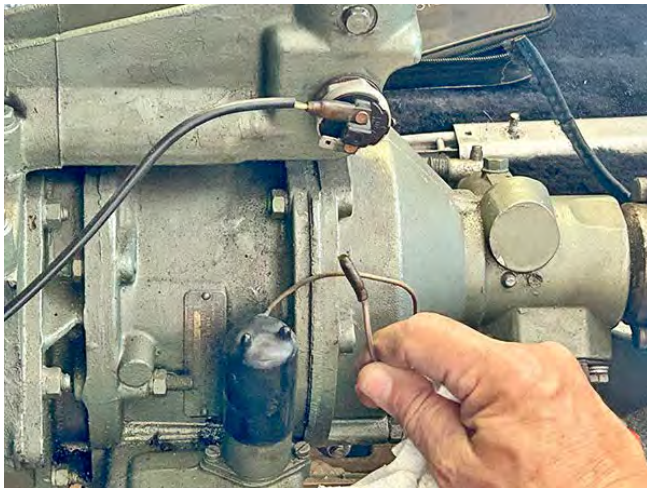


This month we had two tech sessions at the Chuck Ott homestead.

1. Sorting out problems with the overdrive on a BJ8
2. Fixing the brakes on Chucks Square bodied Sprite.

Thanks to chuck for his notes and photo for the overdrive tech session.

The first of two tech sessions at Chuck Ott's garage was attended by Pennie Haase, Steve Keating, Alex Heckert and Rich Hinterleiter. Steve wanted to learn how to troubleshoot an overdrive because his BJ8's overdrive is not working. Fortunately for the tech session Chuck's BJ8's overdrive recently stopped working so this was perfect timing and afforded us an opportunity to go through and steps, educating Steve and correcting the problem. The problem turned out to be corroded electrical connections in the new wiring harness that had just "recently" been installed 10 years ago(!). There was no power to the gear switch when we started, which is the switch that ensures you are in 3rd or 4th gear before the overdrive engaged and is the final connection before the solenoid. Starting from the dash switch we unplugged and checked and re-installed the terminals in all of the components as we checked them for voltage. By the time we got to the gear switch again, it had power, but still no power was getting to the solenoid. Unplugging the solenoid wire's spade terminal at the gear switch, cleaning it and reconnecting it fixed the problem and now the solenoid clicks in and out as it should.



Pennie had mentioned that she wanted to learn how to bleed brakes, so we also bled the brakes and clutch as a team on Chuck's BJ8. We had one person watching the reservoir level, one person actuating the brake or clutch pedal, and one person operating the bleeder valve. While doing this we kept bleeding until we had an empty brake/clutch fluid reservoir. This gave Chuck the opportunity to install a new brake/clutch fluid reservoir. There was nothing wrong with the old reservoir other than it was shabby looking and brought down the appearance of the engine compartment. It was once shiny black but brake fluid spills over the years had caused rust and peeling paint. The new reservoir finish is supposedly impervious to brake fluid, allowing it to stay shiny looking for years.

The weather was great for the tech session and the afternoon was fun and productive.

Troubleshooting the overdrive is done with the transmission tunnel off, which is a fair amount of work. This wire connection was not passing current, causing the overdrive solenoid not to engage. See the picture.

Bleeding the clutch on a BJ8 isn't too bad with the transmission tunnel off. However, it took four hands to undo the brake fluid connections at the bottom of the reservoir.

For the second tech session on the Sprite, it was just Chuck and Nigel on Saturday May 17th. It was another sunny day, and Nigel came down from West Chester in his TVR Chimaera.

The brakes came off easily enough but removing the "o" ring seals which were causing the fluid leak proved to be more difficult than expected. Chuck fought hard with his new pulling gear but in the end, we had to resort to a few swift clouts with the left-handed screwdriver...AKA the hammer!


With these removed it was a simple job to re-install the new brake shoes once we figured out which way around the

springs for the hand brake attached. This was a fiddly mechanism, and we dismantled the passenger side brakes to copy the re-assembly format. That said, we still needed an extra pair of hands to get everything to fit properly.

All that was left was to check the installation out on a brief test drive which took us 20 minutes around Chuck's neighborhood.

All in all, the process took us about three hours which included a tour around Chuck's new pole barn that will house his growing list of vehicles.

This was a fun project but once again reminds us of the importance of an extra pair of hands.

Check out the pictures of the brake job on Chuck's Sprite. 



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## “Where are all the big Healeys?”

It was Friday at the well-known annual Carlisle Import & Performance Nationals, the annual three-day car show held May 16 – 17 in Carlisle, PA. Cold and drizzling outside, the speaker was an unknown Healey enthusiast who put this tantalizing question to our own Kim de Bourbon while the two were sheltering against the weather in the British Car Club and AHSTC tent, which could be found, not surprisingly, in the British car section of the immense car show.

This question was particularly relevant since they were surrounded by other gorgeous classic British car badges - MGs, Triumphs, Jaguars, Land Rovers, Morgans, Mini Coopers and Aston Martins; even a few Bentleys and Rolls Royce. Alas, amongst this grandeur, there was a scarcity of Healeys.

“We’ll see more Healeys tomorrow, Saturday”, the forever cheerful Kim responded optimistically.

Not long afterward, several surprisingly over-dressed tuxedo-clad men accompanied by woman dressed in beautiful evening gowns arrived at the AHSTC tent carrying bottles of French champagne. These seemingly over-the-top visitors actually were from the near-by Rolls Royce Museum display tent, decked-out in formal attire and gearing up for their spectacular afternoon British Tea Party. A bemused Kim graciously accepted their bubbly offering, fittingly served in clear crystal champagne flutes.

Well, why not?  
So it goes at Carlisle.



One of only a few Big Healeys in attendance, Lehigh Region member Joe McGavin is shown here with his beautiful 1967 Austin Healey 3000 Mk III.)



Clowning for the Camera - Kim and Charles de Bourbon are seen here with the AHSTC banner at the British Car Club and AHSTC tent. Chief organizer Kim spent her time greeting visitors and answering questions, while Charles was Chef-in-Charge of the hamburger grill. Delicious! Thank you, Kim and Chaz.





Joe McGavin is with Pam and Bob Preston. Pam is President of the AHSTC Harrisburg Region. Bob Preston is assisting Lehigh Region in planning this Fall's British Encounter 2025 car show. The peace-loving photo bomber in back is Charles de Bourbon



Impromptu repairs at Carlisle. Enthusiast David Ogletree drove to Carlisle from New Jersey, and is seen here attempting to fix a finicky horn button on Joe McGavin's well-known "Big Blue" Healey.



Pam and Bob Preston brought their gorgeous blue Austin Healey Sprite, one of only a few examples of the badge seen at this year's Carlisle.



Another big Healey. Owner Charles Ott is shown here with his beautiful BJ8. Charles is President of the AHSTC Brandywine Region.



Project car anyone? Reportedly, this is a 3000 MK1. It was found languishing in the swap-meet area at Carlisle. Its sign read "The hard work is already done!" And all for only \$24K. Onlooker Sandy Lee, seen here, was unconvinced, and passed on the deal. It turns out Sandy is more a Renault fan. He hails from Somerville, New Jersey.



This is the only other example of a big Healey found Saturday afternoon, after a quick tour of the grounds. It's a nice 1959 100-6 in good condition and was being offered for sale in the "Car Corral" area on the Carlisle grounds.



A surprised donation. Shown here is one of several original oil paintings of Healeys and other classic automobiles that were presented to the AHSTC Lehigh Region during this year's Carlisle show. The paintings were given by the artist, a Mr. Charles Miller who is from the Harrisburg area and whose family has long been active in the AHSTC. The paintings are expected to be offered as part of a fund-raising effort during this Fall's British Encounter 2025)



Charles Miller showing his painting to Joe McGavin. The painting is a 1953 Nash Healey Roadster.



## Remote Clutch Speed Bleeder

Every owner of a Healey dreads the clutch slave cylinder bleed process. The location of the cylinder and the position of the bleed valve are such that it almost seems as if the designers went out of their way to make the procedure difficult! Over the years owners have devised various ways of making the process a little easier by making the slave valve itself less troublesome to remove, and bleeding with the valve dangling off the bell housing. I used to do it that way. Also, there have been remote bleed valve kits, whose availability seems to come and go. I have recently come across a kit that works well, and the following text explains its installation including a tip on improving the ease of use of the valve.

The product in question is the Remote Steel Braided Clutch Bleed Kit offered by Ol Phartz Partz in Banning CA. Part number AHSCBL2K, at [olphartz.com](http://olphartz.com).



The kit includes a steel braided hose with fittings of high quality, a location attachment clip for the engine compartment and a Speed Bleeder, which does not require opening and closing the valve between pumps. I should mention that not everyone likes the Speed Bleeder concept, and a conventional bleed valve could also be used if you prefer.

The photo below shows the attachment, under the car, of the end of the kit's hose to the slave cylinder. It's necessary to remove the cylinder to make this connection. Once that's done the hose can be fed up to a convenient attachment point for the other end in the engine compartment.





This next photo shows where I mounted the other end in the engine compartment of my BJ8.



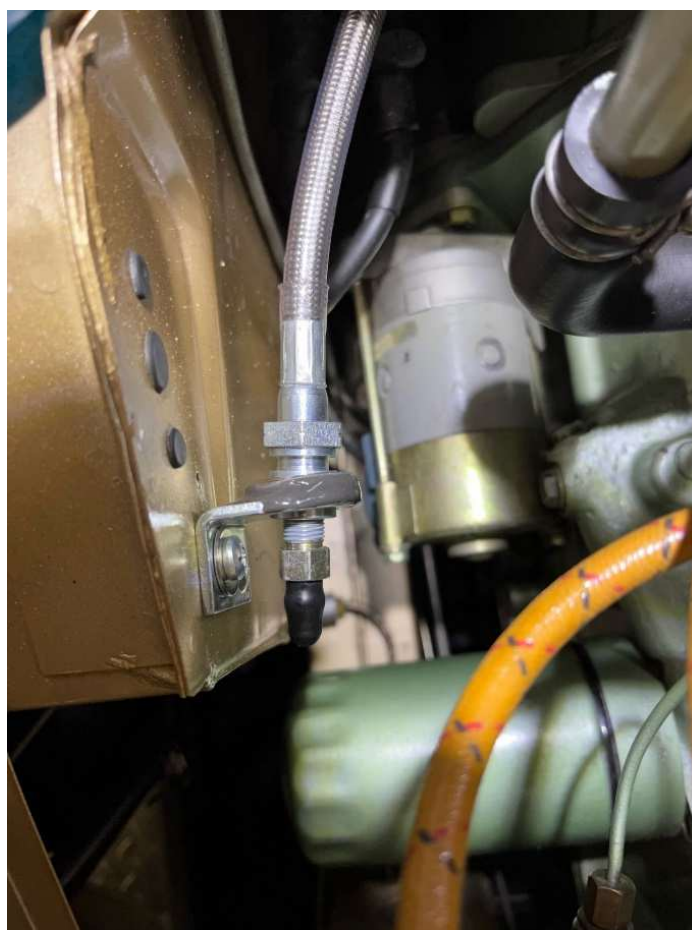
The bleed process went as advertised, with the speed bleed valve eliminating the need for opening and closing the bleed valve between pumps.

My only minor complaint is that to open and close the bleed valve you must hold the 18mm hex nut, on the hose side of the mounting bracket, with an open-end wrench to prevent the hose from turning while opening or closing the 7/16" speed bleeder hex. The little clip provided didn't hold the hose from turning when you turn the bleed valve.

Before I go on to my ultimate solution to this inconvenience, let me offer the easy tip first - don't mount the bracket such that it positions the bleed valve facing upwards, in a vertical position.


You may be inclined to do so as it seems natural when snaking the hose up to the engine compartment from the slave cylinder. Rather, mount it so that the valve is positioned horizontally and parallel to the ground as in the photo above. While this doesn't eliminate the need to hold the 18mm fitting, it makes it much easier to do. Secondly, this also makes the bleeding process easier as the hose and fluid don't point straight up, which allows for neater fluid collection.

Now, if you want the complicated fix, which makes this a true one wrench operation, here we go. Take an 18mm socket, cut off the tip and JB Weld it to the back of the bracket supplied with the part. Then, when the hose is clipped into the bracket, the 18mm hex fitting slips into the socket tip and is held from turning while the bleed valve is opened and closed. See photos below.



Call or email if you have any questions.

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British Motor Trade Association



*We have some new members this month.*

*Harrisburg*  
*Patrick Januszka*  
*Reinholds, PA*  
*'65 BJ8*

*North Jersey*  
*Jim Lyon*  
*Wayne, NJ*  
*'67 MGB*

*Philadelphia*  
*Andrew & Kelly Nydegger*  
*Douglassville, PA*  
*'58 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](mailto: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](mailto: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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# Flash Classifieds

## **FOR SALE: 1964 Austin Healey 3000 MK II Convertible**

*Car number H-BJ7-L/21734 with original engine. Build Date: 17 December 1962 – 7 January 1963, per British Motor Industry Heritage Trust. I have owned the car since 1975. The engine was professionally overhauled in 2008, and electronic ignition and spin-off oil filter were installed. A Moss Motors alternator kit is included though not installed. Car refreshed in 2013 by Sports Car Craftsmen in Arvada, CO. Repainted in Healey Blue. New blue interior. New blue top. New 60 spoke wire wheels with Vredestein tires. The car is garaged and available in New Hope PA. \$68,500 or best offer. Email: Wayne Kachel at [Waynekachel@netzero.com](mailto:Waynekachel@netzero.com)*





# Flash Classifieds

## **WANTED: CLUTCH & BRAKE PEDAL**

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Call Mike Hlasney 484-725-0701

## **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





# Auction Report

Tom Mulligan

We have a very interesting Bugeye this month. A largely unrestored 1958 Bugeye sold for \$42k, including the buyer's premium, on Bring a Trailer (BaT). That is one of the highest Bugeye prices I have seen, if not the highest. The seller tried to sell the car in 2022 on BaT, when it failed to sell with a high bid of \$24.2k. This time around it did much better, which is rare for on-line auctions.

Of course, what makes this car unusual is its ownership history (2 owners, the first for 60 years) and the fact that it is largely unrestored. I say "largely" because it has had significant mechanical refurbishment, including an engine rebuild. Is it a survivor in the collector sense?

Cosmetically it certainly looks the part and appears to be a solid car having spent nearly all of its life in CA. These early Bugeyes have a few unique build characteristics, which are nicely outlined by the seller in the auction comments. It's an interesting read if you want to dig deeper into this very rare example. I encourage you to do so because a car like this may never cross the block again.

[1958 Austin-Healey Bugeye Sprite for sale on BaT Auctions - sold for \\$40,000 on May 6, 2025 \(Lot #192,619\) | Bring a Trailer](#)





# Auction Report

Tom Mulligan

Our next car is a recently restored 1967 BJ8 – one of the original Metallic Golden Beige (MGB) cars, which sold for \$74.55k, including the buyer's premium, on BaT.

Being the owner of one of the original MGB cars, I was naturally drawn to this sale. There were ~550 of these cars built, and only in 1967. Most of them (~500) came to the US. The color wasn't very popular when released and many were repainted early in their life. Decades later the color became very popular, helped by several non-original MGB cars offered by well-known Healey restorer Kurt Tanner on Barrett Jackson live TV auctions. It is often quipped that of the 550 originally built a few thousand still exist!

So, a genuine MGB BJ8 is fairly rare, rarer than a 100M, and this car appears to be a fine example. The luster is off most Healeys, and the rare ones are no exception. A very nice recently restored Healey-blue-over-white BJ8 sold last month on BaT for \$78.75k (including the buyer's premium). So, I see no premium here for the rarity of the color. Having said that, this car may have been hurt by a few upgrades, including a 5-speed trans, a little bruise on the rear shroud and steel wheels.

Check it out here.

[1967 Austin-Healey 3000 BJ8 Mk III 5-Speed for sale on BaT Auctions - ending May 21 \(Lot #192,772\) | Bring a Trailer](#)







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Austin-Healey Sports & Touring Club



HEALEYS ATOP BIG POCONO



# British Encounter 2025



## *Self-Guided Tours*

**A**s I shared in a previous article, one of the great benefits of British Encounter 2025 in the Pocono Mountains is the vast number of beautiful country roads available to explore. Camelback Resort extended our room rate three days before and three days after British Encounter 2025, which was a great opportunity for everyone to explore the Poconos and the surrounding areas. So, six self-guided tours will be prepared. Grundy Insurance is the sponsor of our Self-Guided Tours.

The tour books will be prepared in a spiral format that will be easy for your navigator to use as you traverse the countryside. The self-guided tours will not use major highways or be a direct route from Camelback Resort to the destination. Also, the tour book will be forwarded to you in PDF format prior to arrival, so if you arrive before we do, you will be able to take advantage of the tours.

Every self-guided tour will end at a dining establishment, and in some cases, multiple dining options. We will also include some areas of interest along the way. So, let's look at the options in the planning stages:

Jim Thorpe is a historic town nestled in Leigh Gorge in Carbon County. It offers the charms of a European village and is one of the gems of the Poconos, with plenty of shops and restaurants. Also, we cannot forget the Lehigh Gorge Scenic Railway.

Milford is a historic town near the upper Delaware River. Its vibrant historic district includes 400 buildings on the National Register of Historic Places. Grey Towers offers mansion tours that must be arranged in advance. Again, there are lots of destinations for dining.

Skytop Lodge is known as "The Grandest Pocono Resort for Unforgettable Memories." It is a must-see resort with wonderful dining options.

Cellar Beast Winehouse in Andreas is not a fancy establishment and has limited hours; however, it has a fantastic selection of wines. The Lehigh Valley Region will be having a wine tasting again this year. It is one of my personal favorites.

Bushkill Falls is known as the "Niagara of Pennsylvania." This series of eight waterfalls is a must-see for nature lovers.

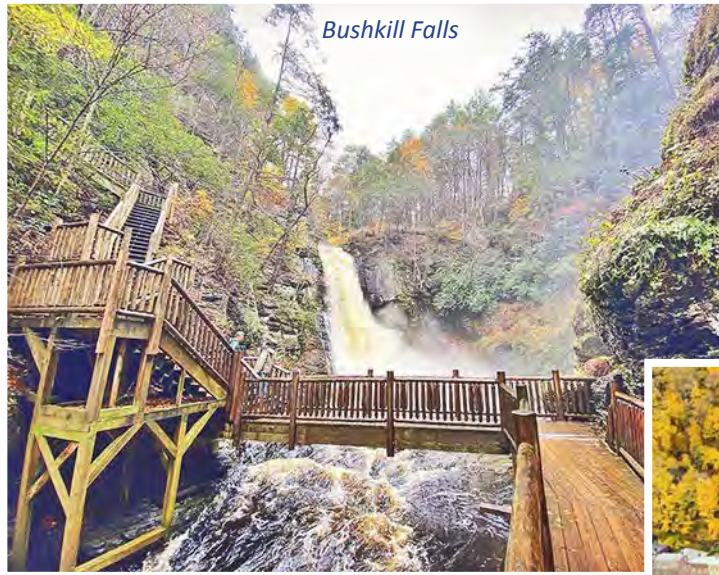
Delaware Water Gap is another one of my favorite spots in the Poconos. It is often described as "A Gateway to Scenic Splendor." It is home to Deer Head Inn; the country's oldest continuously running jazz club. It is also home to the COTA Jazz and Arts Festival which will have the 48th annual event this year.

We may add more and change some of the destinations. However, we can promise you that you will have some wonderful drives in the beautiful Pocono Mountains. We look forward to seeing you there.



*Grey Towers, Milford, Pa.*

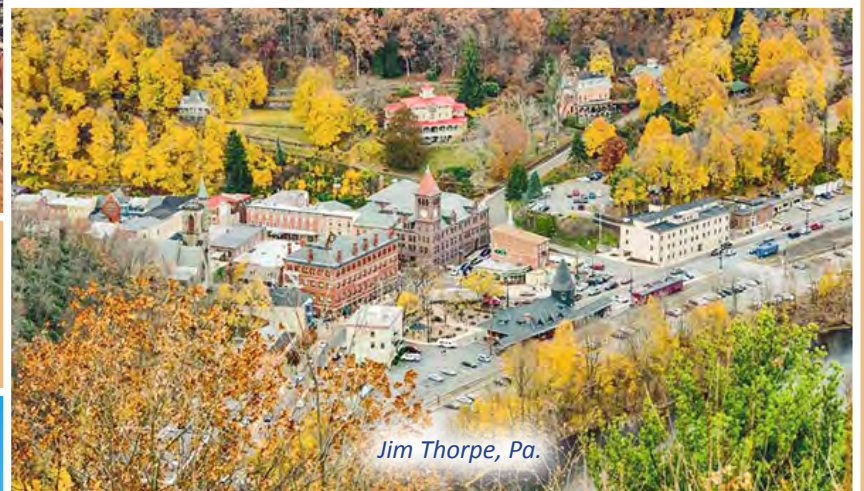




*Bushkill Falls*



*Deer Head Inn, Delaware Water Gap, Pa.*



*Jim Thorpe, Pa.*



*Skytop Lodge*





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Friday • Gymkhana Yes \_\_\_\_\_ No \_\_\_\_\_

Friday • Valve Cover Races Yes \_\_\_\_\_ No \_\_\_\_\_

Saturday • Car Show Yes \_\_\_\_\_ No \_\_\_\_\_

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## Womens Light Blue Polo



## Womens Forest Green Polo

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Year Serial Number

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

### Member Information

Primary Phone - -

Alternate Phone - -

Email \_\_\_\_\_

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☐ AHC of America

☐ Other \_\_\_\_\_

Occupation \_\_\_\_\_

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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](mailto:info@austin-healey-stc.org)

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Rev. 9/25/2024