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THE FLASH



OFFICIAL PUBLICATION OF THE AUSTIN-HEALEY SPORTS & TOURING CLUB



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

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Philadelphia



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ON THE COVER
Healeys out for Ice Cream in the NJ Region.

What's In The Flash

Tom Mulligan

British Encounter 2025 – Our Encounter Chairs and event coordinators are reaching out for volunteers to help with the Encounter events and for donations to this year's charity auction. Please read their comments and help if you can.

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

Advertisers All advertiser's ads are direct links to their websites. Check out their latest offers.


Auction Report – This month we look at 2 rare Healeys. The first is a 1953 Nash Healey coupe that sold well. Only 150 of these were produced.

Next, we look at another 100M sale, this time without the usual drama associated with correctness and authenticity. This is a well-documented car and may represent the top of the 100M market today.

Check the Flash for more info on both.

Flash Classifieds – We have 2 very nice big Healeys for sale – the 1965 3000 and 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 – Chuck Ott, from the Brandywine Region, has contributed a handy and detailed Tech article, with photos, covering the replacement of front hubs on the Big Healey, and the corresponding work that also needs to be done with the front wheel bearings, end float, etc. Thanks Chuck. 



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For you rock and roll fans, what do The Tempos, The Happenings and Gerry & The Pacemakers all have in common? They all recorded the song, “See You in September.” What is this question doing in this month’s *Flash*?

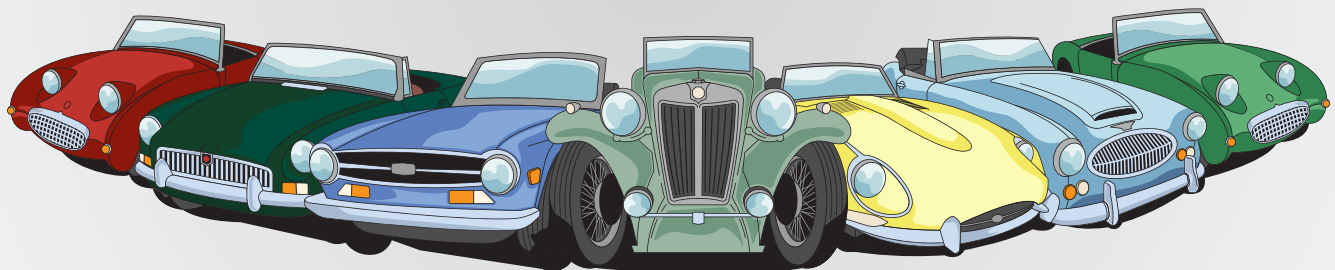
The answer is simple: have you registered for British Encounter 2025? If you have, we’re looking forward to seeing you in September. If not, you should do so soon as our annual convention is only one month away. This year we’ve specifically invited other British car owners to participate in the three fun days at Camelback Resort in the Poconos. Bob Snyder, Joe McGavin and their team from Lehigh Vally and other regions have put together a great agenda at a scenic venue. All the details and registration info may be found in this edition of *The Flash*. We hope that you will join us!

Speaking of September, September and October bring cooler weather and British car events almost every weekend. As nice as it was for six of us to drive our Healeys to an ice cream social on a recent July evening of 80° and low humidity, the Fall is even better for drives. It really doesn’t take much effort to find cruise-ins, shows or tours in your area. They don’t have to be British car events as your Healey or other LBC can be a star among muscle cars and exotics. Inviting another club member or an LBC friend to join you on a spontaneous 30–45-minute drive in the evening is as easy as just picking up your phone.

See you in September – on the road or at British Encounter!



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The weather is still frightful with temperatures in the 90s and the heat index above 100. Therefore, it's not conducive to taking the Healey out of the garage.

However, on Sunday, July 6, a total of 15 club members brought their Healeys to be on display at the Rebels and Redcoats car show at Washington Crossing. The cars were parked on the parade grounds which were in full sunlight. All the members who were in attendance decided to escape the sun and heat under the trees. There we enjoyed conversations about summer outings, events and general issues.


In addition to club members' cars, there were other Healeys on display. We did give the owners information on the club in the hope that some might join.

Our monthly meeting on Monday, July 21, brought out quite a few members who enjoyed a good meal and good conversations.

Upcoming events include:

The New Hope car show will be held on Sunday, August 10. This event is usually well attended by Healey owners, and hopefully it will be again this year.

A future Healey ride to the Wharton Esherick Museum in Malvern would be a good idea.

If and when the weather breaks, we plan to have a few outings, so watch Eflashes for further information. 



July started off a little on the hot and humid side, or so I've been told. But, in all fairness, it is still summer in the northeast part of the good old U. S. of A. Since I wasn't here to voice my complaints, I guess I can't really complain, can I? Denise and I were in the process of driving back to Jersey from Fort Wayne, Indiana, where it was just as hot. That's always the case, in case you haven't noticed: If anyone is complaining about how hot and oppressive the weather is, whoever you're talking to is always hotter than you are. It never fails. But now, as we get ready to make the jump into the really hot month of August, we can look forward to even more of the same; only hotter! Just wait until February!

Donald Healey's birthday was on July 3rd (it fell on a Thursday this year) and he would have turned 127 years old, but who (besides me) is counting? We celebrated the event here at Castle Crombie by drinking our hot fudge sundaes while they still resembled something akin to ice cream. Next year, I might forego the hot fudge. Oh, hell no! I'd rather use a straw! If you think about it, that is kind of an oxymoron, don't you think? I mean: ICE cream (cold by definition) combined with HOT fudge (well, hot, right?); just wait for it... which do you think wins out?

Regional club events for July began with our monthly meeting, held on Tuesday the 8th at The Vintage Tavern in Gillette. Attending members included Jim Lyon, Larry Gersten, Steve Jekogian, Bob Jankowitz, Denise & George Crombie, John Moore, Tom Mulligan, Steve Feld, and Paul Olson, with Sue Kessen stopping in for a few moments to say "hello!" And a "hi!" right back at you, Sue. Topics of conversation covered this year's Red Mill wrap-up; a couple of plugs for this year's British Encounter 2025 (September 11th through the 14th); the fall-out (I mean the successful turn-out, execution, and conclusion) of this year's British Challenge Rallye (June 21st), and a report from those attending the Red Coats & Rebels gathering the previous Sunday. A great turn-out with 15 Healeys were reported on display. A final reminder was made for the group heading up to the Storm King Sculpture Park tour and lunch on Wednesday, July 9th.

Ralph Scarfogliero hosted his 2nd Cars & Crumpets – South event at the Wegmans off Route 202 South in Bridgewater on Sunday, July 13th with about 13 LBCs in attendance. There were 3 Healeys (Ralph's Modified, my BN2, and Bob Pense's BJ8); Bill and Drew Thomas with Drew's GT6; a Lotus; a Jag; a couple of Triumphs; Paul Morrisette (with Chubb Insurance) was there showing off his white MGA; a black MGTF; an MGB and an MGCGT rounded out the MGs. The next Cars & Crumpets is scheduled for Sunday, July 27th in Morris Plains. If you have signed up to receive updates from Ralph's BCC.org, you should have gotten an e-mail alerting you to this. After this, the following one will be on August 10th back at Wegmans in Bridgewater.

- Yesterday, July 23rd, Region members met up at Taylor's Ice Cream Parlor on Main Street in Chester for our annual ice cream social with 6 big Healeys, an MGB, and a BJ9. Joining us for a cone or more were Andy & Martha Smith



(BT7), Steve Feld (BT7), Patrick Venezia (BJ8), Jim Lyon (MGB), Bill Kaltnecker (BJ8), Richard Ippoliti and his granddaughter, Olivia (BN6?), Denise Crombie (BJ9), and Sarah & George Crombie (BN2). Denise opted to follow Sarah and me and act as our lights for the drive back. Ah, the drawbacks of having a two-seat roadster to transport three people! I dare-say that even though we were a small crowd, we made our presence known! The lineup of Healeys along the curb turned quite a few heads.



NEXT UP FOR THE REGION IN AUGUST:

Club Meeting on Tuesday, August 5th at The Vintage Tavern in Gillette – YES, the date is correct; we are meeting on the first Tuesday this month – at 6:30. This is followed by the sign-up deadline for **The Brotherhood Winery Tour by August 7th**. After this, Cars & Crumpets, South on Sunday the 10th from 9 am until noon. On **Friday the 15th of August Steve Jekogian is organizing a drive out to The BROTHERHOOD WINERY** in Washingtonville, NY for a tour of “America’s oldest winery”, followed with lunch at “The 1839 Restaurant”. Lunch is on your own dime. The winery tour and tasting (also on your own \$), is \$25 per person. You will need to let Steve Jekogian know by Thursday, August 7th (see above).

Or better yet, come to the August meeting on the 5th, bring your check book, and save some postage! I texted Steve J. to see if he and Lynn were going to be at the Ice Cream Social (last night, as I write this). I thought I could save myself a stamp, but imagine my surprise when he responded by saying that they were in Italy! I decided that I could wait until they got back: I don’t trust TSA not to “lose it in transit”! They could inadvertently put it on the wrong plane and end up sending the check to South Africa. You should have received an e-Flash from Steve Feld on July 22nd with all of the pertinent details. Hope to see you on the tour.

Allen Rosenberg asked me to make another request for **Charity Auction donation items** for this year’s British Encounter. If you’ve got anything you would like to donate for a very worthy cause and you think it fits the bill, give Allen a call. Even if you don’t think you will be going (and why not?), he will try to “make it happen”!



One final note (if I don’t forget it for the fourth time in the past two hours): On one of Sarah’s recent deliveries a week or so ago, she spotted this little “gem” at a repair shop in Verona, NJ. Red over white BJ8 that’s been left out in the elements for more years than can be remembered. It appears to have an old PA registration plate on the driver’s seat. The people at C & G Import Car Repairs were no help at all. Anybody looking for a project? 🇬🇧



On Saturday, June 21st, the AACA Museum in Hershey held their annual Bill Smith Cruise In on the museum property. It was a hot morning but we Healeys found the only shade in the place. There was a nice little contingent of Healeys participating. That included Kim Swartley, daughter of Don Hoffer. Kim even wore a vintage ENCOUNTER 1985 Seven Springs shirt for the occasion! And it looks new! But the real kick was that she still had (and was using) Hoffer's original yard stick "gas gauge" which is carefully marked out, in Don's handwriting, with the fuel levels remaining. Classic Don Hoffer! From AHSTC, the Prestons, the Sherks, the Mellotts, and Kim. It was an enjoyable event.



Farewell Dinner for Shawn and Tammy Miller - 7/1/2025

Fifteen members met at the Iron Hill Brewery and Restaurant, 781 Harrisburg Pike, Lancaster, PA, to say farewell and wish Shawn and Tammi Miller all the best in their move to Holiday, FL. The members in attendance were Pam & Bob Preston, Fred & Donna Sherk, Don & Flora Schneider, Shawn & Tammi Miller, Del Border, Skip & Linda Hardy, Jim & Linda Cox, Priscilla Hooper, and Pam Frazier. Dave Hooper didn't attend, as he was recovering from recent surgery. Shawn & Tammi have been preparing for this move for several months, selling their house, paring down their possessions, and shipping their three vintage cars and household possessions to FL. They told the story of renting a 24-foot U-Haul which they carefully loaded, after which Shawn found that it was overloaded. They then spent several hours transferring the load to a 26' U-Haul at the U-Haul Rental parking lot. Shawn and Tammi have been active and long-time members in the Harrisburg Region and will be greatly missed. Fred Sherk and Jim Cox came as twins to the dinner sporting matching plaid shirts (see photo).

7/17/2025 - Monthly meeting at The Soda Jerk Diner & Dairy Bar, 403 E Main St, Hummelstown, PA. We had a beautiful evening and a nice turnout of seventeen members for dinner and ice cream on the covered back deck at Soda Jerk. Those in attendance: Bob & Pam Preston, Mary Waltz, Butch & Lynn Brewer (Mary's daughter and son-in-law), Pam Frazier, Tim & Kim Swartley (Kim is the daughter of the late Don & Dottie Hoffer, former members), Fred & Donna Sherk, Don & Flora Schneider, Skip & Linda Hardy, Dave & Priscilla, and Charlie Miller (Shawn Miller's Dad).

Charlie Miller brought several of his paintings of Austin Healeys, which were awesome (pictures attached). He is giving them to the Harrisburg Region.

Everyone is getting excited about the upcoming Encounter in the Poconos in September. Yours truly, Miss Procrastination, finally registered in the wee hours of the morning on the last day of the discount period, 7/20/2025.

Planning is in the works for a 2-3-day trip to VA in May 2026, to visit Jim & Linda Cox and Fred & Sonya Bennett.



UPCOMING

Saturday, August 2 - Coffee, Cars & Conversation, Jim Mack's, 5745 Lincoln Hwy, York, 10am

Saturday, August 9 - Car Show at Harmony Grove Community Church, 6390 Harmony Grove Rd., Dover, PA, 11:00 a.m. to 3:00 p.m. (Pre-register www.hgcc.org) \$10.00, Free Food.

Friday, August 15 - Long Home, Lancaster, car show for residents. Food trucks. 4:00 p.m.

Tuesday, August 19 - Monthly Meeting at Boomerang, 6:30 p.m.

Sunday, August 24 - British & Classic European Vehicle Show (formerly Taste of Britain) at Sylvan B. Fisher Park, Brownstown, PA, 9:30 a.m. - 2:00 p.m.

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

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

November 9 (Tentative) - Fall Dinner (probably at the Railroad House in Marietta).

December 14 (Tentative) - Progressive Dinner (Lancaster). 

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The Annual Vintage European Sports Car and Motorcycle Display at the Stony Brook Community Church usually is very popular with our members and has a good turnout. This year, though, on June 28th the weather was rainy in the morning. Some people contacted me as to whether the show was even going to be held. In fact, it was, and the weather improved later in the day. David Markowitz and Frank Filangeri attended. But Long Island attendance was down and overall, there were only about twenty cars there. Frank sent us some pictures. Rich Miot went to a show the next day, June 29th, at Morgan Memorial Park in Glen Cove. The weather was definitely better by then. He met a Healey owner there whom he didn't know. They got to talking and Rich found out the Healey was an original car passed down from father to son. Rick also sent some pictures.

Thanks to Frank and Rich for their news and the photos!

An exciting event for both participants and spectators is coming up in August - The Port Jefferson Hill Climb on August 9 -

There is also the always popular Celtic Festival and British Car Show on August 24 at Old Westbury Gardens.

I will be sending the fliers for both of these events.

AHSTC Encounter in the Poconos is September 11-14. More info in The Flash and on the website.

Enjoy driving your Healey and please continue to send me photos, comments, suggestions, news about your car, and any items of interest.



David Markowitz's Beautiful BJ8



Frank's Flat Floor E-type



A very Nice Example of a Siata Spring
(which is really a Fiat in disguise)



A 1964 Austin Healey passed along from father to son.

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A close-up photograph of a classic car, focusing on the headlight and grille. The car is a light blue color. The headlight is round with a chrome bezel and a clear lens. The grille is made of vertical chrome bars. The bumper is also chrome and has a rounded, classic design.

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On Saturday we had another tech session at Chuck Otts house in Middletown DE. It was another muggy day but the AC in Chucks garage made life much easier so we could carry out some modifications to his Sprite.

We had a small group of members in attendance in addition to Chuck, Edy and me. These included Jeff and Robin Rose and Pennie Hasse.

Chuck had decided he wanted to replace his bonnet strut with two aftermarket struts that would require some engineering for them to work properly and allow the bonnet to close.

The next two hours involved some precision measurement and drilling of several holes in the underside of the bonnet to enable supporting brackets to be attached. The pictures attached show the actions we took as a tech group as all the people present contributed in some way the outcome.

So, what happened? After we had finished the acid test was the closing of the bonnet or not. Sadly, we discovered that as we attached the new struts they moved forward slightly, so the fit wasn't perfect. As a solution, the original hinges were subsequently moved downward, and although this improved the fit, Chuck realized the hinges had worn and moved so he decided that these would be replaced with a spare set he was saving in his garage. That is where we left things.

Chuck will be writing a tech article about adding these new aftermarket struts so look out for that one.

See you at Encounter. 🇬🇧



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Big Healey Front Wheel Bearings

Brandywine member Steve Keating called me to ask some questions about installing new front wheel hubs on his BJ8. The splines on his front hubs were worn, the tops of the splines came to a point rather than having a flat surface. In severe cases, the splines will appear bent over, this happens when you step on the brake and the wheel spins on the splines because one or both are too worn. When you replace the front hubs, you have to install the new bearing races in the hubs and go through the process of checking the “end float”. After obtaining the correct end float, pack the wheel bearings with grease and assemble the entire wheel bearing system. I told him if he came down and helped me repack the wheel bearings on my BJ8 he would have hands-on experience to do his hubs, and I would get repacked bearings AND material for a Flash tech article. He agreed and that’s how this started.

I have seen conflicting guidance on when to repack Healey front wheel bearings ranging from every 24,000 miles to every 4 years to never. I decided to do mine after 6,000 miles / 20 years. The parts you will need when doing this from scratch are new bearings (Timken, made in USA are best), spare shims of various thicknesses, and possibly a new swivel axle spacer (spacer only on late model BJ8) and distance piece if yours are damaged. In all cases you will need a new cotter pin and grease seal. Here is the procedure that Steve and I followed:



This is my homemade tool for removing the grease cup.



Caliper moved out of the way and wired into place on top of the shock.

1. Remove the wire wheel. If you were previously diligent about greasing the splines and threads, this should be easy. Mine was.

2. Remove and support the disk brake caliper. It was easy to remove the (3/8”) backing plate bolts. Next, I removed the bottom brake line (1/2”) bracket nut, then to fully remove the top nut I had to bend the steel brake line a little bit as I was loosening the nut to get it off. Then I removed the bottom (5/8”) caliper bolt and again had to bend the brake line some more to finally remove the top caliper bolt. Then I rolled the caliper out of the way onto the top of the shock and secured it with a piece of wire.

3. There is a special service tool to remove the grease cup from the hub, but we used a homemade tool, and it did just fine.

4. There is a cotter pin in the castellated hub nut that holds the hub to the axle under the grease cap. To remove it, bend the legs of the cotter pin straight. There is a hole in the hub, placed there specifically for cotter pin access. Make sure you line the hole up with the top of the cotter pin. Then use a screwdriver or needle nose pliers to push up the legs of the cotter pin so you can grab the cotter pin with pliers or a pick and pull it out.

5. Using a 1-1/8” socket with an extension, remove the castellated nut and then remove the tab washer.

6. The hub/rotor assembly should be able to be pulled off at this point. Mine did not, but repeated blows with a rubber mallet on the back of the rotor slowly inched it out until the hub came off of the axle.

7. Remove and clean all of the parts, which should include the castellated nut, tab washer, shim(s), inner and outer wheel



Castellated hub nut with cotter pin access hole lined up at the top.



This pick tool works well for pulling the rear leg of the cotter pin or pulling it through the top hole.



After cleaning the bearings in mineral spirits, we blew out the liquid and grease with an air gun.



Push the bearing into the grease until it comes out the top. Small side down works best.



Cover the greasy splines (a plastic grocery bag works well) or you will get grease stripes on your shirt.

bearings, distance piece and swivel axle spacer. We used mineral spirits, followed by compressed air to blow any remaining contamination out of the bearings. Also remove the old grease seal from the back of the hub and discard it. The old grease seal should always be replaced with a new one. Inspect all of the parts for any damage.

8. You now can check end float by lubricating the wheel bearings with 90 weight oil and reassembling the parts. If you use grease instead of 90 weight oil, you will not be able to feel the end float when you pull the hub in and out.

Do not install the grease seal until after the process of obtaining the correct end float is completed. When you torque the castellated nut to 40 ft lb you should have approximately 1/1000" of float, or the very slightest of movement in and out. By trial and error, adjust the amount of end float by adding shims to increase end float or remove shims to decrease end float. It is best to start the end float process with having too many shims installed than having too little. Too little could cause binding and extra wear on the bearings while checking for end-float. When you have obtained the correct amount of end float you should not be able to move the wheel hub in and out a barely perceptible amount. Also, the hub should spin without any restriction or binding of any kind.

9. Now that you have obtained the correct amount of end-float, you can use grease the bearings and install the grease seal. One way is to put a blob of grease in your palm and press the bearing into it until grease pushes out the other side, going all the way around until the entire bearing is full of grease.

10. If you are replacing the hub with a new one, you will need to install the bearing races into it. Putting the races in the freezer shrinks them and makes them easier to install. We did this with Steve's and used some appropriately sized large socket wrenches as a striking surface to push the race into the hub evenly. You could use a



Here are the parts in order - spacer, seal, inner bearing, distance piece, outer bearing, spacers. The tab washer and castellated nut go on the outside.



The spacer goes on first, the grease seal rides on this surface. Make sure you grease the outside of the spacer and the inside of the seal.



Torque the castellated nut to 40-70 ft-lb.



Drop the cotter pin through the access hole into the castellated nut and bend the legs.



Grease the splines, shoulder and threads.



Chuck puts the wheel back on.

flat-ended punch, going around the race to tap it into place as well, but there is more risk of damaging the race this way.

11. Put some grease on the axle and slide on the swivel axle spacer first with the concave side of the spacer pointed away from the inner bearing (toward the center of the car).

12. If you haven't bolted the rotor to the hub, this may be a good time to do that. Put the distance piece into the back of the hub, small side to the outside of the car, then put the bearing into the race, small side to the outside of the car. Put the new grease seal in the back of the hub and seat it flush with the back of the hub. I used a rubber mallet to do this.

13. Grease the outer sealing surface of the swivel axle spacer (late BJ8 only) and the inner surface of the grease seal, then slide the hub onto the axle and seat it all the way onto the grease seal.

14. Install the outer bearing with the larger side to the outside of the car, then the shims, then the tab washer then the castellated nut. It should be noted that the shims can be installed in two different locations. They can be placed on the face of the outer bearing between the bearing and the tab washer or in front of the narrow end of the distance piece.

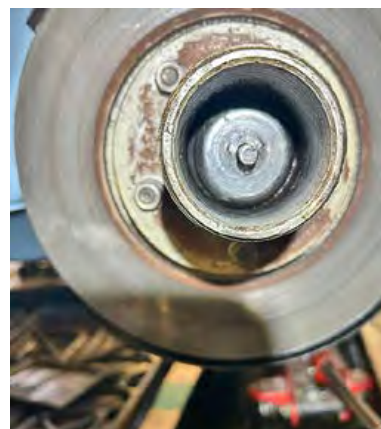
15. Torque the castellated nut to 40 ft-lb. Spin the rotor to make sure there is no binding or grinding and the hub spins free. If all is good, check to see if the recesses in the castellated nut line up with the vertical hole in the axle. If not, you can torque it up to 70 ft-lb to get it to line up. Do not go above 70 ft-lb. Once you get the recess lined up with the hole, you can line up the cotter pin hole in the hub and drop the cotter pin through it and through the castellated nut. Then bend one of the legs of the cotter pin across the face of the axle to lock it into place. Bend the other leg toward the back.

16. Some places tell you to fill the grease cup cover with grease before installing it, some tell you not to. We chose not to and installed it dry.

17. Clean any grease off the rotor that may have gotten there while assembling.

18. Grease the splines, threads and shoulder on the hub, and the knock-off contact area on the wheel, which you are supposed to do annually anyway, and install the wire wheel.

19. Repeat for the opposite side. Take the car down off the jacks and enjoy a job well done! 🇬🇧



Fit the grease cap - almost done.



Grease the shoulder on the wheel also!



Steve gives the knock-off a few solid whacks to finish the job. We have all done this - you hit the wrong side of the knock-off before figuring out you are actually loosening it, then switch to the correct side!

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We have a new member this month.

Harrisburg
Stan & Karen Zellers
Harrisburg, PA
'67 BJ8

North Jersey
Keith Faulkner
East Haddam, CT
'64 BJ8

North Jersey
Ron Newport
Mt. Freedom, NJ
'70 MGB

North Jersey
Charles & Patricia Ann
Prentice
Franklin Lakes, NJ

North Jersey
Ken Kelly
Chester, NJ
'60 Sprite

Philadelphia
Returning member
Richard Berman
Berwyn, PA
'57 100-6

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.

Regalia Online Store

The AHSTC club has started a new way to get Bling.
We have set up with a vendor who has all our logos.
Click on the link ahstc.qbstores.com/ and Buy, Buy, Buy

Questions/concerns contact: Ken Beck • Email: kenbeck@rcn.com

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



Flash Classifieds

WANTED: CLUTCH & BRAKE PEDAL

For 1963 Austin-Healey Sprite MkII or MG Midget. Will pick up in Lehigh Valley area. | Nov24
Call Mike Hlasney [484-725-0701](tel: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 or 484-281-8085



Auction Report

Tom Mulligan

Nash-Healey Le Mans Coupes don't come up for sale very often. According to the seller, there were approximately 150 produced over 2 years. I wasn't aware, before reading about this car, that the Coupes were longer than the Roadsters in both overall length and wheelbase!

This 1953 Nash-Healey sold for \$92.4k, including the buyer's premium, on Bring a Trailer (BaT), in July. It appears to be a very nice example and the comments by the auction-watchers were positive. The condition is not number 1, but the photos depict a car that appears solid and ready to be driven and enjoyed. The body has some flaws, and the interior is tidy and shows that the car has been driven. The original color combination is not known but is suspected to be as shown based on paint found in hidden areas of the car.

Check it out here and see if you think it was well bought or well sold.

[1953 Nash-Healey Le Mans Coupe for sale on BaT Auctions - sold for \\$88,000 on July 18, 2025 \(Lot #201,031\) | Bring a Trailer](#)



Auction Report

Tom Mulligan

Next, we have another 100M sale, and this time there is no drama! AH 100Ms can be very controversial at auction due to the value placed on authenticity verification. I have reported on several sales in this space in the last several months with various outcomes and lots of drama. This 1956 example recently sold on BaT for \$172.6k including the buyer's premium. That is one of the highest sale prices for an M in recent years, but if any M deserved it, it appears to be this one. The car is well documented from new, has all the usual papers (it was judged at Encounter in 2021) and most of the body-part numbers to support its authenticity.

The prices for all Healeys are on the decline and the Ms and Ss are no exception, however this sale shows that the best cars still command decent prices. Read more about it [here](#).

(full disclosure – I bid on this car)

[1956 Austin-Healey 100M Roadster for sale on BaT Auctions - sold for \\$165,100 on July 21, 2025 \(Lot #201,324\) | Bring a Trailer](#)





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Austin-Healey Sports & Touring Club



HEALEYS ATOP BIG POCONO

British Encounter 2025



British Encounter 2025 is well underway! Thank you all who have registered for this great event which will be occurring in the beautiful Pocono Mountains at Camelback Resort from September 11 – 14, 2025. Additionally, the discounted room rate for the event is available three days prior and three days after the event dates if you want to enjoy more of what the Pocono Mountains has to offer.

The Lehigh Valley Region has 23 members, of which around 7 or 8 are active. As many of you know who have run an Encounter, there is much planning and work that must be done prior to the event and a large number of staff are needed during the event to run the many activities planned to achieve the best experience for an Encounter.

The celebration of our Austin Healey and other British Sports cars is self-supported, relying on registration fees, donations from loyal and generous sponsors and hundreds of hours of Volunteer Power. What is Volunteer Power? You can have that power when you step up to offer the host British Encounter 2025 team a lending hand. There are many events going on at British Encounter 2025 and great people are needed to help run, arrange or direct these activities. The benefits of volunteering include increased time spent socializing and enriching lifelong connections with people who love their Austin Healeys and other British Sports cars as much as you do.

All volunteers become part of a team. The British Encounter 2025 volunteers will know exactly how they will be helping to support the fun that will take place over the course of the event.

Please let Bob Snyder at rjs_cpa@yahoo.com / 610-392-5376 or Joe McGavin at joe@joemc-gavin.com / 610-442-4947 know if you would like to be a volunteer for British Encounter 2025.

The amount of time spent volunteering is entirely up to you, it can be an hour or more depending on your schedule and ability to commit to supporting the event.

Thank you and we are looking forward to seeing you in September!

Bob Snyder

Encounter Charity Auction

Encounter is coming up in 2 short months...hope to see you all there for our annual family reunion. A major part of what our clubs do is to give back to charity. Yearly we hold an auction as one of the highlights of this annual get together. This year our chosen charity is the Pocono Mountains United Way <https://poconounitedway.org/>. This is a great organization that really supports the local area, helping approximately 1 out of every 12 families in the region. Please be generous in your donations and in your purchases. We are looking for good items or services preferably related to British cars. Scour your garage, attic, closets or storage locker for any serviceable items that you either don't need any more or items you would just like to donate to a good cause. When we held Enclave in 2022 in the Poconos, we even had a donation of a very nice Sprite. No guarantees we will have another car donated, but anything you have car related would be great. Think of NOS parts or good clean previously used parts and accessories. Besides the Sprite, we have seen car artwork, books, vacations, flights, watches, car related jewelry, wearing apparel, blankets, restaurant gift certificates, laptops, car service certificates, and too much more to list. Use your imagination! If you cannot bring the item(s) in your British car because of size restraints or if you cannot attend Encounter, let me or your region president know, and we will make sure it gets there. If you have any questions, please contact me.

Thank you.

Allen Rosenberg

Encounter Charity Auction Chairman

bigalnj@aol.com

732-742-4642





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Sponsored by Austin Healey Sports and Touring Club

Why this is a must-attend event



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Awards Banquet

Long Distance Award - the car that travels the furthest under its own power

Ralleye in the beautiful Pocono Mountains - Friday Afternoon

Hospitality Room every day during the event

Friday Night Pub Night

Tech session

Gymkhana and Funkana

Valve Cover Racing

Special event hotel rate 3 days before and 3 days after the event

Access to all the Camelback Resort functions

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Last Name	First Name	Spouse/Guest		
Address		City	State	ZIP
Phone (Primary, preferably mobile)		(Secondary)		
Email		Is this your 1st Encounter? Circle Y or N		
CAR(s) you are bringing to the event (First car free, additional cars \$25 each)				
1. Year	Make/Model	2. Year	Make/Model	
AHSTC Region / Other club affiliation (s)				

REGISTRATION INSTRUCTIONS

Or register online: encounter2025.com

Registration fee Includes:

- One show car, 2 adults, and all children under 21
- Free access to our Hospitality Room every day
- Thursday Welcome Reception (space limited)
- Friday Charity Auction
- Free tech sessions and driving events

Make check payable to "AHSTC Encounter"

Mail check with this complete form to:

Encounter 2025 | Robert Snyder
1392 Devon Circle • Allentown, PA 18104

Questions? Email encounter@austin-healey-stc.org
or call 610-392-5376

HOTEL INFORMATION

Camelback Resort, 193 Resort Drive, Tannersville, Pa.
camelbackresort.com 855-515-1283

Camelback is a full-service Pocono resort hotel.

- Our special rate of \$149 + tax per room per night is guaranteed only through **August 18, 2025**.

This rate will be available for three days before and three days after the event so you may extend your stay.

Rate includes secured adjacent parking for one car.
(Additional cars \$10/day).

TO RESERVE ROOM: Call 855-515-1283 and mention "Austin Healey Club." Provide your Encounter registration number to receive the rate. *Or reserve hotel online with link on the ENCOUNTER page at encounter2025.com.*

Circle expected arrival date: 9/10 9/11 9/12 9/14

Need trailer parking? FREE Yes / No

REGISTRATION FEES

\$109 through September 1 \$ _____

Additional cars / adults same family

No. extra cars _____ \$25 ea. \$ _____

No. add'l adults _____ \$25 ea. \$ _____

Fri 9/12 Pub Dinner (before auction)

No. adults _____ \$35 each \$ _____

No. children _____ \$20 each \$ _____

Sat 9/13 Banquet (before awards)

No. adults _____ \$50 each \$ _____

No. children _____ \$20 each \$ _____

Silent Auction Tickets 7 / \$5 \$ _____

REGALIA ORDER TOTAL - Order by Aug. 15

(Submit with regalia form) \$ _____

TOTAL REMITTANCE (\$ U.S.) \$ _____

NO REFUNDS AFTER AUGUST 1

Free Events *Please let us know if you plan to take part*

Thursday • Welcome Reception

Number attending _____

Friday • Charity Auction

Number attending _____

PARTICIPATING?

Friday • Rallye Yes _____ No _____

Friday • Gymkhana Yes _____ No _____

Friday • Valve Cover Races Yes _____ No _____

Saturday • Car Show Yes _____ No _____

Saturday • Funkhana Yes _____ No _____

Enclave 2025 Regalia items

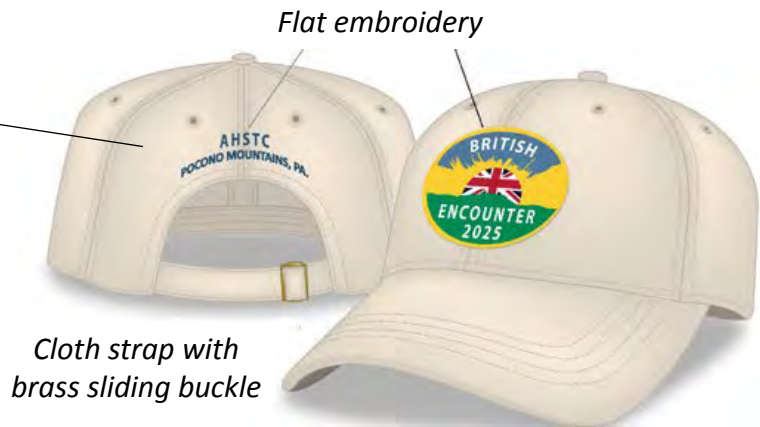
Details online at encounter2025.com

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Mens Light Blue Polo



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Womens Light Blue Polo



Womens Forest Green Polo

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MENS FOREST GREEN POLO	S	M	L	XL	2XL	3XL	\$38		
WOMENS LIGHT BLUE POLO	S	M	L	XL	2XL		\$38		
WOMENS FOREST GREEN POLO	S	M	L	XL	2XL		\$38		
TWILL CAP							\$25		
Enter total due for regalia on REGISTRATION FORM TOTAL DUE									



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YOUR NAME: _____
(first) (nickname) (mi) (last)

SPOUSE NAME: _____
(or other members at this address) (nickname)

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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 _____

Other Healey Club(s) :

☐ AHC USA

☐ AHC of America

☐ Other _____

Occupation _____

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

How did you hear about AHSTC? _____

When Healey-Related organizations request our mailing list, can we include your name? YES NO

Can we include your address and phone in membership lists distributed to our general membership? YES NO

Our membership year runs from April 1 through March 31. Membership is FREE for the first membership year. After that dues are \$30.00 per year, For your convenience you can join for multiple years, just add \$30.00 for each additional year.

Membership includes a subscription to the FLASH, our monthly newsletter. **We send out our newsletter via email** monthly except for December. Members with email addresses will receive a link to download the Flash each month. If you don't have email, let your Region President know so arrangements can be made for you to obtain the Flash. Members may place non-commercial classified ads on our website and in the FLASH free of charge.

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

MAIL TO: AHSTC 309 EAST BROAD ST. QUAKERTOWN PA 18951-1703

Rev. 9/25/2024