

# The FLASH



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# NOVEMBER • 2023 CONTENTS

- 3 CLUB | *Editor • What's In The Flash*
- 4 CLUB | *Presidential Ruminations*
- 5 REGION | *Harrisburg*
- 6 REGION | *Philadelphia*
- 7 REGION | *North Jersey*
- 11 REGION | *Long Island*
- 15 REGION | *Brandywine*
- 16 REGION | *Lehigh Valley*
- 17 CLUB | *Tech Tips & Clips*
- 23 CLUB | *History of Flanders Hotel, OCNJ*
- 25 CLUB | *Schreiber Check Presentation*
- 26 CLUB | *Auction Report*
- 29 CLUB | *Classifieds*
- 30 CLUB | *Membership Application*
- 31 CLUB | *Directory*



ACTIVE LINKS;  
TABLE OF CONTENTS,  
WEB LINKS & ADVERTISEMENTS.



## THE FLASH

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## ON THE COVER

NJ Region Healeys on Fall Tour, photo by Paul Rust.

# What's In The Flash

By Tom Mulligan

**E**ncounter 2023 follow-up on the Charity Auction with the check presented to the Schreiber Center for Pediatric Development.

[ENCOUNTER 2024](#), hosted by the Philadelphia Region in Ocean City NJ. See the enclosed flyer and history lesson from the Encounter Chairs.

[FOR SALE / WANTED](#) - For the first time in a while our For Sale / Wanted section has diminished a bit. Perhaps the winter non-driving season is a good time to go through your stash of parts that might be more useful to others.

Just a reminder – your classified entries run for 3 issues as stated in the back page of The Flash. If still unsold, or not found, in that time frame let me know.

[TECH ARTICLES](#) - We have two articles this month – one from Chuck Ott of the Brandywine Region, and another from Paul Parfrey from the Long Island Region.

Is your gas pedal well connected to your carburetor? You might think so but read Chuck's tech tip to be sure. Thanks Chuck.

Healey cooling is on everyone's list of troublemakers. Check out Paul's tips. Thanks Paul.

[AUCTION REPORT](#) - I have often thought that very well-kept older restorations can represent some of the best buys in collector cars. This month we have 2 good examples – one a Bugeye and the other a 100-6. Check out this month's auction report and see if you agree.



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# PRESIDENTIAL RUMINATIONS

Steve Feld AHSTC President

In a departure from my normal promotion of AHSTC, its members and club activities in these Ruminations, I'm taking a different tack this month.

Maybe it's a character fault, but numbers have always fascinated me. Not advanced mathematics, however. Trigonometry was fine but calculus...? I recently came across an article from the July 2013 edition of the now defunct Hemming Sports & Exotic Car magazine. The article listed the production numbers of British and other sports cars. When one compares the production numbers of sports cars (as HS&EC defined them) there are some surprises.

Many of us know that the MGB was produced in larger numbers than all other sports cars until it was surpassed by the Mazda Miata in recent years. However, who knew that the Austin Healey Sprite/MG Midget was only 32,000 cars behind the MGB (386,961)? Spridget production no doubt benefited from a three-year longer run (21 years vs. 18 years) and a lower price.

I never considered that BMW and Mercedes sold sports cars in high numbers but the combined production of the BMW Z3 and Z4 from 1996-2008 was 363,176, almost as many in total as MGBs. The SL-Class of Mercedes from 1963 through 2002 amounted to 491,139 SLs. However, from an average annual production perspective, 12,000 SLs are much lower than the MGB's average of about 21,000 annually. As further perspective, who among us would have guessed that the average annual production of the SL was almost three times that of the Big Healey (4400)?

Getting back to the British classics, 50% more TR2/3/4/4As were produced (152,308) during 1955-1967 than TR250/TR6s (103,281) between 1968-1977. Although Austin Healey 100/100-6/3000 production (65,951) trailed that of the Sunbeam Alpine (69,251), I'm sure many more Austin Healeys have survived than Alpines. Jaguar E-Type production (Series 1-3; 72,515) also exceeded that of the Austin Healey even though the E-Type was produced for two fewer years. Curiously, HS&EC didn't include E-Type production numbers in its list but included the Renault Caravelle! A "sports car" truly depends on the eye of the beholder.

Coming off the same assembly line, the MGA numbers (91,554) also were much greater than those of our favorite Marque even though the A was produced for half the number of years as the Big Healey. Not surprisingly, price mattered in the 1950's and '60's as it still does. The US price for a Healey 3000 in 1959 was \$3051 and only \$2444 for an MGA. Was \$600 worth a 3.3 second improvement in your 0-60mph time (10.9 vs 14.2)? Today a \$600 difference seems small but when the average annual family income was \$5600, it was more than 10% of your income!

Enough of this diversion into some interesting but irrelevant numbers. More relevant to the season, Ann and I wish all AHSTC members and their families a Happy Thanksgiving and a great Holiday Season!



# HARRISBURG

REGION  
Pam Frazier

By Bob Preston

**O**n October 6th, the AHSTC and the Harrisburg Region lost a longtime and cherished member when Liz Brockman passed away unexpectedly. Liz was best known to attendees of Encounters organized by the Harrisburg Region as our perennial rally master. Liz, and her son Scott, spent a huge amount of time developing the route, finding the clues, and trying to make sure the roads were passable for Healeys. Liz willingly did this for every Harrisburg Encounter for many years. Her rallies could alt counted on to be challenging. But Liz always strove to create rallies that were, above all, fun to drive.

Not surprisingly, Liz and Scott were also responsible for many Harrisburg Region fall and spring drives through the years. Many fall drives included an annual pumpkin roll down the hill on their property. The target of the pumpkins was often a car parked down at the bottom of the hill!

Over the years, Liz frequently hosted a great stop on our annual Progressive Dinner in December. At our monthly region meetings, it was a running joke that Liz and Scott, almost always won in our 50/50 drawing. They were unbelievably consistent!

Our outgoing Harrisburg Flash correspondent, Fred Bennett, really summed Liz up beautifully:

"What a positive and remarkable person she was. For someone who never drove a car in her life, Liz Brockman was one of the most influential members of this car club- one of life's wonderful ironies that make the world so interesting."

Our sincerest condolences to Bruce, Scott, Michelle, Heather, Ryan, and the entire family. We know how much Liz will be missed. But we will always keep her in our collective memories. 🇺🇸

**November 11** – Fall Dinner at the Progress Grill in Harrisburg 3:00 – 5:30

**December 9** – Progressive Dinner at George Wagman's, Boundary Ave. York

Details on these events contact Pam Preston.



Liz at the ACA museum tour at Encounter 2023.



Liz and Scott Brockman doing what they do best – running the Rally at Encounter last August.



Steve Jekogian trying to get inside rally information from Liz!

A warm week is ours before actual fall. The leaves are changing, giving a colorful show prior to covering lawns with leaves. On Saturday, October 7, Dave Siwa and I went to the Brits at the Village car show at Peddler's Village. There we met up with Bob Ott with his Sprite and Mike Roupt with his Bugeye. The show was very well attended despite a prediction of rainy weather. There were many MGs and other British cars, one of which was Al Tocci's MGTC that he recently acquired in June. Although not running and not completely together when he purchased it, he was able to resurrect it and drive it to the show. Good job, Al!

There were many spectators, including Alan Kramer, Steve Kirlin and George Crombie. The rain did hold off although it was overcast and windy. Car lovers didn't care and just wanted to see the cars.

Awards were given and Dave Siwa's BJ7 was first place, and my Healey BT7 was second. In the Bugeye Sprites class, Mike Roupt was first and Bob Ott third. Al Tocci was awarded first in the "car in the rough" category.



Our monthly meeting on Monday, October 16, was well attended. Trish Woglom gave an update on Encounter 2024. We expect to make a trip to Ocean City to meet with Flanders' personnel on November 9.

I attended the Wheels at Wood car show in Warminster at Archbishop Wood High School on Sunday, October 8. A windy chilly day forced me to install one side curtain to protect me from the chill. The show was very well attended with cars from all over the world.

On Saturday, October 21, I met with Bob Ott and Ralph Scarfogliero and his friend Dave Emmel, to ride to Three Dog Garage in Boyertown. We were met there by Ray Donovan and Leo Kob. There were two buildings that we were able to tour, viewing antique cars in one, and various race cars in the other. If you ever get a chance to go there, be sure to take it.

Take your Healeys out before the weather changes and they go to sleep for the winter.





# North Jersey

By George Crombie

And now we are into November, and the wind-down of the typical “driving season” of our Little British Cars. There is already a decidedly (my decision) Fall-like chill to the air. Just ask those who braved the nip in the air on Sunday, October 8th to help Allen and Ginny Rosenberg figure out how to cross the Delaware River (not once; they could manage that by themselves, but maybe 7 or 8 times). A bit chilly, sure, but a great group and a great day trip. Or, how about Tom and Pam Mulligan’s Fall Tour? This was held on October 22nd, which was the “rain date” of the scheduled Tour date of the 14th. More about these later, but first, let’s catch up on what happened in the few weeks before the “deep freeze”.

First, I must make a correction, with an apology, to Jim Vollmuth who drove his red BJ8 Healey to the September 10th meeting. I don’t know how I missed it, but I did notice that Jim was at the meeting and he always gives one of his LBCs a bit of exercise. At the meeting, I heard that Ian Kessen scored 2nd at Brits on the Beach in Ocean Grove, NJ on Saturday, September 23rd with his BT7.

Getting into October, Ralph Scarfogliero hosted another of his Cars & Crumpets in Morris Plains on the 1st.

On Saturday, October 7th, I’m the only one from the NJ Region who made the drive out to Brits at the Village in Peddlers Village, Lahaska, PA. Attendance was sparse this year, as the show was rain or shine and the weather started off rather iffy. The day was cool and overcast, and certainly contributed to a lot of folks who had pre-registered staying home. The rains held off until after the awards, but the winds were howling and stripping the trees in the park of their leaves and pine needles. Many attendees had to clean debris from all the nooks and crannies of their LBCs. Me? I drove domestic.



The following day, Sunday, October 8th, Allen & Ginny Rosenberg led a merry (albeit chilly) band of members on an adventure to discover how to cross the Delaware River by narrow (can anyone say “Hey! These are almost single lane!”) bridges, not just once, but at least SEVEN times. And they led the group with their 1999 Lincoln plowing the way to prove to the folks following that it can be done! Following the Rosenbergs were Ralph Scarfogliero (100 Modified), Paul & Eileen Rust (BJ8), Steve Feld (BT7), Steve & Lynn Jekogian (BJ8), Gary & Joan Hartzel (BT7 with hard top), Ian & Sue Kessen (BT7), and Denise & George Crombie bringing up the rear in our Chevy Equinox to keep interlopers to an absolute minimum.

The day started off a bit on the chilly side (why change perfection?) that more than one participant likened the morning to a "Polar Run" with temps hovering in the low 40s. We gathered the LBCs on the Jersey side of the Delaware at the Invertase Brewing Company parking lot in Phillipsburg and kicked tires and blew vapor rings while one of our group (who shall remain nameless, as they are scheduled to be enrolled into the witness protection program) scouted around a couple of times to make sure that the local law was totally confused and nowhere to be found during our Crossings. After crossing the river at least seven times, Allen & Ginny led us to the Washington Crossing Inn in Washington Crossing, PA (are you confused yet? My computer is) for lunch. Another great Tour on a great day, with great people!



Just a couple of days later, the North Jersey Region held it's monthly meeting on October 10th at The Vintage Tavern in Gillette, NJ with the following members present: Jim Vollmuth (BJ8), Bob Jankowitz, Ralph Scarfogliero, Rudy Hyzer, John Moore (BJ7), Tom Mulligan, Paul Rust, Steve Feld (BT7), Ian Kessen, Frank Valente, Laurie Lynch, Steve & Lynn Jekogian, and George & Denise Crombie. John, Jim, and Steve Feld drove their Healeys. During the meeting, a couple of topics of interest came up. Red Mill 2024 is scheduled for Saturday, June 1st (it is never too early to be planning for this iconic event; make sure it gets put onto your "must do" Calendar of Events, as soon as you have a 2024 calendar! Steve Feld mentioned that the AHSTC Board of Directors were holding a Board Meeting on November 4th; oops! I guess it's too late for the rest of us to crash the party,

as it is now in the history books. I'm sure we'll hear all about it (at least the highlights) at the next monthly meeting, scheduled for November 14th. This is your invitation to attend, if you want to catch all the latest information that I keep forgetting to pass along to the masses. We were also reminded that Annual Elections are due, with the following stalwarts again agreeing to sacrifice their respective sanities for the good of their fellow man, woman, and alien: Larry Gersten – Treasurer; George Crombie – Editor; and (I'm trying to stage a coup - a.k.a. Matt Gaetz to replace) Steve Feld as President (while he still has some sanity left)! On this note, I have a suggestion that I would like to propose at the next meeting.

The final topics of the evening were: The annual Holiday Party is scheduled for Sat. December 2nd at Steve & Lynn Jekogian's in Chester, beginning at 3:00 PM (watch for your invitation and be sure to R.S.V.P. your intentions as soon as possible! The annual Polar Run (#9) is tentatively on tap for the following Saturday, December 9th. As in previous years, the plan is to gather at Wegmen's on Route 202 South in Bridgewater around 10 to 10:15 am, with a projected departure time of 10:30. More on this as December approaches; stay tuned to your e-Flashes.

Now that we are almost caught up, I've got one more report to make. This past weekend (as I write this on 10/24), the powers that be had to call in on the scheduled rain date of October 22nd to run the Fall Tour. Again, it was a chilly day, at the tail end of several rainy days, but it was clear with just a few clouds racing across the blue sky. Anyone out driving topless deserves a Polar Bear Badge. Gathering at the Mulligan's in Ringwood were Tom & Pamela Mulligan (BJ8); Paul Rust (BJ8); Rich Ippoliti (BN4); Ian & Sue Kessen (BT7); Bill & Meg Kaltnecker (BJ8); Patrick Henry (Sebring Healey), George, Denise & Sarah Crombie (BJ9),



Steve & Ann Feld (BJ9) Bill & Marge Smith (BJ9); Steve & Lynn Jekogian (Vette); Ralph & Vera Scarfogliero (Jag) and Jay Baumann (Volvo P-1800). Pam Mulligan met us at the restaurant at

the end of the Tour and Sarah did the 35 miles of navigating with Tom to D'Boathaus Restaurant; a new establishment that had just opened for business in June of this year. As usual, Tom put together a terrific Tour; the weather, foliage, and even the traffic all cooperated. We had a near-record number of cars participating, and managed to keep in sight of each other, with very few interlopers muddying up the waters. Well done, people!



[\(Tour Video Link\)](#)  
[October 22, 2023 - YouTube](#)



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# Long Island REGION

By Paul Parfrey



**The Lotus on track at Club Motorsports, NH, leading another Lotus.**

**F**rank Filangeri is the new owner of a 1963 Lotus 23B, Colin Chapman's giant killer of a small displacement sports and racing car. The car weighs about 1000 lbs., so with a powerful small 4-cylinder engine, it was faster than some larger sports cars. The engine was located behind the driver, amid-ships location so the weight was evenly distributed or heavier on the rear wheels. It has a tubing space frame with fiberglass body panels. What engine Frank's car has, I'm not sure but I'll fill in the specs after the holidays.

The Annual Vintage European Sports Car and Motorcycle Display was held at the Stony Brook Community Church on Sunday, October 15 as the original Saturday date was rained out. Attendance was lighter than usual but there were some interesting vehicles. Scott Greenfield and Frank Filangeri attended. Scott brought his early BJ8, and Frank had his E-Type Jaguar. Thanks to both for sending photos.

I haven't heard of any of our members attending the Jaguar Concours but if you did, let me know and I'll include



**Frank's new car.**



**Another view.**



**Scott's car at Stony Brook**

your account and any photos in the New Year. Yes, boys and girls, there will be no December issue of *The Flash* (as usual). The next issue will come out in January, due date is December 15 for submitting articles, so if you have anything to add, get it to me any time before that date. Those of us who put out *The Flash* get a welcome month off. No December *Flash*!



Frank's E-Type on far left.



Modern replica of 1930s Morgan 3-wheeler, which had a motorcycle engine in the front.



Red MGTD next to an MGA.





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# Brandywine

Ernie Leser

REGION

**T**he Brandywine Region picnic was scheduled for Saturday, October 7th. RAIN! Canceled.


The rain date was then Saturday October 14th. RAIN! Canceled. Having had this picnic for at least the last 20 years at our house, I believe it may have been canceled once. Most of the years, the weather was sunny and warm, typical for early October. Sometimes it was a bit chilly, but sweatshirts handled that. Not this year. The weather has been very unpredictable. Beautiful during the week, rain on the weekends.

Some car updates: Chuck Ott has his BJ8 back after considerable down time. An engine rebuild, some body work, and a partial re-paint were done. The project turned out very well and Chuck is quite happy with the results.

My own BJ8 suffered a gasoline leak from one of the carburetors (bad diaphragm) as I had reported earlier. Chuck rebuilt both carbs and repaired the choke cable mechanism. The engine has now also undergone a long overdue tune up. A great improvement.

## UPCOMING EVENTS

Brandywine Region election of officers will take place Saturday, November 18th. This will be at the Deer Park Tavern in Newark, DE at 12 noon. All positions are open: President; Treasurer; Events Coordinator; Membership; Newsletter Editor. Come on out and run for an office of your choice. New ideas are important to keep the club vibrant.

The annual Holiday Party will be held at the Lanno residence on Saturday, December 9th at 6 pm. Jeff and Lisa have moved to Delaware, not far from their Garnet Valley, PA home. The new location will be published in a future e-Flash. RSVP to Lisa by December 2nd (610-496-5742). 



Encouter 2023 hilltop Healey on the Ralley run.



## Ken Beck Is Back as the Region's President!

During its regular September meeting, Ken Beck, a long-time member the AHSTC Lehigh Valley Region assumed the position of Regional President. Ken follows in the shoes of his good friend and fellow Healey enthusiast the late Gerry Kunkle, who recently passed away after a short illness. (See August 2023 issue of *Flash* for more on the life and cars of Gerry Kunkle.) Previously and prior to Gerry's term as President, Ken held the position of Regional President for many years.

Ken Beck has enjoyed working on Austin Healeys and other British cars since he was in high school. After collecting cars, racing cars, and working on them out of his home for more than 40 years, Ken opened K&T Vintage Sports Cars, LLC in 2006. K&T is a full-time shop focusing on classic and antique car restoration and repairs. Ken and his wife Cindy have hosted many recent monthly meetings of our AHSTC Lehigh Valley Region at their K&T offices in Bethlehem, PA. Ken is also active in other local car clubs including the Keystone British Car Club, the Over The Hill Gang Pennsylvania, and the Allentown Area Corvette Club.



*Ken Beck, returns as President of AHSTC Lehigh Valley Region*



# Tech Tips & Clips

## CHECK YOUR THROTTLE LINKAGE BUSHINGS

BY CHUCK OTT, BRANDYWINE REGION

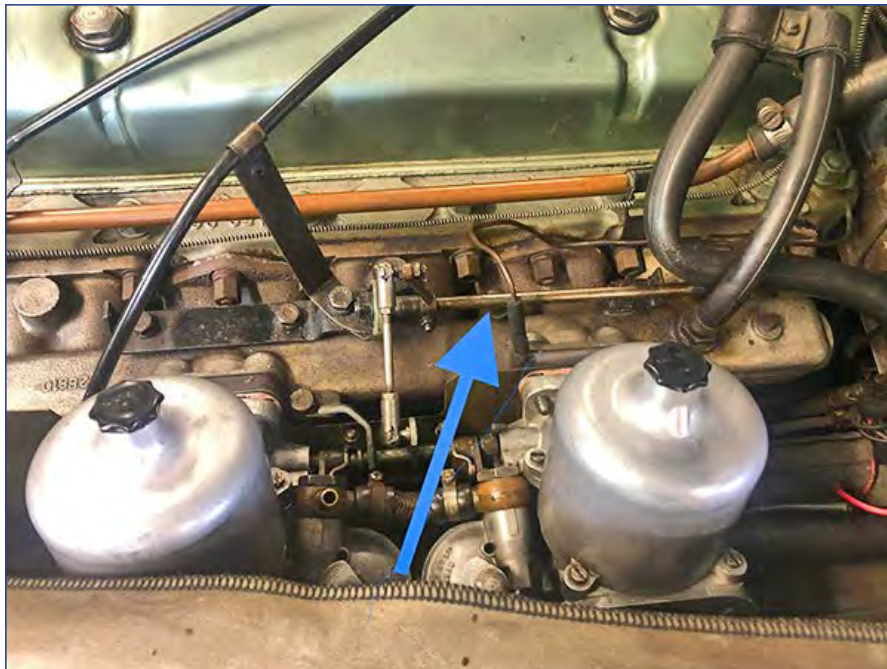
**W**hen you are doing your engine servicing, one thing that you should inspect on your 6-cylinder Healey is the throttle linkage bushings. The throttle linkage runs across the top of the intake manifold, with one end in a rubber bushing attached to the firewall and the other end in a nylon bushing bolted to the top of the intake manifold.

There was recently a situation discovered during a tech session where the rubber around the throttle linkage shaft bushing at the firewall had "perished". See the photos. This is something that can go unnoticed if you are not looking for it. The rubber grommet around the metal bushing had deteriorated and allowed for excessive movement in the bushing. The throttle still worked, but it took about ¼ pedal before it would engage the linkage at the carbs, and wide-open throttle was not possible.

Another point in the linkage that can fail is the nylon bushing at the opposite end of the linkage from the firewall. This one's failure can be more catastrophic, as the nylon can crack, making it so that the throttle will not engage at all, and the engine is stuck at idle.

A visual inspection of the rubber grommet/bushing at the firewall will tell you if you need to replace it. If you see any cracks or deterioration in it, it is probably time to think about a new one. The nylon bushing is a bit harder to see, you might have to take it off to give it a thorough inspection. One bolt holds it down, and it just slips off the end of the throttle linkage shaft. Clean it up and closely inspect it for any evidence of cracks. If you see any cracks, it should be replaced preventatively.

To replace the nylon bushing, simply unbolt it from the manifold and bolt on a new one. Don't forget to lubricate the shaft with some grease. The rubber bushing is a bit harder, you probably will need to remove the nylon bushing, then the linkage that connects the shaft to the carbs, then the one



**Throttle linkage shaft runs along the top of the intake manifold.**



**Throttle linkage shaft where it meets the firewall bushing. Note the rubber grommet around the bushing has perished.**




**Old and new firewall grommet / bushing comparison.  
Replacement was overdue.**



**The throttle linkage shaft with the rubber grommet bushing and nylon bushing in their relative positions.**

that connects the vertical shaft to the horizontal shaft. The entire horizontal shaft will then come out and you can remove the old grommet/bushing and install the new one. Heating and greasing the new grommet will make installation easier, and of course the bushing should be lubricated with grease before installing the shaft into it. Installation of the shaft is reverse of removal.

New bushings are inexpensive, in the \$10-\$20 range, and the job is a relatively easy one to accomplish. Doing this inspection and replacement if necessary, will add to the reliability of your Healey. 

# Tech Tips & Clips continued

## TECH TIDBITS - COOLING SYSTEM

BY PAUL PARFREY

**P**aul! Why does the heat the Healey makes in the summer go away in the winter?" asks Tony DiFrancesca. The old Three Stooges answer is "because it's a Healey!" Yuk, yuk, yuk.

Well, there is some truth in that. It does get very hot in the Healey in the summer. After all, you have a large engine in a very small car with a small cooling system. Cooling system technology has come a long way since the old days of the 1950s and 60s. Hopefully, everyone reading this is aware of the following: if you leave a Healey idling long enough in warm weather, it will eventually overheat. Some years ago, Joe Curto of SU carb fame had a customer with a righthand drive BJ8. The fellow only had the car for a short time. After some work was performed, the customer picked up the car and drove it home. Later he called Joe to complain that the car was overheating. Joe asked where he was, and the answer was in a line at a New Jersey state inspection site, waiting his turn. Joe's advice was "Turn it off."

Steve Feld, and George Robinson of the LI Region, were reminded of this problem only recently. Steve was in a parade and George was on his way to Encounter. In 198?, the Long Island Region participated in a parade. One car overheated; another fouled its spark plugs so bad that it stopped running. My car was the last Healey and did not overheat. Following me was a group of young twirlers in their lovely white outfits. I told them to stay back but they didn't really understand. We Healey people never made it to the end of the parade route, so we didn't witness the horror on the mothers' faces when they saw the black spots my exhaust had deposited on their daughters' previously pristine uniforms. But that's another story...

Now as to why it is so cold in a Healey in the winter.... Good question! Don't know. Maybe it wouldn't overheat in 20-degree weather. It would run very cold. The water temperature reading on the gauge would be below the



**The Healey radiator pressure cap in my BJ8. This shows the part that goes in the radiator neck. The middle gasket with the rubber around it is the pressure valve, and the sealing of the cap is the silver-colored part around the outside,**



**The Healey radiator pressure cap. You should be able to make out the number 7. All pressure caps have the pressure indicated on the top of the cap.**

opening temperature of the thermostat. Volvos contemporary with Healeys run at a steady temperature. My MGB GT would keep close to the same temperature in traffic as running on the highway.

There are things you can do without getting deeply involved in taking the car apart. I am going to focus on two of them: radiator cap and thermostat. Austin Healeys had pressurized radiator caps from the beginning. The 100-4 had a 4lb./sq. in. pressurized radiator cap. Later, 6-cylinder cars had 7lbs./sq. in. Why does it matter? Water boils at 212 degrees F. Every 1 lb. increase nets you 3 degrees, so a 4 lb. cap raises the boiling point of the coolant 12 degrees and so the boiling point is now 224 degrees. When the boiling point is reached, no more cooling! (Modern cars have pressurized caps as high as 16 lbs./sq. in.). Boiling changes the liquid to a gas. Later MGBs had a 13 lb./sq. in. cap. REMEMBER never remove the radiator cap when the engine is hot. Wait and let it cool down. Removing the cap when hot could result in a serious burn.

Thermostats for Healeys come in two useful temperature ranges, 160 degrees and 180. The 160-degree thermostat is good for summer, and the 180 for winter. A handy tool is a pyrometer or an infrared thermometer which you can easily purchase from Harbor Freight or Amazon for about \$15 to \$20. You point and shoot the laser at whatever you want to measure like your thermostat housing, water pump, radiator, heater hoses... and you will get a pretty accurate reading of how hot things are.

A last-ditch attempt to avoid an overheating event would be to turn your heater controls to hot and turn on the heater fan. You will sacrifice yourself for your Healey. The heater core is a little radiator. I've done this more than once. One time in Manhattan in rush hour traffic, I ended up with a serious burn on the heel of my foot. I was on the way to Encounter. When I went to the doctor, he said the floor of a car would never get that hot. When everyone asked why I was limping and I told them the story, they said "Oh yeah! That happened to me."

There's a whole bunch of things that could cause your car to run hotter than it should but that's beyond the scope of this article.



**The top of the thermostat.**



**The bottom of the thermostat. As the engine heats up, the bottom of the thermostat elongates and pulls the thermostat open so coolant can flow.**



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# OCNJ

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September 15-18, 2024



Scene from the Encounter 2019 show  
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# HISTORY OF THE FLANDERS HOTEL, OCNJ

by Leo Kob, 2024 Encounter Committee co-chair.

Without performing due diligence, I think it's safe to say Encounter 2024's home base is the oldest and most historic Encounter venue to-date. The Flanders has endured a number of peaks and valleys over the last century, now poised to celebrate its 100th birthday this month. We'll benefit from all the centennial improvements next September 15-19, 2024.

The hotel's construction was financed by a consortium of Ocean City businessmen (Chamber of Commerce) who saw a bright future for the Jersey shore due to on-going and planned infrastructure (railroad and bridges from Philadelphia) projects. They wanted to rival or exceed Atlantic City's accommodations.

The purpose-created Ocean Front Hotel Corporation (OFHC) commissioned a local architect, Vivian B. Smith, who designed the first significant concrete structure in Ocean City. All existing structures in town were wooden. The Flanders opened in July 1923, named after the infamous Belgian battlefield in WW1 to highly-favorable reviews.



Initial concrete construction.

Four years later, fire ravaged that section of the boardwalk, destroying about 30 buildings. The Flanders' construction left it virtually unscathed. The city decided to move the new boardwalk closer to the ocean leaving ample room for expansion of the hotel on that side.

Next came the Depression. Despite frequent visits by such notables as Jimmy Stewart & Grace Kelly, the OFHC sold out to an Atlantic City financial mogul. Post WW2, the Flanders' future looked robust. Its three salt-water pools served locals, guests, and the country's best divers. Olympic swimming champion Johnny Weissmuller made a number of appearances during his Tarzan and Jungle Jim era.

From my perspective, after the death of my grandmother at age 12, our family switched from summer vacations on Boston's north shore to the Flanders. I marveled at the graceful power of the divers, tried to fathom why gentlemen would wear double-breasted dinner jackets, ascots, and long-



Completed building before fire.



Site after fire 1945: circa 1945.



Flanders 1945



**The pool I remember in 1960's.**



**The shuffleboard I remember in 1960's.**

sleeved shirts when playing shuffleboard in 80-degree weather on the Flander's upper deck. I was incredulous at how we could swim in July without our ankles turning blue.

Time never stands still. The late 1960's and 1970's ushered in motor inns, fast food, bikinis, and ushered out formality and protocol. Many high-rise east coast hotels closed. The Flanders tried to adapt by exchanging its pools for carnival rides, but the days were numbered for large hotels charging nightly rates. A developer purchased the hotel in 1996 and converted it from 230 rooms into 95 condominiums. The present president of the Flanders' Hotel Condominium Association and Director of Hotel & Banquet Operations, Peter Voudouris, seems to have engineered a very successful business plan for the property since taking over in 2004. Memorable amenities appear to be his mantra. I certainly fall within that mold. He was instrumental in accommodating all our needs and functions for Encounter 2019. If you weren't there, be sure to talk to a fellow AHSTC member who was.

Sixty-one-bedroom units have been reserved for Encounter 2024. They all have full kitchens, dining & living rooms. Despite these modern residences, the Flanders is listed in the National Register of Historic Places. Future FLASH articles will elaborate on some secrets within the Flander's walls such as the Catacombs and Emily (who lurks in the Hall of Mirrors) that contributed to receiving this honor.

**Encounter runs from September 15 – 19, 2024.**

Consider extending your stay – as you know, September is the new August 'Down the Shore!







## CHECK PRESENTATION PEDIATRIC DEVELOPMENT



A check for \$5,200 was recently presented to the Schreiber Center for Pediatric Development. Schreiber was the beneficiary of this year's Encounter Charity Auction. Thanks to all the bidders and those who contributed items for our auctioneer-in-chief, Paul Woglom to sell. Participants in the check presentation were – L-R: Pam Preston- Harrisburg President, Tammi Miller, James DeBord-Schreiber President, Shawn Miller, and Bob Preston-Encounter '23 Chairman.

# AUCTION REPORT

By Tom Mulligan

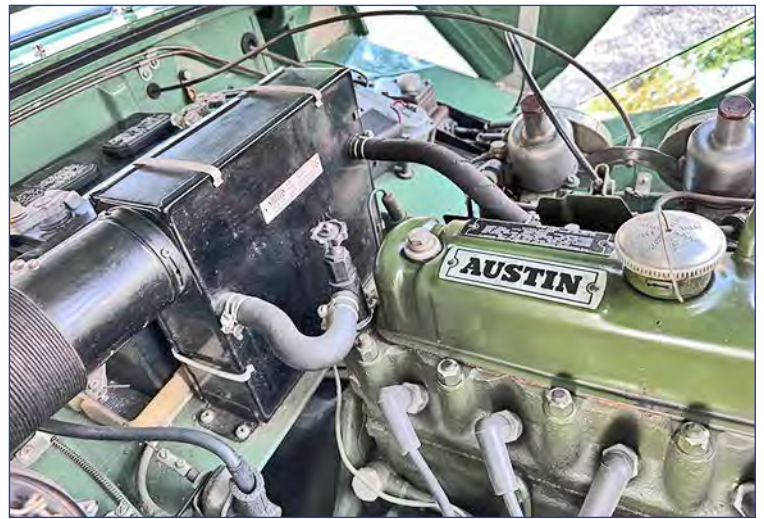
This 1960 Bugeye caught my attention on Hemmings On-Line auction site where it sold for \$26,250 including the buyer's premium.

It caught my attention for a few reasons – it's a lovely example, it has a very nice back story, and it's an older restoration, which appears to have been meticulously maintained. I have often thought that very well-kept older restorations can represent some of the best buys in collector cars. Click on the link and see what you think.

And one more thing about this car. The seller points out that the car was the subject of a feature article in the October 1993 issue of Road & Track magazine, written by the well-known author, and British car enthusiast, Peter Egan. Well, I have an original copy of that magazine in my basement, so if anyone knows who bought this car, I would be happy to see that they get it.

[AWARD-WINNING, RESTORED 1960 AUSTIN-HEALEY BUGEYE SPRITE | HEMMINGS.COM](#)

[1956 AUSTIN-HEALEY 100M BN2 ROADSTER FOR SALE ON BAT AUCTIONS - SOLD FOR \\$176,000 ON SEPTEMBER 15, 2023 \(LOT #119,908\) | BRING A TRAILER](#)



Speaking of older restorations, this 1958 100-6 is another good example. This car sold on Bring a Trailer for \$49,350 including the buyer's premium.

The car was restored by well-known Healey specialist Kurt Tanner sometime prior to 1996 and has been owned by the seller since then. It was not restored in its original color combination of yellow over black. In the top-side photos the car appears to present very well, while the underside, understandably, is beginning to reveal the age of the restoration. This car strikes me as a nice car for entry into the Healey hobby, and one that can be driven with abandon and enjoyed. I would characterize it as well sold and well bought. Check it out at the following link.

[27-YEARS-OWNED 1958 AUSTIN-HEALEY 100-6 BN6 ROADSTER FOR SALE ON BAT AUCTIONS - SOLD FOR \\$47,000 ON OCTOBER 7, 2023 \(LOT #123,094\) | BRING A TRAILER](#)



A close-up, low-angle shot of a classic car's front end. The image is dominated by bright, reflective chrome. On the left, a portion of a vertical-slatted grille is visible. On the right, a large, round headlight with a ribbed lens is prominent. The background is a soft, out-of-focus blue, suggesting a clear sky. The overall aesthetic is clean, polished, and evokes a sense of timeless luxury and craftsmanship.

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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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## A quick look back.



Encounter 2019, Healey in front of the Flanders Hotel.



# Directory

## CORPORATE PRESIDENT

Steve Feld  
(973) 525-9054  
[stevenergy@optonline.net](mailto:stevenergy@optonline.net)

## CORPORATE VICE PRESIDENT

Dave Siwa  
(215) 534-3980  
[dbsiwa@verizon.net](mailto:dbsiwa@verizon.net)

## CORPORATE MEMBERSHIP

Rick Brodeur  
215-536-6912  
[membership@austin-healey-stc.org](mailto:membership@austin-healey-stc.org)

## CORPORATE SECRETARY

Del Border  
717-235-1086  
[delborder@comcast.net](mailto:delborder@comcast.net)

## CORPORATE TREASURER

Robert Snyder  
(610) 392-5376  
[rjs\\_cpa@yahoo.com](mailto:rjs_cpa@yahoo.com)

## FLASH EDITOR

Tom Mulligan  
(973) 670-9153  
[tpmul48@gmail.com](mailto:tpmul48@gmail.com)

## REGALIA

Ken Beck  
(610) 739-3897  
[kenbeck@rcn.com](mailto:kenbeck@rcn.com)

## HARRISBURG REGION

President Pam Preston 717 392-5380 <a href="mailto:rpreston1609@comcast.net">rpreston1609@comcast.net</a>	Editor Pam Frazier pfrazmech@netscape.net 717 763 0441
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## LEHIGH VALLEY REGION

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President Steve Feld (973) 525-9054 <a href="mailto:stevenergy@optonline.net">stevenergy@optonline.net</a>	Editor George Crombie 908-243-0693 <a href="mailto:george_crombie@yahoo.com">george_crombie@yahoo.com</a>
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## LONG ISLAND REGION

President Paul Parfrey 718-353-8138 <a href="mailto:workshealey@aol.com">workshealey@aol.com</a>	Editor Paul Parfrey 718-353-8138 <a href="mailto:workshealey@aol.com">workshealey@aol.com</a>
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