

# The *FLASH*



AUGUST 2023 | ISSUE 539



**OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB**

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# THE FLASH

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## ON THE COVER

Gerry Kunkle and his 3000.

# What's In The Flash

By Tom Mulligan

**Encounter – Registration material** and an updated Schedule are available in this issue. Bob Preston has also included some important last minute info for those attending.

**Trivia Contest – Our Contest comes to an end!** The July answer and July winners are located inside this issue, as usual. So, who won? Go to the Contest page and read Steve Feld's comments on the contest and the winner.

**Tech Article, Ugh!** – This is how Ken Weidner of the Lehigh Valley region describes the job of replacing the rear springs on his Bugeye. If you have done this job, you know! Read Ken's article in this month's Tech Section. Thanks Ken!

**Sprite Racing** – Check out Ray Donovan's experience with entry into the world of vintage racing with his newly acquired Sprite. Thanks Ray!

**Letter to the Editor** – Do you know what this is?!?

**For Sale / Wanted** – Our page of items for sale or wanted continues to grow. Perhaps there is something there of interest to you?

**Auction Report – Two Beautiful Big Healeys.** Pretty, but not original. Does it matter? This month I report on 2 recent sales of very nice big Healeys – one in an original Healey color, but not original to the car, and the other offered in a combination never offered by the factory. Click on the links and read the discussions.



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# PRESIDENTIAL RUMINATIONS

Steve Feld AHSTC President

**O**ur AHSTC family is saddened by the recent loss of our good friend, Gerry Kunkle. Within a couple of years of joining the club, he became its Treasurer, a position he held until last year. Being a club Treasurer is usually a thankless task for anyone, but his service for 20 years demonstrates that he didn't view it that way. He was much more than a "numbers guy" in that his insights and guidance were respected by all and are largely responsible for the strong financial position we currently enjoy. Shortly before his passing, Bob Snyder and I honored Gerry by presenting him with an Appreciation Award for his years of service to AHSTC, an award which we had planned to give him at this year's Encounter.

In 2023, Gerry took on the role of President of Lehigh Valley's AHSTC region and already had started to reinvigorate the region. His enthusiasm for the Healey marque was obviously contagious.

Gerry also served as Treasurer of several other organizations and displayed the same dedication to those clubs. Also, very important to him was being a Board member and Treasurer of the Coventry Foundation, which seeks to preserve the history of Jaguar cars in North America. Gerry endured the complex and lengthy IRS process to get 501(c)(3) status for this entity, another endeavor showing his determination to serve others.

Gerry loved driving his Healeys and Jaguars as well as riding his bike. He gladly drove many miles in his beloved British sports cars, particularly his Healeys (a 100 and 3000) and E-Type Jaguar. He also didn't mind putting miles on his Porsche, which some of us believe was a step in the wrong direction! In my short 14 years in the club, I don't recall him ever missing an Encounter. He also was a regular at AHCA New England's annual Summit convention, the British Invasion in Stowe, Vermont, and AHCA's Conclaves. Although I am not familiar with specifics, I understand he regularly attended Jaguar events regionally and nationally.

More important than all of these accomplishments is that Gerry was truly a wonderful person with integrity and compassion. He had an easy, sincere smile which he wore almost all the time. He listened well and expressed his opinions with grace and conviction. He was dedicated to his wife and family to whom we express our sincere condolences.

Simply put, Gerry was a gentlemen's gentlemen. He will be missed and remembered!



# In Memorium

## Gerry Kunkle 1937 - 2023



SADLY, THE AHSTC CLUB LONG TIME MEMBER GERRY KUNKLE PASSED AWAY ON AUGUST 5, 2023.

MOST RECENTLY GERRY RETIRED AS A CERTIFIED PUBLIC ACCOUNTANT, BUT HIS ACCOMPLISHMENTS AND INTERESTS WERE FAR BROADER. HE ALSO EARNED THE BSA HIGHEST RANK OF EAGLE SCOUT, PLAYED THE CLARINET, AND WAS A GRADUATE OF SUSQUEHANNA UNIVERSITY. PRIOR TO STARTING HIS OWN ACCOUNTING PRACTICE IN BETHLEHEM, PA HE WORKED AT PRICE WATERHOUSE AND THE BETHLEHEM STEEL CORP. THE AHSTC BENEFITED GREATLY FROM GERRY'S PROFESSIONAL SKILLS AS HE GENEROUSLY SERVED FOR 20 YEARS AS THE CLUB'S TREASURER, HAVING JOINED THE CLUB IN 1998.

GERRY'S LOVE OF BRITISH CARS WAS EVIDENCED BY THE ECLECTIC COLLECTION OF CARS HE OWNED THROUGH THE YEARS AND BY HIS SERVICE TO OTHER CLUBS SUPPORTING THE BRITISH CAR ENTHUSIAST COMMUNITY, INCLUDING THE DELAWARE VALLEY JAGUAR CLUB, WHERE HE ALSO SERVED AS TREASURER.

THE AUSTIN HEALEY SPORTS & TOURING CLUB HAS LOST A GOOD FRIEND, A VALUABLE MENTOR, AND AN INFLUENTIAL PRESENCE.



# HARRISBURG REGION

By Fred Bennett



## JULY MONTHLY MEETING

**A**t Bob Preston's request, the Harrisburg region's July meeting was held a week early so that we could discuss the final arrangements for Encounter. The Hilltop Café and Bob were expecting a slightly larger than usual turnout, but as you can see by the photo, our membership certainly stepped up to the plate, with twenty-four of us in attendance. The Hilltop staff graciously handled the unexpected crowd and prepared their largest meeting room within minutes.

Bob reported that Encounter reservations are going well and there appears to be a lot of enthusiasm for this year's meet. The response to the after-hours AACA Museum tour on Wednesday night far exceeded his expectations, making it necessary for the museum to add two more tour guides. Del Border is reportedly working to put the final touches on the gymkhana, while Shawn and Tammi Miller previewed the theme for this year's Funkhana. Bespoke Harrisburg region t-shirts were distributed to those who ordered them.

Harrisburg has a new member, George Irwin, who was introduced by Pam Preston. George has a MK III, and we are all looking forward to seeing his car at Encounter.

Despite the summer heat and humidity, several stalwart members drove their Healeys to the Hilltop. Pam Frazier and George Wagman brought their big Healeys, and the Hoopers arrived in their plucky little Sprite. All three cars attracted the interest of several folks in the parking lot. One gentleman who was admiring them told me that while he really loved driving his Porsche, he wished it were as pretty as the big Healeys. 'Nuff said!



### GEORGE WAGMAN'S GARAGE PICNIC



For the second year in a row, our members were privileged to be invited to Harrisburg member, George Wagman's, garage where he hosted a large gathering. His large York city building houses some of his car collection and serves him as a super place to work on his vehicles.

What started out last year as an AHSTC Harrisburg event has now grown to nearly 70 people from numerous car clubs in the area, including MG, Rolls-Royce, and others. A delicious buffet of pulled pork, burgers, hot dogs, sides and desserts were provided by George to the guests who mingled, met new friends, and were reacquainted with old friends.

At this year's event, George was able to show his latest acquisition, a 1948 Rolls-Royce Silver Wraith with a "Shooting Brake" body by AC Dunn and Co. in Glasgow, Scotland.

Our sincere thanks go out to George for his hospitality in welcoming everyone to his place. It was a great evening!

**NEXT EVENT WILL BE ENCOUNTER IN AUGUST.  
WE HOPE TO SEE MANY OF YOU THERE AUGUST 23-26. 🇬🇧**



**H**ealey driving is here, except for the extreme temperatures on some days. Happenings this month included Rebels and Redcoats car show held at Washington Crossing State Park on Sunday, July 2. Some of our members were able to attend, including Dave Siwa. On Wednesday, July 12, Nick and Diane Ludovik met members at Valley Forge Visitors Center to lead them on a drive through Valley Forge Park. After the nice leisurely ride through the park, lunch was enjoyed at Sly Fox Brewery in Malvern. Fortunately, the ride was mostly in the shade because of the high temperatures.

On Saturday night, July 15, the annual Doylestown at Dusk car show was held. Dave Siwa attended with his 100 among other members. Fortunately, the rain that hit the surrounding areas did not impact the show very much. Marlyn and I did not attend as we had Covid.

On Sunday, July 23, the Newtown Businessmen's car show was held in the center of town.

#### UPCOMING CAR EVENTS INCLUDE:

- Sunday, August 6 - The New Hope Cars and Coffee show.
- Sunday, August 13, the annual New Hope Auto Show will be held at the high school.
- Saturday, September 9 – the Wings and Wheels show from 11-4 at Wings Field in Blue Bell. Proceeds

of this event go to Angel Flight East, which arranges free air transportation for children and adults who need access to medical treatment.

Try to attend some of the car shows and meetings.



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# North Jersey

By George Crombie

**A**s I write this month's contribution to *the FLASH*, it is Saturday afternoon, July 22nd, and a very gorgeous day. It's one of those "bonus days" that you wait months to see arrive on the horizon just for you to enjoy. It has been a busy few weeks, and a bit to catch up on, so let's get started.

First off, I'd like to thank Steve Jekogian for filling in for me and writing North Jersey's article for June. I would also like to thank Patrick Venezia for submitting the monthly article for the July *FLASH*. Add to Paul Olsen's tale regarding his Green Sprite, and I can see that North Jersey has been well covered while I was skipping out of town on a regular basis. Thanks, guys; I really appreciate you covering for me.

Denise and I did manage to get back into town for a few days in between a 15-day trip to Ireland and a three-week trip out to California, by way of Florida. We really enjoyed ourselves – and the country and people of Ireland so much so that we almost didn't come back home. Ah, but we had "obligations", don't you know. We made the Red Mill show, hit a deer, and headed down to Florida to catch a flight out to California for a wedding. It's a long story. We made it back home in time for the Ice Cream Social on the 29th; a couple of weeks before the Tour to the Sky driving event on July 8th, but that's another story.

A few members of the North Jersey Region got together at Taylor's Ice Cream in Chester, NJ on June 29th, to help celebrate DMH's birthday a few days early (his birthday falls on July 3rd) so the ice cream wouldn't melt too quickly in the latest heat wave. No way would it have lasted through the weekend! Steve Feld (BT7), Andy & Martha Smith (BT7), Rudy & Barb Hyzer, and Denise & George Crombie all showed up to share a pint (at least two scoops' worth) with each other.

Following this event, on Saturday, July 8th, Steve & Lynn Jekogian organized a pleasant (and straight-forward) little tour leaving from their home in Chester and heading due West to a quaint airfield in Pittstown, NJ for lunch and entertainment watching small planes take off and land. There were some interesting aircraft on hand, and a few even took to the air. It was a lot of fun trying to track these little buggers out of the bright blue sky. The following members ventured out in the borderline oppressive heat, with nary a soul, human nor beast, any the worse for it. Members attending for the tour out and driving Healeys included Paul Rust (BJ8), Sue & Ian Kessen (BT7), Jim & Corrine Vollmuth (BJ8), Richard Ippoliti (BN4), Frank Valenti & Laurie Lynch (BJ8), Steve Feld (BT7), and Steve Jekogian (BJ8). New members driving their Alfa Romeo were Mike & Amy Ipp, while Bob Rudolf drove his Cobra. Rounding out the group in "BJ9s" were Lynn Jekogian, Ann



## CLUB / North Jersey

Feld, Andy & Martha Smith, Tom & Pam Mulligan, Bill & Marge Smith, Allen & Ginny Rosenberg, and Denise & George Crombie.

North Jersey's monthly meeting was held on Tuesday night, July 11th, at The Vintage Tavern in Gillette. Attending the meeting were Dennis Meehan, Steve Feld (BT7), Ian Kessen (BT7), Jim Vollmuth (TR3), Paul Olsen, Tom Mulligan, Bob Jankowitz, Larry Gersten, Allen Rosenberg, Patrick Venezia, Paul Rust, and George Crombie.

On Friday evening, July 21st, Allen Rosenberg and Denise & I managed to catch up with each other on Main Street in downtown Somerville to check out the other cars attending Cruise Night. Ginny Rosenberg, with grandkids in tow, had managed to secure a spot on the corner of Main and Bridge Streets big enough for both Allen's and my BN2s to park nose to tail and garner a lot of attention.

According to my calendar, next up on the agenda will be a club picnic at Larry & Diane's home on Lake Hopatcong on Saturday, August 12th, starting around 2 PM. Larry & Diane are providing all the water toys you would care to sample, while the club is providing the food and drinks. The attending members are tasked with enjoying the comradery of each other's company and having a good time. You DID R.S.V.P., didn't you?

Following this, AHSTC's annual event, Encounter, takes place in Hershey, PA starting on Wednesday evening, August 23rd, with a personalized tour of the AACA Museum for those who have signed up for it. Of course, the rest of Encounter follows, with highlights of: the Rally, Wine & Cheese Reception, and the Charity Auction taking place on Thursday, August 24th; the Gymkhana, Dinner, and Valve Cover Racing on Friday the 25th, and the Funkhana and the Popular Car Show will be on Saturday and capping off the event with the Awards Banquet Saturday night. Hope to see many of you there.

Steve Jekogian sent along some pictures of Cars & Crumpets from July 23rd, proving that all Classic cars aren't necessarily Healeys, but it certainly helps to be British. I have never seen this car, which is a 1958 Vauxhall. The owner said there were only three in the US and these cars were influenced/designed by Harley Earl. Check out some of the interesting features on the fins, especially how the fin starts as a rear door handle and ends in a taillight. Also look at the vent window which is mounted in an upside-down position.



# Long Island

By Paul Parfrey REGION



Just a little windy.



Old Healey men.

Our (what used to be annual) Beach Run/Sunset Tour was held on Thursday, July 13th. This year we tried something different and met at Captree State Park Overlook. There was a little confusion as to where the Overlook was but eventually everyone found it. Tony and Kathy DiFrancesca, Frank Filangeri, Steve Tjepkema, Cathy Preston, Diane and Bob Squillari, and Susan and I rendezvoused at the park, and David Markowitz joined us later at the diner. It was a pleasure to finally meet him. The Peter Pan Diner was also a first for us, and it worked out very well. There were several last-minute cancellations weather related (the heat) and health related. Frank has a beautiful flat floor E-type Jaguar which usually receives a lot of attention. But on this occasion Steve Tjepkema's 1937 Buick convertible stole the show. For most of us, it was the first time we had seen it in person. We watched Frank and Steve climb into the rumble seat. What a feat getting into it is! Steve put up both the left and right hoods despite the gusty winds blowing. The car had been kept for many years by someone who clearly cherished it. It was not professionally restored and not perfect, but it was great. Everyone was all over it: getting down on the ground to look under it, trying out the interior seats and the rumble seat, checking out everything under the hood. I was lucky to



The rumble seat.



Nice inside.



Young lady checks it out.

ride to the diner in it with Steve, something I had been looking forward to! No vibrations, quiet. According to Steve, it has the small straight 8; the larger engine is 4" longer. The engine has overhead valves as opposed to a flat head engine with valves in the block and to the side of the cylinders, also known as a side valve engine. Overhead valves were a big deal in 1937 but not all GM cars had them. Pontiac, a brand known for performance after WWII, had side valve engines until 1955. Chevrolet had overhead valves in their earliest "Blue Flame\* six cylinders. That was a big selling point Steve's valve cover proudly proclaims, "overhead valves".

Recently, Joe Curto of SU Carb fame asked me if I'd ever heard of "HARRY-O". I had to admit that I hadn't. It turns out that it was a TV series about a down-on-his-luck private eye who depends on an unreliable Austin-Healey Sprite for his personal transportation. Mostly though, he had to take the bus. David Jansen starred as Harry Orwell for 2 seasons, 1974 to 1976. The Sprite was a running (or not running) joke for much of season 1. In season 2 it was used more because of a change of location to LA from San Diego. Talking about HARRY-O reminds me of the new Barbie movie, which reminds me of the old Barbie pink Austin Healey. Those Healeys got around!



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Harry O and Sprite

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# Brandywine

Ernie Leser Contributing Editor

REGION

**O**ur July event took place on Saturday the 22nd at the Victory Brewing Company in Parkesburg, PA. After having rain on and off for most of this month, we finally had a sunny day. The following members attended with a variety of British cars: Chuck Ott (Sprite); Rich Hinterleiter and Ana Diaz (100); Alex Heckert (TR-4); Buzz Marshall (BJ8); Nigel and Edy Smart (XKE). Also, at the event were: Pete Roberts and Dee Caffrey; Ernie, Joan, and Andrew Leser; Dave and Ann Ehret; Tom and Katie Coletti with Lia and Claire. The children of Brian and Emily Ehret, Ben and Allison, were also along. Nigel Smart's son Dylan and Edy's nephew Juan also enjoyed the festivities.

As the accompanying photos show, the group enjoyed the variety of food and beer available at Victory Brewing. Summer vacation plans and family happenings were discussed along with recent tech problems with our cars.

An update on last month's tech session article. After getting more information from AH Spares, Chuck and Buzz were able to complete the electrical hook up to Buzz's new alternator. A carburetor rebuild kit was obtained by Chuck for my car. Rebuilding of both carbs (because of leaking gasoline from a damaged diaphragm) is underway in the Ott garage. Stay tuned.

## FUTURE EVENTS

AUGUST 23-26 IS ENCOUNTER 2023, HERSHEY, PA.

SEPTEMBER, SAT. 23RD, 1 PM. CRAB CRAWL AND FEAST. BOONDOCK'S RESTAURANT, SMYRNA, DE.

OCTOBER, SAT. 7TH, 1 PM. BRANDYWINE REGION PICNIC. THE LESER RESIDENCE, ELKTON, MD.

PLEASE RSVP TO JOAN BY SEPT. 30TH (410-398-7308).



TR-4, Sprite, 100, Jeep at Victory Brewing Co.



Nigel and Dylan with XKE



Lunch at Victory.



Lunch at Victory.

# Lehigh Valley

Bruce Lawrence



## HEALEY CLUB GOES ON A PICNIC!



It was a beautiful evening July 5 at the Spring Valley Sportsmen's Club located south of Bethlehem, PA. The occasion was the annual BBQ and picnic held each July to celebrate our area's British cars and their owners, several of whom drove their pampered cars to the event.



Bob Ackerman, President of the Keystone British Car Club, hosted this year's picnic. Bob also acted as head cook, manning the grill and serving up hot dogs and hamburgers for all attendees, including members of both his Keystone Club and the AHSTC Lehigh Valley Region.





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APR09

# Letter to the Editor

## What is this?

I found this in a very original 1966 BJ8.  
It is similar to the black paperboard that covers the fuel pipe, but I have never seen this piece before.  
If you recognize it, please respond to [Stevejekogian1@gmail.com](mailto:Stevejekogian1@gmail.com)

(editor's note: Steve, if it is identified please let us know what it is!)



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# RACING MY SPRITE

Article & Images by Ray Donovan

I am writing an article about my vintage racing experience, which is a little entertaining because I have yet to do much racing at all up to now.

Since purchasing my first old car, I have been interested in vintage racing, but I needed more money and time to participate. Fast forward to my impending retirement, and I figured now was the time and started looking for a 'race car'. My exposure to vintage racing up to this point was to attend many various events around the country as a spectator. I decided to race a British Car, preferably a Healey, looking around, I soon discovered a 100 that Richard Maloumian had

raced for sale. I quickly called a respected friend who has been racing vintage cars for many decades; he also owns a revered restoration shop specializing in Austin-Healeys and race cars. I called my friend John Saccameno of Sports and Specialty in Durand, Illinois [[www.sportsspecialty.com](http://www.sportsspecialty.com)]. I started to review my findings and discuss what I should look for in the car. We also discussed the asking price and the cost of vintage racing.

Vintage racing is expensive, but much of that concerns 'where' you choose to enter the sport. There are various classes with different cars of multiple engine capacities and models. He casually mentioned that the engine should be considered a 'consumable' item like tires. "Engine!", came my response! "Yes, engine", he said, you'll need to rebuild the engine every third or fourth year. I know very little about racing Healey's but, I am somewhat knowledgeable about the costs associated with a Healey engine rebuild and knew that the racing engine would be more expensive than a road going Healey. After that realization, he suggested I purchase his Austin-Healey Sprite Racer, 36-Red. It is a 1961 red Austin-Healey Bugeye Sprite with silver stripes. It's been a racer since 1980, and it came with a huge binder and five racing logbooks.

We struck a deal, and John went out of his way to prep the car and meet me in Pittsburgh. I bought the car sight unseen because I respect John so much and know his cars are impeccable. He had thoroughly reviewed the vehicle before agreeing to sell me the car. I wasn't even sure I'd fit in the car, as John stated at the time, "Chicken, Chicken, and broccoli". I do [ok, just] fit but I tell people that I 'put the car on' rather than climb into it. John reviewed all the controls and starting procedures before sending me on my way. He pointed to a dial on the dash, "this is the front and rear brake bias adjuster, DO NOT EVER touch this", were his words.

I picked the car up on the same weekend of Summit Points Jefferson 500, and we ran into another vintage racer heading down to West Virginia that same day while refueling my tow car at a turnpike service plaza. I learned then that the Jeff 500 was the first race after Vintage Racing Groups [VRG] drivers-school, and drivers' school is offered only once every year.

I took the car back to Paul Woglom's shop, and it allowed us time to go over the vehicle, check items, change all fluids, grease, and lube various suspension parts and change to new tires. I found a local supplier of 100 leaded octane fuel and purchased and filled several race grade fuel containers. I organized




Red 36 with a racers best friend.



**Sitting in the staging area NASA.**

through 4. I selected NASA's date at Millville's New Jersey Motorsport Park for testing. I just wanted to run the car at speed to check power input and braking capabilities. The car attracted a lot of attention since most of the cars were ten-dollar modified Mazda Miatas and late model Toyotas and Porsches. NASA reminded me of what it must have been like in the early days of SCCA racing. Most drivers are younger men and women who drive their cars to the track, change a set of tires and go out and run hard.

Everyone gathered around the little Sprite and asked many questions most started with, "What is this?" My response was, "It's your Miatas Grandfather." It was a great weekend of instruction and driving my new race car! Many thanks to me pit-b\*t, Paul Woglom; I couldn't have done any of this without his help!

If you enjoyed this article let me know and I'll write another about participating in the VRG drivers' school and my first race, the Jefferson 500! 

some tools, jacks, and all other items I thought would be necessary for a race weekend. I figured I was ready to race!

I still needed to drive the car. We had run it at the shop, and it was an un-muffled, ear-splitting 1293cc with a 13 to 1 compression ratio! The car screamed!

Having missed the VRG driving school for the year, I decided to run the car with NASA [the National Sportscar Association] in their [HPDE] High Performance Drivers Education Program.

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# UGH! REPLACING BUGEYE REAR SPRINGS!

Article & Images by Ken Weidner

**H**ello, my name is Ken Weidner. My wife Susan and I have been members of AHSTC Lehigh Valley Region since 1989. We are also the proud owners of an Austin Healey Bugeye Sprite AN5, and have been so for almost 40 years. We keep it as a “Summer only” toy and always enjoy taking it on long rides through rural Pennsylvania with each new spring. Unfortunately, the car had to be stored for several years while I was away working in California. Upon my return, and eager to again take it out on the road, I wanted to be sure the period in storage was not detrimental in terms of the vehicle's mechanical systems and performance. It was from this abundance of caution that I took the car to K&T Vintage Sports Cars, LLC in Bethlehem, PA. I wanted K&T to give the car the once-over treatment, and replace its various fluids. After a careful inspection K&T recommended that, in addition to usual maintenance items such as oil change and tire rotation, that we should replace the Bugeye's rear ¼ elliptic leaf springs.

Outwardly at least, this seemed like a fairly straightforward fix, to simply replace the rear springs, but we soon learned otherwise. As with most Healey owners, my first inclination was to seek out a Moss Motors catalog for technical insight on issues surrounding Bugeye rear spring replacement. The catalog showed diagrams of the rear end, and listed original-type leaf springs as “NLA”, meaning not currently available. Instead, Moss offered a “Rally Spec” rear spring as a replacement for the original stock design, and at what I considered a very reasonable price.

To help me further assess the situation, I Googled Bugeye rear springs, and found a lively discussion among Bugeye owners critiquing various options. At issue was the number of steel leaves in the different designs; in other words, the number of layers of flat steel plates that make up the rear springs. These layers are primarily responsible for absorbing vertical movement and compressive impacts from encountering potholes and other rough surfaces on the road. The original Bugeye stock spring utilizes 15 leaves of steel, and this is compared to 10 leaves for the rally spec design. Consequently, the fewer number of leaves in a rally spec spring results in a much harsher ride when compared to original stock springs. I also learned that rally spec springs raise the car's rear end by as much as 2-3 inches. For me, this is not the look I wanted. Nevertheless, it was clear we needed new rear springs, so what should I do? In arriving at a decision, it came down to price and convenience. Since the rally spec springs were inexpensive and readily available, I chose to order them from Moss Motors, and had them installed at K&T.

As it turned out, I regretted that replacement spring decision almost with the first road test following installation. Not only did the car have an unattractive jacked up rear end, its ride quality was nowhere near what I was use to. Its ride was stiff and every bump caused the rear end to bounce uncontrollable. I considered perhaps a breaking-in period was required, but after several months of driving with the new springs, I saw no improvement in either the rough handling or rear end height. For me, the new springs seemed to have taken away all the fun of driving a Bugeye (if that were even possible!)

Before my despair took over completely, I again turned to the Internet for advice. First, I found a commercial website called “The Bugeye Guy”. Among its offerings, the Bugeye Guy sells small metal wedges, which when inserted between leaves in a rear spring, change the launch angle, which in turn, brings the Bugeye's rear end back down to its correct original height and appearance. However, I also learned that such an easy, inexpensive fix would do nothing to improve the harsh ride inherent with the rally spec ten-leaf springs.

Undaunted, I moved on to search other websites. I came across a UK based company called “BCC-parts”. BCC offers new, original-type 15-leaf replacement springs for Bugeye Sprites. The springs are manufactured in the UK and seemed to be the ideal choice. However, such adherence to original stock design is not without economic penalty. With extra shipping costs from the UK into Pennsylvania, the BCC rear leaf springs were almost triple the cost of the rally spec springs available from Moss Motors.

Ugh, what to do? Grudgingly, and after much soul searching of the available options, I chose correctness over convenience, and ordered the original-type springs from the UK. However, when ordering, I learned that BCC springs do not come with necessary captive nut plates; nor are the mounting U-bolts included. Fortunately, such problems were easily corrected when I bought the missing items from Moss Motors.

I usually experience some level of apprehension when undertaking a do-it-yourself car repair project, and therefore braced myself for potential other mechanical problems and extra costs. Such concerns were unfounded as it turned out. My old springs unbolted easily (which in hindsight should not have been a surprise since they were only recently installed.) Removal and re-installation of the new original-type springs took me

only a couple of hours; that and the help of four trusty jack stands. (See photos.)

As Pennsylvania roads again roll under our Bugeye, I find the BCC type rear springs returned the car's ride back to the fun experience I remember. Its rear end height is also correct, and all four wheels stay in close contact with the road over uneven surfaces. In summary, I'm happy I chose replacement, original-type springs, even though they were more expensive and had to be shipped in from the UK. After all, it's all about the drive; original-type springs gave me back my Bugeye's feel for the road, and there's hardly any point in owning a Healey if you can't enjoy driving it!

For others of you contemplating rear leaf spring replacement on your Bugeye, you may find your particular projects take longer than mine where the mounting bolts are heavily rusted and seized. Lots of penetrating oil and brute strength will get the job done. Also, there is a video on YouTube that provides insight on dealing with rusty nuts. Or for those who merely want to expand their spare parts supply chain, the Internet link to the rear springs I bought can be found at:

<https://britishclassiccarsparts.com/products/frogeye-sprite-mk1-an5-rear-leaf-spring-set>



Spring comparison by vendor; BCC on top, Moss on bottom:



Unsightly ride height with the rally spec springs. Note a Mini is hiding in the background.



A little dark but note the more acceptable and normal ride height with the BCC original-type rear springs. I won't mention the other vehicle hiding in the corner.



Installation is under way. Note the clever, but probably not fully approved use of a pump jack to lift springs.

# AUCTION REPORT

By Tom Mulligan

These two big Healeys caught my attention on Bring a Trailer for a few reasons. They are both very beautiful in their color combinations, they are both non original, as such, and they were created by Healey specialists (I think, more on that latter). In addition, cars such as these have done very well at auction in years past.

As the owner of one of the original Metallic Golden Beige (MGB) cars, I naturally followed this 1965 BJ8. The MGB cars were only offered on the 1967 model year, and about 550 were produced (500 to the USA and 50 for the UK). And from what I understand, the color was not very popular back in '67. My car, for example, was painted red when new and remained that way until restored.

In the early 2000's well known Healey restorer Kurt Tanner popularized the MGB color with his restorations and presence on the televised auction scene, including Barrett Jackson, where he famously sold a non-original MGB car for ~\$146K. Soon everyone wanted one and they were cool again. The old joke goes that of the 550 originally built, only a few thousand still exist!

I visited Kurt's shop on a business trip many years ago when it was in Rancho Cucamonga, CA. He was a very nice, young man who largely worked on his own. This car, while the seller didn't reveal the restorer, is alleged to be a Tanner restoration by one of the commenters. I tend to agree due to the time frame of the restoration and because the old restoration photos look a lot like Kurt's shop as I remember it. I could be wrong.

The market seems to have lost some interest here since this car was a RNM (reserve not met) no sale at \$63,500. Read about it here and check out the extensive photos. <https://bringatrailer.com/listing/1965-austin-healey-3000-bj8-mk-iii-47/>



This 1962 BT7 is also very pretty in its green over beige color combination, and here again there is a Kurt Tanner connection, at least in my view, even though Kurt was not the restorer on this car.

Austin Healey never made a car in this color, but it's one of the nicest color combos you will ever see. When I visited Kurt's shop all those years ago, he gave me a sneak preview of his next color palette, which he was going to use to replace the MGB color, for which he was so well known. There, in his shop, was a partially completed car in an Aston Martin green, that looked just like this car, and a beige interior. It was stunning, and shortly thereafter his cars started appearing at auction in this color combo.

This car, with its beautiful, but non-original color, replacement engine and trans, sold for \$72,712 including the buyer's premium. Read more about it here. <https://bringatrailer.com/listing/1962-austin-healey-3000-bt7-4-seat-roadster-41/> 



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A close-up, low-angle shot of a classic car's front end. The image is dominated by a bright, polished chrome grille with vertical slats on the left and a large, round, chrome headlight on the right. The car's body is a light, metallic blue color. The lighting is dramatic, highlighting the textures and reflections of the chrome and the car's paint.

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# ENCOUNTER SCHEDULE

## **Wednesday, August 23**

Registration Open	2:00 PM	Hotel Lobby
Free admission and visit to the AACA Museum and Exclusive Special Behind-The-Scenes Tour	Depart hotel at 5:30PM	AACA Museum
Pizza/Pasta Buffet Dinner	8:00 PM	Pennsylvania Suite?

## **Thursday, August 24**

Registration Open	9:00 AM - 5:30 PM	Hotel Lobby
Rally School	8:30 AM	Congressional Suite
Rally	9:30 AM	Hotel Parking Lot
Healey Theater	10:00AM - 5:00 PM	Congressional Suite
Hospitality Room Open	11:00 AM - 5:00 PM	Pennsylvania Suite
Wine & Cheese Reception	7:00 PM - 10:00 PM	Grande Ballroom
Charity Auction benefit Schreiber Center for Pediatric Development		

## **Friday, August 25**

Registration Open	9:00 AM - 5:00 PM	Hotel Lobby
Healey Theater	10:00AM - 5:00 PM	Congressional Suite
Gymkhana	9:30 AM	Parking Lot
Hospitality Room Open	11:00 AM - 6:00 PM	Pennsylvania Suite
Concourse Pre-Judging Meeting	1:30 PM	Congressional Suite
Cassel Vineyards Wine Tasting	3:00 - 5:00 PM	Cassel Vineyards
Tech Session - The Auctions - Being There: Barrett-Jackson and more (Ray Donovan)	3:00 PM	Congressional Suite
Western Buffet Dinner / Valve Cover Racing	6:15 PM	Grande Ballroom

## **Saturday, August 26**

Registration Open (If necessary)	9:00 AM - ?	Hotel Lobby
Concours Judging	8:00 AM	Parking Lot TBD
Hospitality Room Open	10:00 AM - 5:00 PM	Pennsylvania Suite
Funkhana	9:30 AM	Parking Lot
Popular Car Show Voting	12:00 PM - 3:00 PM	Parking Lot
Tech Session - Dave Siwa - Scandinavian Tour	2:15 PM	Congressional Suite
AHSTC Board Meeting	3:30 PM	Congressional Suite
Cocktails (Cash Bar)	6:00 PM	Grande Ballroom
Awards Banquet	7:00 PM	Grande Ballroom

(Schedule details subject to change)





# “Tech Sessions”

We are very pleased to have two great Tech Sessions at Encounter this year. They feature fascinating and unique presentations from two of our very own, Ray Donovan and Dave Siwa. While they may not be “technical” Tech Sessions, Ray and Dave will be sharing their experiences and bring us all along for the ride!

## Friday at 3:00 PM

We’ve all watched the excitement of the Barrett-Jackson classic car auctions on TV. But, what’s it like to actually be there? Our own Ray Donovan will recount his experiences at not only Barrett-Jackson, but other renowned classic car events. It will be the next best thing to being there.



## Saturday at 2:15 PM

In June, Dave & Barb Siwa had the unique experience of attending the European Healey Meet in Norway followed by a 3 week driving tour of Scandinavia. Dave will share this fantastic adventure with us from preparing the car, through the incredible vistas with photos and video. You don’t want to miss this one!



## **If you're coming to ENCOUNTER- PLEASE READ**

### **Some items to be aware of when you're there.**

- Thanks to the post-Covid staffing impact, the restaurant at the Holiday Inn will not be open for lunch on Wednesday, Thursday, or Friday. It will be open for lunch on Saturday. Restaurant is open for breakfast every day. A list of close restaurant lunch options will be in the registration bag.
- Our dedicated Encounter parking lot is in the rear of the hotel property. However, ALL cars must be off of that lot by first thing Friday morning in order to run the Gymkhana. On Saturday morning, please clear the front half of that lot for the running of the Funkhana.
- If you are going on the AACA Museum tour on Wednesday evening, we will be driving individually to the museum, departing from the hotel at 5:30. It is a 7.8 mile drive. The address is 161 Museum Drive, Hershey, PA, 17033. Duration of visit is 6:00 - 8:00pm.
- Charity Auction- See Flora Schneider or Bob Preston if you have items to contribute to the auction.
- FUNKHANA! Shawn and Tammy Miller have planned a unique event that puts the "FUN" in Funkhana! For the first time, you will not need to get in and out of your car to run this course. Opening it up to kids of all ages! Be there on Saturday morning.
- Additional tickets for the Gerry Coker pin, contributed by Jennifer Payne, will be available during Encounter. The drawing will take place at the awards banquet on Saturday evening. Tickets are \$20 ea.
- You will be required to sign our release waiver when you pick up your registration packet.

## Once In a Lifetime Opportunity!

**EXCLUSIVE TO ENCOUNTER!** Gerry Coker hand made "100" pin raffle– Only at Encounter 2023. Long time member Jennifer Payne has been the proud owner of this extremely rare 3" Healey 100 pin, hand-made by Gerry Coker, for 28 years since Encounter 1995. Jennifer has decided to donate this unique Healey item for raffle to be drawn at the Saturday night awards dinner on 8/26. All proceeds will benefit the Feeding America charitable organization.



**Raffle Tickets \$20 ea.**

Raffle tickets can purchased on the Encounter registration form and will be available during Encounter.

## Encounter Charity Auction - A Great Tradition

The Encounter Charity Auction has been a cherished event for many years, raising tens of thousands of dollars for many worthy causes. The 2023 Charity Auction is no different. We have already received some unique items that will be auctioned for the benefit of the **Schreiber Center for Pediatric Development** on Thursday evening. Here are just a few of the great items available for bid:



This Mini Baby Racer was sold as a promotional item through Mini as they were introducing the new Mini in 2001. This toy is in excellent condition. It was available for \$55 from Mini back in 2001.



Barbie is suddenly the rage again! This 1994 music box, called "Senior Prom 1963" is in like new condition with the original box. It plays the Notre Dame fight song too! A great contribution to the auction from Healey Surgeons.



Created by Fred Dabney in 2014, this beautiful wire sculpture of a 1955 100 BN2, is mounted on a base and comes in a clear acrylic display case. A true keepsake!

**Bring your items to  
auction and come to  
bid!**



# 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 1<sup>st</sup> 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](mailto:linda1skip@earthlink.net)**  
 717-567-9871

#### Registration Fee Includes:

- One show car, 2 adults, and children (under 21)  
(Additional cars/adults on a single registration are extra)
- 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](http://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](mailto: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

\$85 if postmarked after June 15, 2023	\$ _____
Extra cars @ \$10 each	\$ _____
Extra adults (over 21) @ \$20 each	\$ _____

### Wed. evening 8/23 FREE private visit to The AACA Museum with Behind the Scenes tour.

No. of People- \_\_\_\_\_

**Cassel Vineyards Wine Tasting # of Adults \$12 ea.** \$ \_\_\_\_\_

### 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)

Shirts are pre-order only. Order deadline 7/28/23

**Total Remittance (US)** \$ \_\_\_\_\_

# THE FLASH'S ENCOUNTER 2023 CONTEST

[Steve Feld](#)

The Flash's 2023 Healey Trivia Contest has now concluded. Thanks to all of you who participated, especially those who have entered every month! For each month you provided a correct answer you received one entry into a random drawing to determine the winner. If you correctly answered every contest month, you had seven entries into the drawing. If you answered correctly for only one month, you had only one entry.

The winner has been contacted and will receive the prize of free registration and one free night's hotel stay at Encounter 2023. The winner's 15 seconds of fame will take place at Encounter 2023 Banquet when the person's name will be revealed for all to know!

Thanks to Bob Ott, Tom Mulligan and Chas and Kim de Bourbon for all their work in putting together and running the Trivia contest.

## THE FLASH'S ENCOUNTER 2023 CONTEST • CORRECT ANSWER LIST

Last month's question; **Where will the 2023 Encounter take place?**

Answer: **Hershey**

"Here are the members who answered last month's question correctly. They each received an entry into the drawing for the free registration and hotel night at Encounter 2023.

**Dee Richie-Caffrey**  
**Nicholas Ludovic**  
**Tim Plesz**  
**Randy Alkins**  
**George Crombie**  
**Linda Hlasney**  
**Dave Hooper**

**Robert Pense**  
**Alice Ferrant**  
**Trish Woglom**  
**Steve Kirlin**  
**Ira Udasin**  
**Gary Hartzell**

## FOR SALE



### For Sale - 1966 Austin Healey 3000 MK III

British Racing Green. The previous owner had the car since 1972 in Reading PA and kept it in very good condition. Rust free HBJ8L35085 has 53,000 miles. The original tonneau and convertible boot are still in the original bags. Includes tool roll bag. The car has new brakes, master, calipers, wheel cylinder, rotors, servo. Michelin XZX tires installed 2020 (tire code year 2019). The original black interior is in very good shape, top is very good, frame, outriggers, rockers, floorboards all in very good original condition. Originally BRG and appears to be repainted BRG. Runs great, repair records and pictures available. \$65,000

Located in New Jersey. Contact Steve Jekogian [stevejekogian1@gmail.com](mailto:stevejekogian1@gmail.com)  
201-213-8217



## FOR SALE

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I'm selling my 2006 [2005 model-last of the first series] Jaguar XK8 Coupe due to loss of storage.

67,500 Total Miles.

Jaguar Heritage Certificate

Date of Manufacture: January 17, 2005

Exterior Color: Platinum

Interior Trim Color: Charcoal

New Headliner, Ceramic Coated exterior.

Original Paint and Interior.

Excellent-Very Good Condition. [1- to 2+]

North Wales Area

All Service Records under this ownership. Call: Ray Donovan 215-768-2196 if interested or email me at:  
*[rjdisi@aol.com](mailto:rjdisi@aol.com)*

Asking \$10,800.

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## WANTED

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### PARTS WANTED

I'm looking for two of the Smiths gauge mounting brackets with the extra bracket for the bulb holder as shown in the attached image.

Contact Bob Ott:

email: *[rsott9@gmail.com](mailto:rsott9@gmail.com)*

cell: 215-896-9874.

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### PARTS WANTED

Healey 100 frame with front and rear bulkheads, any condition. BN2 front fenders. Driver side door.  
Any leftover restoration parts.

Contact: Paul *[pis9@yahoo.com](mailto:pis9@yahoo.com)* or 609-462-3593

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Meetings  
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Time & Location



## 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 [rsoti9@gmail.com](mailto:rsoti9@gmail.com)

## NEWSLETTER DEADLINE

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](mailto:tpmul48@gmail.com)

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