

The FLASH



MARCH 2023 | ISSUE 534



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

MARCH • 2023

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THE FLASH

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ON THE COVER

Healey Badges: "AHSTC grill badges produced over the years, show us your interesting badges!"

Healey at Audrain: "A Healey at sunrise in Rhode Island for the start of the 2021 Audrain Tour d' Elegance"

What's In The Flash

By Tom Mulligan

The response to our *Flash* Encounter 2023 Contest has been great so far. Please locate this month's question and submit it for a chance (or another chance) to win a free (transferrable) registration, and 1 night of your stay. Remember, every correct answer increases your chances to win!

Check out the Tech article by Fred De Santis (thanks Fred). The subject of LED conversions comes up often, and they are a great addition to our primitive lighting systems. I installed LED brake lights on my BJ8 a few years ago and they are worth it. The technology continues to advance and Fred's solution is an improvement. I am also definitely going to look into his driving light suggestion.

FYI, the February 2021 *Flash* has a tech article on an LED headlight conversion. Here again the technology has improved so contact me if you want more info on headlight and/or dash light conversions, both of which I have added to my car.

The Club's by-laws require financial information to be published once a year. You will find that information in this issue.

Also, Encounter 2023 registration material is now available in the Flash.





PRESIDENTIAL RUMINATIONS

Steve Feld AHSTC President

March is here and time is running short to get your Healey ready for the road. Better yet, I've heard that some of you have taken advantage of the mild winter and have exercised your Healey a few times already. Unless the salted roads prevent, mine will be off its winter dollies and breathing heavily through its SUs by mid-March.

March is also when members in our six regions are finalizing dates for driving and other events for 2023. Philadelphia will be trying weekday retiree drives. Harrisburg is working with other local British car clubs for joint activities. Brandywine and Lehigh Valley arranged drives to the Simeone Museum for the Best of Britain display (even though it featured MGs!). North Jersey provided a cash subsidy for dinner to those who attended its February meeting -proving that we all have our price! There is much, much more on tap for every region. You can help by hosting a drive, a tech session, a visit to a historical site, winery/craft brewery or car collection, or just a picnic at a park. You know what your club does for you. What can you do for your club?

Many of you participated in the AHSTC member survey. In fact, about 60% of you responded for which all you are commended in producing such an astounding response rate. We will be analyzing the results and using them in planning future activities. Preliminarily, one item that is clear from a quick look is that you want more driving events. We will have full details of the survey in the April edition of The Flash.

You should be making plans to attend Encounter 2023 on August 24-27 in Harrisburg/Hershey. The Harrisburg Region is putting together a great event which opens with a private evening visit to the vehicle displays at the nearby Antique Automobile Club of America Headquarters. Also don't forget to enter the Healey Trivia contest in The Flash every month before Encounter. You could win free Encounter registration and a complimentary room night.

Does your spouse or partner have a desire to get The Flash or your region's E-Flashes? After all, aren't two heads better than one in getting activities on your schedules and mitigating the forgetfulness that comes with our hectic lives? (Not related to age, of course!) Just give your regional president the name and email address and we'll be glad to add the person to our distribution lists.

One final item - 2023 membership dues notices will be emailed to you shortly (unless you've paid a couple years in advance). One of the few things that hasn't gone up in price for years is our dues of \$30 per year. Talk about good value for the money!

Spring driving season is almost upon us! Are you ready!



HARRISBURG REGION

By Fred Bennett

Annual Polar Run 2023

This year's Polar Run took place on February 18th on a sunny Saturday with temperatures in the upper 30s to low 40s. Participants included the Zabadys (Mk I), the Bennetts (Sprite), the Hoopers (BMW), Pam Frazer (VW), and the Prestons (Mini). We met at the AACA Museum Inc. in Hershey at 11:30 and concluded the drive at the Eagle Hotel in Lingelstown about 2:00.

The route for the Run took the participants through parts of Lebanon and Dauphin counties. Driving through the rural byways of Central PA in February can be a challenge, due to the number of potholes and cow pies that litter the road surface. February is also "manure-spreading" season in these parts, so everyone was treated to quite an olfactory smorgasbord as well. There were three planned stops along the way. The first was at the Co-Parts auto recycling center in Grantville where we examined an interesting and eclectic collection of abandoned sports cars. This was followed by a quick bathroom break at Memorial Lake State Park, with another brief pause at the lake's overlook for a photo shoot. Then it was on to the final destination for some excellent crab cakes and cold Lagers at the Eagle.



As the only participants to be brave (or crazy) enough to complete this year's Polar Run "topless," the Zabadys were rewarded with free drinks and the undying admiration of their fellow Healyites. To be honest, they didn't really have a choice over going topless because they haven't yet gotten a top for their recently acquired car. This was their first trip in the Healey after purchasing it last year and sorting everything out, and the car performed perfectly. Being Healey "newbies," however, they apparently put a little too much trust in their infamous, Smiths gas gauge and ran out of petrol about a mile from home.

February Monthly Meeting Report

As usual, the Harrisburg Region's monthly meeting was held at the Hilltop Café at 6:30 on the third Tuesday of the month. Attending were the Zabadys, Sherks, Prestons, Millers, Bennetts, Brian Kopp, and Pam Frazier.

Discussions mainly centered on the Harrisburg region's preparations for this year's Encounter. Bob Preston passed around samples of shirts and logos and asked attendees' opinions. Additional discussions concerned planning for off-campus activities that could be added to the Encounter schedule. If anyone has an idea or suggestion, Bob would be happy to hear from you.



March Monthly Meeting, 6:30 at the Hillside Café- March 21st

April Monthly Meeting, 6:30 at the Hillside Café- April 18th

Spring Drive with Charlie Baldwin- Late April or early May (TBO)

Import and Performance Show in Carlisle- May 12th & 13th

Cars and Conversation at Burger King in Columbia- 10:00 AM March 4th and April 1st

Cars and Conversation at Jim Mack's, 5745 Lincoln Hwy., York- 10:00 AM May 6th and July 1st

Cars & Conversation Event at Rob & Jim's Garage in Lancaster- 10:00 AM June 3rd

Outdoor Movie Night at the Prestons'- 7:00 PM June 10th

BBQ at George Wagman's Garage- July (TBO)

Encounter 2023 in Hershey, PA- August 23rd- 26th

A Final Exhaust Note

This months' Final Exhaust Note is a challenge to solve an automotive mystery!

Among the sad remains of Porches, Spitfires, MGs, and Jags we saw at the junkyard on the Polar Run, this cool little micro car really stood out as something truly unique. If you can correctly identify the make and model and year you will be eligible to win two free admission tickets to the AACA Museum in Hershey. In fact, maybe you'd like to make this your next "project" car. She's basically solid and complete, except for the missing motor and transaxle. How hard could it be?

Send your answers via email to Fred & Sonya Bennett at quietwaterpaddler@gmail.com



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Climate change certainly is upon us with a somewhat warm January and February. Spring will arrive on March 20 but colder weather portends for March.

On Saturday, February 11, Dave Siwa and I drove to the Simeone Museum in Philadelphia to attend the 80th anniversary of MG Marque. On display were various MG models from the 1930s to the 80s. Pete Cosmides had his MG on display as well. We learned the history of MG from the inception till the present. We suggest that everyone visit this excellent museum as it holds hundreds of cars of various marques and years. Also attending were members Bob Ott, Chuck Ott, Steve Snyder, Fred DeSantis and others.

Our monthly meeting at the Metropolitan restaurant was held on Monday, February 20, with 15 members attending. Topics discussed included instituting weekday retiree drive events, such as covered bridge tours and visits to museums, ending in lunches. We intend to have our first spring drive on Saturday, March 18, to a location to be determined. We are possibly going to change the starting time of monthly meetings from 7 p.m. to 6:30 p.m., depending on the Metropolitan's availability. Watch for an email denoting the change.

We want to welcome new members Steve Wilcox and David Detora who attended the meeting. Steve has a BN1, and David has a Bugeye Sprite.

Our next monthly meeting will be held on Monday, March 20. We are in the process of beginning to hold tech sessions again. If you have any projects that need work or ideas, please contact me.

We look forward to weather conducive to getting our Healeys out and about.



Chuck Ott at the Simeone Museum with historic Healeys.

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North Jersey

By George Crombie

Not an awful lot of stuff to write about for the month of February, but we did have our monthly meeting on Tuesday the 7th, which was one week earlier than the normally scheduled meeting, due to the 14th being Valentine's Day and the venue projected to be inundated by hordes of heart-struck couples trying to prove their undying love for each other. We had a great turn out (probably due to the Regional Club offering a \$10 bribe to each attendee) of 17 members, including 5 (count 'em – 5!) spouses. I did hear at least one gent referring to the evening out as qualifying for an early Valentine's Day date. Attendees at the February meeting included Dennis Meehan, Tom Mulligan, Richard Ippoliti, Ian & Sue Kessen, John Moore, Steve & Ann Feld, Rudy & Barbara Hyzer, Allen Rosenberg, Bob & Julie Jankowitz, George & Denise Crombie, Bill Geissel, and Nachman Kanovsky.

Among the topics discussed were the Red Mill all British Show in Clinton, NJ to be held on Saturday, June 3rd this year. Preparations are well underway, with volunteers always needed for help on the day of the show, as well as to help solicit donations for the goodie table. Don't be bashful, step right up and jump in; the water won't be that cold (unless you take me literally and jump into the river...). It's just a figure of speech, but you knew that, right? Registration, like last year, will also be available on-line, as well as via snail mail via check. Other topics included the \$10 per person dinner "bribe" (I must admit that I used my bribe, not for dinner but to deposit nearly 4 gallons of petrol into the fuel tank of my BN2 for a cruise the following weekend – gorgeous weather)! Britfest has been scheduled for October again this year. The rumor has it that the organizers of Britfest like the Fall weather (more dependable, maybe?) better than the early Spring. Steve Feld made another plug for members to fill out the AHSTC Survey and send it in so that Corporate has some kind of understanding on what the members (that's you guys, too!) would like to see happen so we can limit the time we spend on the front porch in our rocking chairs. We need direction to go forward. Steve also thanked those members who had already sent in their survey. At last count, just over 50% of the membership has responded! Steve also put in a plug, and encouraged members to check out the official AHSTC website, if you haven't done so recently.

Going around the table with updates on members' projects, the consensus appears that most everyone has a project (or half a dozen) and most are waiting on more favorable weather or maybe a tech session or two to help get them started. However, Rudy enthralled us with a story based in upstate New York back before the turn of the century when LBCs were first being imported into this country. It seems like there were these three guys, see, and they started importing and repairing these Little British Cars (or were they German? Or maybe a little of both? Maybe the three guys were German...or British?). At any rate, it was a great story, with a good bit of local, upstate New York history involved. You can't expect me to remember all of the details, can you? You know what they say: "You've really got to be there, you know." Rudy also mentioned that he is in search of the "speedometer/trip reset gear" for his 1964 Sprite. If you happen to have one of these little do-dads laying around, do think about maybe giving him a call. You know, before you inadvertently trip over it and hurt yourself.

New member, Nachman Kanovsky introduced himself, and related his involvement in British cars, and the Austin-Healey marque in particular. During his talk, it was determined that his family and Julie Jankowitz's family both emigrated from Ukraine to the same little village in Canada. Talk about a small world! It sounds like Nachman's classic car collection (around 12) may just rival Ralph Scarfoglio's (also around 12). Between these two, we could hold our very own multi-marque car show!

A bit of an update on my BN2:

I guess I do have a bit of an update on my BN2. I mentioned that I had put some gas in it and taken it out for a few "test drives" over the past couple of weeks or so, to see if any of its maladies had miraculously remedied themselves, and I had a little surprise over Presidents' Day weekend. I have been having a problem with a god-awful screeching sound. It seems like it was only screeching while the motor was running (and, yes, I even told the motor to slow down and try just walking for a bit – but the little brat threatened to have ME walk instead; that might be the last time try that joke on her). I thought I had that problem taken care of when I had the generator rebuilt, but nope. That is one of the main reasons I try to test drive her or the Sprite after doing repairs. Anyway, after getting the generator back and reinstalled, the screeching was still there. Or maybe it was a different one; it did have a different pitch to it, but it was still quite annoying.

After one of these test drives, I decided to tackle the “turn signals not working” item on my long list of “must do” (in fine print...). Well, I managed to get the old Flasher Unit out of the car and proceeded to have a bit of trouble getting the new one in. My damned fingers just weren’t working like they are supposed to. So, I thought I’d try to retrain them. The hammer on the work bench looked oh so tempting, but I managed to fight back the urge. I settled on trying to compare the old versus the new Flasher Units. I figured that if I tested them on the kitchen table using my digital VOM, I might be able to see if they tested any different. And if I dropped anything, it couldn’t fall very far into that bottomless abyss that I call my garage. So, before I go any further: Does anyone have any idea on how to do this? I think I figured it out. I went back out and tried to get my fingers to work properly again. I’ll try again in a couple of weeks.

The next little bit of dexterity to try out was to replace the shift lever “BUSH”, – NA (use 461-110 below), illustration #101



Shift lever retaining cup, a bit messy.



Base plate under the retaining cup.



Brass ID plate for OD states "LAYCOCK de NORMANVILLE OVERDRIVE UNIT" with serial number 28/1308/001477.vv

in the Moss Motors catalog on page 52. Well, the “BUSH, lever” replacement only cost \$4.79, but it is made of NYLON! What a joke! The original was made of copper or brass and looked pretty darned good after 66 years, with very little cleaning! After cleaning up the shift lever stem and retaining cup, I reassembled the shifting lever, and... Yup, I took another test drive. This year’s January/February has been very conducive to test driving. Wonderful!

Another thing I did was to clip a jumper wire from the “input” side of the overdrive switch on the gearbox (Moss Motors part # 141-100 -Oops! Again NA; use # 140-470, with Lucas terminals – at \$9.99) to the overdrive solenoid. After the nylon “replacement” BUSH, lever, I’ll see what other options are available, thank you very much. At any rate, after close to an hour’s cruising over the back roads around my area on Presidents’ Day, I felt the overdrive kick in, and at the same time, the screech noise suddenly decreased substantially! It was still there, mind you, but almost like I was wearing a set of good ear plugs. Anyway, I thought I’d share that with y’all (you know, just in case you don’t make it to the next monthly club meeting, scheduled for Tuesday, March 14th at The Vintage Tavern in Gillette, starting at 6:30 pm).



Shift lever retaining bolt, located at the 6 o'clock position, just below the cleaned up retaining cup.

I do have a word of caution that I realized during all of these test drives: Be careful of the drive shaft if you choose to cruise with the transmission cover removed. That drive shaft spins at a good rate of speed. Both in forward AND reverse gears. Go ahead, ask me how I know that!



Jumper wire going from the gear box switch "input" to the OD Solenoid (going around the shift lever to keep it away from the spinning drive shaft. This essentially bypasses the gear box OD switch.

Long Island

By Paul Parfrey REGION

I awoke this morning before dawn. Birds were chirping. I checked the outside thermometer, the temperature was 22 degrees. This is a strange winter. Here in New York, the temperatures have been higher than usual except for a few very cold days thrown in so we don't get too spoiled. No snow here (so far) but lots of cloudy and wet weather. If you have kept alert, there have been a few good driving days, and there should be more coming - spring isn't so far off. Here the salt spreaders are out at the slightest possibility of freezing rain or snow so you have to be careful. But at least with the frequent rain, the salt doesn't hang around for very long.

I was very happy to hear, from longtime member Lenny Berkowitz, that he got to go for a ride in his 63 BJ7 with his son and grandchildren who were visiting from Florida. He sent a photo of the occasion which shows a smiling foursome. As he said, "What could you ask for in life that would beat that?"

This is a good time of year to think back on your life with Healeys. Warren Degen has been a Healey driver for 50 years. He relates this story: "In the early 70s I was driving my car up from Florida to New York. I had decided to take a scenic ride through the Carolinas, unfortunately that's when my radiator hose decided to go. I stopped at a small auto parts place with a dirt parking lot and asked. Forget about it! So I bought a Toyota tail pipe with the correct bend, a hacksaw





blade, hose clamps, and a piece of flexible hose. It was in the car for the next 20 years. It's a driver, 50 year Healey driver." Healey owners have to be creative and handy!

Scott Greenfield remembers a highlight of his life with Healeys when his son Jack was about 10 years old and fell in love with the car. They attended many events together, and were a real team with that car! I like the photo of Jack in the driver's seat, looking cool and ready. Another highpoint was when Scott's car was used in a Ralph Lauren ad, photo taken at Old Westbury Gardens. It's a great picture and it presents so many Healey issues: beautifully dressed and perfectly coiffed lady (who looks like that when they get out of a Healey?) and the behind-the-seat area already filled up and all that luggage on the ground. Where did that go? It certainly won't all fit in the trunk, and I don't think the lady wants it on her lap!

I hope to have more memories and photos to share next month. Thanks to Lenny, Warren, and Scott. And also to Ira Udasin, who supplied us with a flier for a great upcoming event at the Bayport Aerodrome on May 21. Mark your calendar now, you don't want to miss this!

Finally, a word about a car for sale. Mary Ann Sekelsky is interested in selling her 1960 BT7. The phone number is 631-585-3192. Maybe you just need another Healey for your collection, or know someone who always wanted one!



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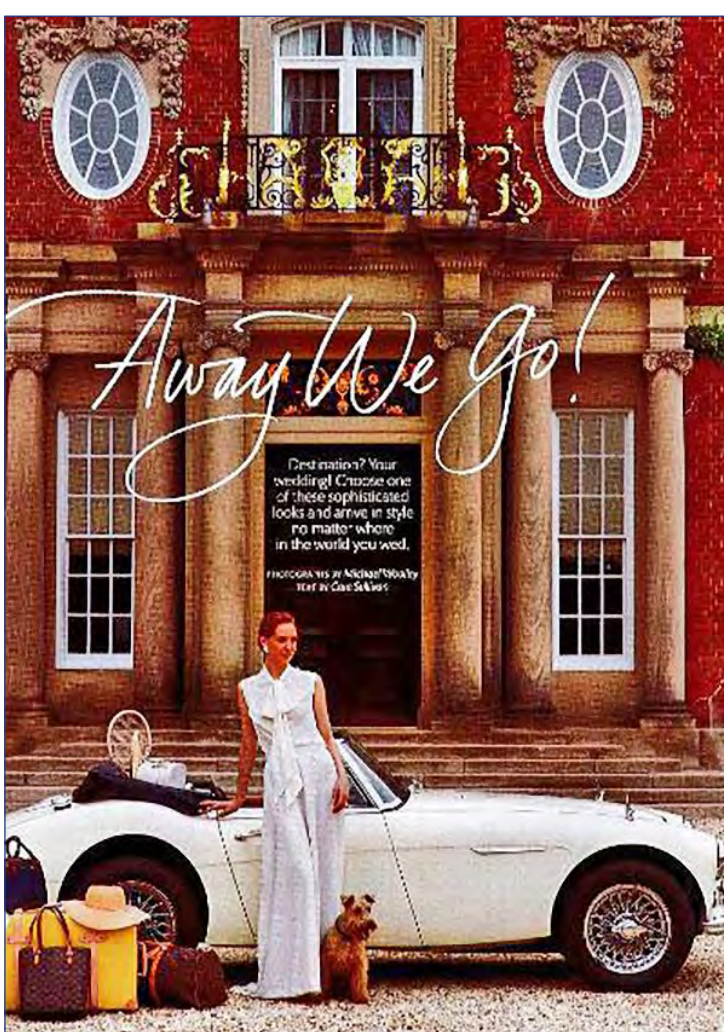


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Brandywine

By Substitute Brandywine Flash Editor Chuck Ott

REGION

Once again your intrepid reporter Ernie Leser is off on another adventure, passing the newsletter writing baton to me. This month's activity was a trip to the Simeone Foundation museum for the "Best of Britain" show and demo day. Brandywine region members that I saw at this event included Jeff Lanno, Greg Mentzer, Jeff Rose, David Maule and Nigel and Edy Smart. I noticed that most of the other regions of AHSTC were represented as well. This year's Best of Britain theme was "Celebrating 100 Years of MG Cars." There was a display of various MG models arranged in chronological order in the central hall. There was a presentation about the MG marque in the central hall surrounded by the cars, and it was well attended. Following the MG presentation was a presentation titled "Jaguar at LeMans – Dominating the Competition", outlining how Jaguar made it their mission in the 1950s to win at LeMans, which they did quite often. There was also a bit of background regarding their Jaguar demo day cars, a 1953 XK120 Fixed Head Coupe, 1953 C type (The "C" stood for "Competition") and a 1956 D Type. The Simeone museum is unique in that they take their cars out on "demo days" and exercise them in the back parking lot so that the audience could see, hear and smell what it was like to be running these cars back in the day. In addition to the Jaguars, they also drove around the parking lot in a 1932 MG K3 Magnette as a tribute to the MG display. After driving the cars they park them in the back lot with the engine compartment and other various covers open so that the spectators can see the power plant and some of the hidden features of these cars. For example, when else would you ever see what is underneath



Greg Mentzer and Jeff Rose in the central hall waiting for the presentations.



D type jag fin hatch open. Note the roll bar in the headrest and the fuel filler inches behind the driver's head! Blue 11 pts.

the hatch in the fin behind the driver's head on the D Type Jag? There is a pad for the driver's head, then under the hatch you can see that the headrest support is filled with a sort of roll bar, a small nod to safety. Not as much of a safety feature is the fuel tank – you open the fin hatch to access the fuel filler cap, which is right behind the driver's headrest assembly, and the fuel tank sits directly behind the driver! We also had the opportunity to hear about some of the features from the museum's docents and ask questions. For example, someone noted that the data plate under the D-Type's hood listed the engine's compression ratio as 9:1 and questioned why it was so low on a race car. The answer was that since LeMans was a 24-hour endurance race they wanted to make sure that the engine components were not overstressed. In addition, the racers did not control the fuel supply. The fuel that was required to be used during the race was the same for all cars as it was supplied by the LeMans race organizers. This museum is definitely worth the trip!



D type Jag after racing around the parking lot.



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Austin Healey Sports and Touring Club
Statement of Financial Position
As of December 31, 2022

ASSETS	
Current Assets	
Checking Accounts	\$ 15,511
Certificates of Deposit	33,766
Total Current Assets	<u>49,277</u>
Fixed Assets	
Timing Equipment	2,277
Accumulated Depreciation	<u>(2,277)</u>
Total Fixed Assets	<u>-</u>
Other Assets	
Advances for Encounter	3,000
TOTAL ASSETS	<u><u>\$ 52,277</u></u>
LIABILITIES & EQUITY	
Liabilities	
Deferred Revenue - Memberships	\$ 4,155
Equity	
Net Assets - Unrestricted	48,122
TOTAL LIABILITIES & EQUITY	<u><u>\$ 52,277</u></u>

Statement of Activities
Year Ended December 31, 2022

REVENUES	
Advertising	\$ 3,455
Interest	73
Membership Dues	7,845
Regalia Sales, net of \$352 in costs	733
TOTAL REVENUES	<u>12,106</u>
EXPENSES	
Awards Recognition	59
Charities	250
Flash Production	5,500
Insurance	699
Marketing	97
Membership	813
PO Box Rental	134
Rebates to Regions	1,285
Website Fees	1,148
TOTAL EXPENSES	<u>9,985</u>
NET INCOME	<u><u>\$ 2,121</u></u>
ENCLAVE 2022 ACTIVITY -	
AHSTC Portion of Enclave Net Revenue	\$ 11,733
Less - Supplemental Rebates to Regions	6,400
NET RETAINED INCOME FROM ENCLAVE 2022	<u><u>\$ 5,333</u></u>



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CHUCK'S BLUE SPRITE

Article & Images by Chuck Ott

Building on Bob Ott's article in the January Flash, the regions have been asked to write articles about Sprites. This month is Brandywine's turn, and I decided to write the article, having owned my blue squarebody Sprite for 42 years. Even though the squarebody Sprites had a real boot lid to access the luggage area, a bonnet that didn't make you feel claustrophobic when working on the engine, disc brakes, and other improvements over the bug-eye, it is not as cute and quirky and therefore not as valuable, but I think the later Sprites are the best.

The last of the Sprites are arguably the safest Austin Healeys to drive, with side reflectors, 3 point seat belts, headrests, padded dash, dual brake circuits, 4-way flashers and collapsible steering column, among other things. My blue 1969 Sprite was among the last Austin Healeys ever built. In 1970 they removed Donald Healey's name from the marque and it



Sprite in 1980, with original paint except for the previously damaged right front fender.



Same Sprite in 2022, nicer paint job, but I miss the whitewall tires!



Original "Passport to Service" book includes records of services and dates.

continued on for a few more years as the Austin Sprite / MG Midget.

Mine was built in late 1969, but was first sold on February 21, 1970 by Quality Motors of Triangle, VA. The original owner was in the military and was stationed in DC, Florida and California, places where the cars don't get much rust. It was his only vehicle and he drove it a lot. The service record shows that after only 2 years of use the car had traveled 43,463 miles, and by 1980 he had put 110k miles on it. At that point he left the military and got a job in Cleveland, OH that provided him a company car. Back then the Sprite was just a 10 year old used car with a slipping clutch, so he advertised it in the Cleveland Plain Dealer newspaper. Although the clutch slipped it was still drivable, wearing its original mineral blue paint and came with a folder full of service records and documentation, so I bought it for \$750. I convinced a friend to help me lift the engine out of the car manually, we replaced the clutch and I had a fully functioning Sprite. I paid \$600 to have it repainted in 1983, but the painter couldn't find the paint code for mineral blue so he painted it another shade of blue. I thought that this would make my car unique, but found out when I went to the 1987 Encounter/Conclave that there were four Sprites painted this exact same color. It turns out that he painted it Riviera Blue, which was used on Sprites from 1964 to 1967, after which Austin changed the color to Mineral Blue, a slightly darker shade.

Since then I have done much maintenance and repair, but in the 59,000 miles I have driven the Sprite the only time I had it towed home was when I mis-installed the oil filter gasket and it pumped all of its oil out on the Delaware Memorial bridge one summer evening. That was not the only breakdown, but every other time I was able to nurse it home or fix it on the road. One of those times was when

I drove it to the Carlisle Import show, a 2.5 hour drive for me. Just outside the showfield gate it stalled and would not start. I was traveling with Steve Garrett, so we hooked a tow strap to his bugeye Sprite (I always carry a tow strap in my tool kit!) and he towed me and the Sprite in to the show. After establishing that there was no spark at the plugs, I went to Winner's Circle and bought a distributor cap, rotor, points and condenser. I pulled the distributor while parked on the showfield and installed those components, reinstalled the distributor and the engine fired right up! After I returned home I tested the components and found that a bad rotor had been the cause of the problem.

I drive my Sprite to as many club events and car shows as I can, and it has given me 42 years of great service. The 40 year old paint job is starting to show a little bit of wear and tear around the edges, but I still get smiles, waves and thumbs up whenever I drive it.



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f t i

DARE TO BE SEEN!

Article & Images By Fred De Santis

Am I the only one who sometimes feels invisible driving my little British car?

A lot of attention is being given to replacement LED lighting, both for visibility and power savings. After much research I have found a direct replacement LED bulb for the 1157 dual filament, offset pins, single bulb used on many British cars. Plug and play with no modification needed. This bulb provides lighting for the combination parking (side lamps, running lights, etc.) and the brake light that are in a single housing.

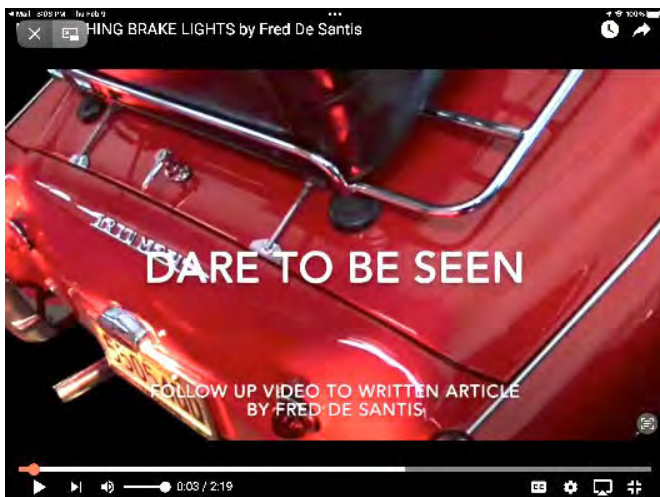
Not only are they much brighter than a halogen replacement bulb, but they also strobe quickly 3 times before showing a steady red. Each time you touch the brake pedal they strobe. Tapping the pedal repeatedly when slowing or getting ready for a turn will help get the attention of traffic behind. I first noticed them on a motorcycle and they are street legal.

This LED bulb is smaller than the original 1157 so it should fit in all housings. The light pattern is 360 degrees. I have them in my 67 AH 3000, 59 TR3, and the Factory Five Ace/ Cobra replica. Installation is easy. Push and twist the old bulb out and pop the LED in. No modification needed. I would also recommend cleaning the inside of the lens, cleaning the contacts, and adding a light coat of dielectric grease to the contacts and the base of the bulb to help prevent corrosion.

I found these bulbs on Amazon, but they are available from other vendors. Google flashing tail or brake lights. Just be sure to order the color red. White turns into pink! Current price is about \$18 a pair.

Link to LED bulbs on Amazon.

https://www.amazon.com/gp/product/B07LG2DWC3/ref=ppx_yo_dt_b_asin_title_o02_s00?ie=UTF8&psc=1



<https://www.youtube.com/watch?v=WiSZSbFsVes>

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DARE TO BE SEEN: PART 2 LED BULBS FOR LUCAS FOG & DRIVING LIGHTS

For those who have Lucas Fog or Driving lights on their British cars. I recently installed Lucas "Fogranger" fog lights on the 1967 Austin Healey 3000 and Lucas "Flamethrower" driving lights on the 1959 TR3. To be more visible during the day, I converted the bulbs in both to LED bulbs, and I wired them to be used as daytime running lights.

The original bulbs are rated at 48 watts. To use the original bulbs, I would have needed to install a relay and heavier wiring to handle the load. By substituting LEDs and their very low power draw, (LEDs I used draw approx. 8 watts) I was able to eliminate the need for both the relay and the heavier wiring.

Original bulbs were marked Lucas LLB185 for the driving lights and Lucas 323 BPF (British Pre-Focused) for the fog lamps. Both of these original bulbs have the same base. After some research I found that some motorcycles use the 323 bulbs in their headlamps and LED bulbs are available as replacements. As I am using both the driving and the fog lamps as daytime running lights, I chose to use white lights in both the driving and fog lamps, although amber is also available for fog lamps.

After installing the LED bulbs in the lamps, I checked the wiring diagram for both cars and decided to splice into the cars parking lamps (side lamps, running lights, etc.) circuit using 14-gauge wire. I found a bullet type connector at the front end of both cars (solid red wire color code on both) which fed both the left and right parking lamps. This allowed me to use the dashboard parking lamp switch and existing wiring. I usually have the parking lamps on when driving and now the parking lamp switch would also turn on the driving or fog lamps.

Very happy with the results. Lights are very bright and visible for daytime running, and they really light up the road at night. Don't see why this will not work on many other British cars. Just check your wiring diagram for the proper parking lamp circuit. Have fun!

[Ruiandsion 1X P36S 2835 56 LED Lucas LLB323 Fog Light Headlamp Bulb White 10-30V | eBay](#)



<https://www.youtube.com/watch?v=gTOjTL-JqsM>





46TH ANNUAL EVENT ENCOUNTER 2023

SAVE THE DATE - BOOK YOUR ROOM!

AUGUST 23 - 26

Holiday Inn Hershey-Harrisburg ENCOUNTER Room Rate - \$139 per night

Go to website: www.stayholiday.com Hotel Phone # is 717-469-0661 Book Online if possible.

After selecting your check in and check out date, click on the rate preference box and there is a section that says Group Code. Enter the code **AUH** to secure the \$139 (before taxes) ENCOUNTER room rate.

This will select the group rate for you.

The cut off date for the room block is 7/24/2023. The ENCOUNTER Group Code **AUH** will expire after that date. **BOOK YOUR ROOM NOW TO SECURE THE ENCOUNTER ROOM RATE.**

THE FLASH'S ENCOUNTER 2023 CONTEST

Would you like to win free a registration and one complimentary hotel night stay* at 2023 Encounter near Hershey, PA?

In the January 2023 through July 2023 issues *The Flash* will feature a Healey or AHSTC related question. Find the question in *The Flash*, click the link to the AHSTC website beneath the question, and provide the correct answer on that web page.**

AHSTC members in good standing, who correctly answer the question will be entered into a drawing to determine the winner. The more months you enter the correct answer, the greater your chances to win.

** Includes one night's room and tax at the designated Encounter hotel and base registration fee for Encounter 2023. All other expenses are the member's responsibility.*

***Answers for each month's question will be accepted until the last day of the month in which the Flash was published.*

Please note that Directors and officers of AHSTC are not eligible to win. A winner unable to attend Encounter 2023 may transfer the prize to another member in good standing.

THE FLASH'S ENCOUNTER 2023 CONTEST • CORRECT ANSWER LIST

Last month's question; **What was the first Austin-Healey introduced at the 1952 London Motor Show?**

Answer; **Any derivation of the following: Healey Hundred or 100.**

“Here are the members who answered last month’s question correctly. They will each receive an entry into the drawing for the free registration and hotel night at Encounter 2023. Try your hand at this month’s question located somewhere in this issue. Every member who enters a correct response each month will receive an entry into the drawing. For each month you submit a correct answer to the question you will receive another entry into the drawing, thereby increasing your chances!”

Robert Pense
Thomas Brabson
Steve Feld
Ira Udasin
Gary Hartzell
Fred DeSantis
John Heffron
Dolores Richie-Caffrey
Nicholas Ludovic
Alice Ferrant
Gary Feldman
Patrick Venezia
David Haines

George Crombie
Rich Breen
Linda Hlasney
Allen Rosenberg
Chuck Ott
Trish Woglom
Steve Kirlin
Randy Alkins
Dave Hooper
Michael Haran
Bruce Earns
Paul Rust
Joseph Costa



Site of Earls Court Today.

Contest question: In addition to the 100 and the 100-6, what other two major models were produced by Austin-Healey?

Submit your answer at www.austin-healey-stc.org/contest.html

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Austin Healey Sports & Touring Club

ENCOUNTER 2023

August 23-26, 2023

(www.AHSTC.org)

Last Name _____ First Name _____ Spouse/Guest _____
Street _____ Apt.# _____
City _____ State _____ Zip _____
Phone - Home(____)(____) Cell(____)(____) Is this your 1st Encounter? (Y/N) _____
Attending Children's Names & Ages _____
Region/Club Affiliation _____ E-Mail Address _____

Car(s) You Are Bringing to the Event:

1. Model _____ Year _____ 2. Model _____ Year _____ 3. Model _____ Year _____

Registration Instructions - READ ALL ITEMS

- 1. Complete registration form
2. Make check payable to "AHSTC Encounter"
3. Enclose both in an envelope and mail to:
Encounter Registration
Skip & Linda Hardy
6 High Meadows Lane
Newport, PA 17074
linda1skip@earthlink.net
717-567-9871
Registration Fee Includes:
- One show car, 2 adults, and children (under 21)
- Free access to our hospitality room for the weekend
- Free flea market space
- Free admission to all tech sessions and driving events

Hotel Information

Hoilday Inn Hershey/Harrisburg
604 Station Rd, Grantville, PA 17028
717-469-0661

To reserve - www.stayholiday.com Choose dates, click rate preference then Group Code, enter "AUH" for \$139+ tax rate. Our special Encounter rate of \$139 + taxes per room per night is guaranteed only through July 24, 2023.

Concours Information

Cars to be judged MUST contact George Wagman at C4motortruck@yahoo.com for instructions by July 1 and have their 2023 judging packet 30 days prior to the event.

Will you need trailer parking? Yes / No

Will you need flea market space? Yes / No

Expected arrival date: 8/23 8/24 8/25 8/26

**See Page 2, Registration Details for specifics on paid registration items.

Registration Fees

Table with 2 columns: Fee description and Amount. Rows include: \$65 if postmarked by June 15, 2023; \$85 if postmarked after June 15, 2023; Extra cars @ \$10 each; Extra adults (over 21) @ \$20 each.

Wed. evening 8/23 FREE private tour of the Antique Automobile Club of America Museum.

No. of People- _____

Wed. evening Pasta/Pizza Buffet following the AACA Museum Tour

___ No. of adults @ \$28 each \$ _____

Friday evening 8/25 Western Roundup Buffet**

___ No. of adults @ \$43 each \$ _____
___ No. of children 6-12 @ \$20 ea. (Kids Meal \$17) \$ _____
___ No. of children 5 and under No Charge

Sat 8/26 Awards Banquet**

Adults @ \$48 each \$ _____
Chicken ___ Beef ___ Fish ___ Vegetarian ___
Children 6-12 @ \$24 each (Kids Meal \$17 ea.) \$ _____
Chicken ___ Beef ___ Fish ___ Vegetarian ___
Children 5 and under No Charge
Kids Meal _____

Chinese Auction Tickets - 7 for \$5 \$ _____

Gerry Coker "100" Pin Raffle \$20 per chance \$ _____

Concours Judging Fee @ \$175/car \$ _____

Event Logo Golf Shirts @ \$29 each \$ _____

Men's sizes
___ S ___ M ___ L ___ XL ___ 2XL (\$32) ___ 3XL (\$34)

Women's sizes
___ S ___ M ___ L ___ XL ___ 2XL (\$32) ___ 3XL (\$34)

Total Remittance (US) \$ _____

ENCOUNTER 2023

REGISTRATION FORM DETAILS

Wednesday Evening Private Tour of the Antique Automobile Club of America Museum - For our opening night event, we will depart at 5:30 for the short drive to the renowned AACA in Hershey for a private visit and tour. This museum contains a remarkable collection of beautiful and historic vehicles displayed in vibrant settings. This is a not-to-be missed start to Encounter 2023.

Pizza and Pasta Buffet following the AACA Museum tour - After touring the museum, return to the Holiday Inn for a Pizza and Pasta buffet dinner to wrap up the day. Buffet cost is \$28 per person.

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Saturday Night Awards Banquet - Dinner selections for the banquet are:

Beef - Cajun Sirloin Steak

Chicken- Chicken Oscar

Fish- Chili Maple Seared Salmon

****Dietary Restrictions for Both Meal Events**- Please communicate special dietary requirements for both Friday and Saturday evening dinners to us by checking VEG when submitting the registration form so we may make appropriate alternate arrangements.

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HOTEL - Our reserved room block at the ENCOUNTER rate is guaranteed through July 23, 2023. Make sure to book your hotel room as soon as possible even if you're not sending in your ENCOUNTER registration yet.

AUGUST 23-26, 2023
HERSHEY, PA

**Special Opening Event - FREE
Admission and Tour of the
renowned Antique Automobile
Club of America Museum!
Wednesday Evening, August 23rd**

OTHER ENCOUNTER HIGHLIGHTS

Thursday, Aug. 24

**Rally in the AM, Wine & Cheese Reception and
Charity Auction - evening**

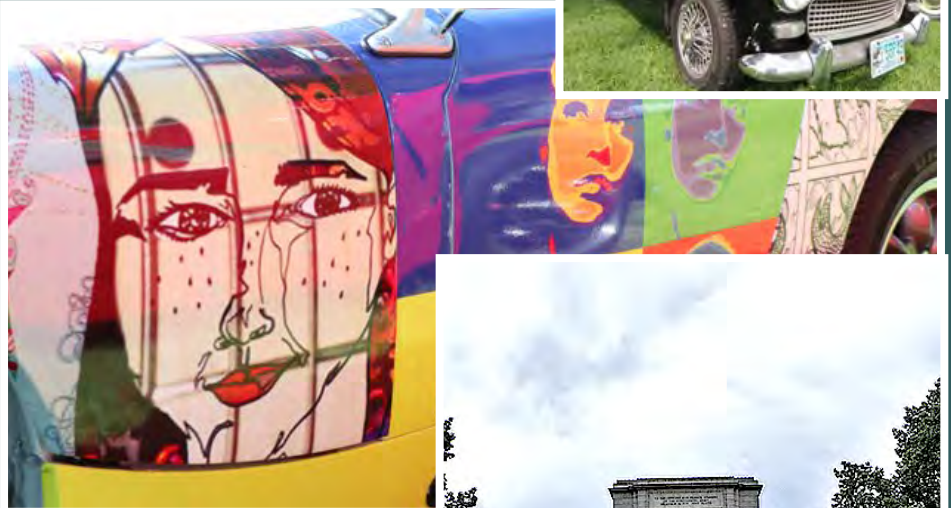
Friday, Aug. 25

**Gymkhana in the AM, Dinner and Valve Cover
Racing**

Saturday, Aug. 26

**Funkhana in the AM, Popular Car Show, Awards
Banquet— evening**

ENCOUNTERS 2021 LET'S DO IT AGAIN! IN 2023!!!



FOR SALE

Mary Ann Sekelsky, Long Island Region, is interested in selling her 1960 BT7.

The phone number is 631-585-3192. Maybe you just need another Healey for your collection, or know someone who always wanted one!

Ian Hall has parts for sale:

- a genuine pair of Healey metal framed side curtains to fit BN4 through BN7 models,
 - a nice used black tonneau cover for a BN2,
 - parts from a 62 Sprite such as bonnet, seats, driveshaft, ribcase transmission, rear axle and more.
- He is looking to buy an MGBGT or VW classic beetle if anyone knows of one of these cars for sale. He is in Kennett Square, call him at 610-883-7109 for more info.



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The Austin-Healey Sports & Touring Club

MEMBERSHIP APPLICATION

<http://www.austin-healey-stc.org>

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

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

STREET/PO BOX: _____ APT _____

CITY/COUNTRY: _____ STATE: _____ ZIP+4: _____

HEALEY(s) OWNED

Year Serial Number

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(Example for a 1967 3000 MK3)

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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

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, free of charge. Our membership year runs from April 1 through March 31. Dues are \$30.00 per year, \$15 if joining after September 30. For your convenience you can join for multiple years, just add \$30.00 for each additional year.

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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CONTRIBUTIONS

AHSTC encourages the submission of articles to the Editor for publication. There is no restriction on content, other than it should be of interest to the readership and Healey related.

MEMBERSHIP & SUBSCRIPTIONS

The AHSTC is a non-profit, Pennsylvania corporation dedicated to the preservation of the Austin Healey marque. Contact Rick Brodeur or a region president to inquire on membership.

ADVERTISEMENTS

25 word, non-commercial classified ads run for 3 months and are free to members. Non-member classified rates are \$0.20 per word. Commercial Advertisers please contact Bob Ott at 215-896-9874 or rsott9@gmail.com

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Contributions & advertising must be received by the editor prior to the 25th of each month for inclusion in the following month's issue.

CONTRIBUTING EDITORS

Send contributions and ads to Tom Mulligan
tpmul48@gmail.com

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Products and Services advertised on this site are not necessarily endorsed by The Austin-Healey Sports & Touring Club, its Board or membership. Complaints or inquiries should be forwarded directly to the advertisers.

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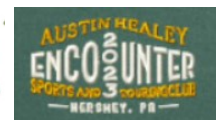
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