

Austin Healey



Austin Healey Owners Association of British Columbia



1.3 Million Dollars!



February 2012

Volume 38, No. 2

WINGS is the official publication of the Austin-Healey Owners Association of British Columbia, which is a non-profit organization incorporated under the Societies Act of B.C. It is published on a monthly basis and is distributed at no charge to all members of the AHOABC.

Membership Categories:

Membership..... \$25 per year
One category only... due by April 1st of each year
Early payment will be rewarded with Nells Cup points

Editorial Contributions

Contributions to **WINGS** are welcomed and encouraged. Members (and, in fact Healey enthusiasts everywhere) are urged to share their knowledge and experience with **WINGS** readers. We would appreciate technical articles, reports on Healey events and activities, humorous items (including cartoons), and letters to the editor. !

Advertising

Rates and policies are available upon request. Support by advertisers is greatly appreciated.

Classifieds .

A club member may advertise parts or a car for sale in Wings as well as on the website. Parts and cars wanted ads are also accepted. eMail a copy of the ad, with pictures if desired, to editor@healeys.ca

Application Form: www.healeys.ca (in - "about us")

The content of the articles in this publication are not the opinion of the editor, executive or members of the AHOABC

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Cover:

Probably THE Most Expensive Healey ever!

PRESIDENT

Sarah Sanderson-Wilson..604 461 8246
gsarahs@shaw.ca

VICE PRESIDENT

Rick Regan.....604 807 4019
Rx_mcofi@shaw.ca

SECRETARY

Michele Karatnyk.....604 228 0037
mkaratnyk@gmail.com

TREASURER

Lawrence Robertson, 604 987 9190
sierralawrence@telus.net

MEMBERSHIP

Kathy Welch..... 604 987 9190
kwelch0205@telus.net

EVENTS & INTER CLUB

Andy Jones 604 228 0037
jonesandy@shaw.ca

**Austin-Healey Owners' Association of
British Columbia**

#602 - 1641 Lonsdale Ave.
North Vancouver, B.C., Canada, V7M 2J5
www.healeys.ca



**"To promote the preservation and enjoyment of
Austin-Healeys in the manner for which they were
intended"**

COMPETITION

Ivan Lessner604 538 2713
ivan_lessner@telus.net

REGALIA

Adrian Percival604 857 8857
adrian@askadrian.ca

WINGS EDITOR

Brian Drab604 940 8676
bgdrab@eastlink.ca

LIBRARIAN

Lawrence Robertson... 604 987 9190
sierralawrence@telus.net

WEBMASTERS

Brian Drab.....604 940 8676
bgdrab@eastlink.ca
Chris Drab.....604 952 4640
cdrab@redzone.ca

MEETINGS:

The Austin-Healey Owners Association of B.C. meets once a month. The location varies and is often combined with an event. See the Events Section of our web site www.healeys.ca for exact location for each month.

PRESIDENTS MESSAGE

I think I heard my Healey Quietly snoring!



We had a well-attended meeting at Marinaside Grill on January 11. It was a productive meeting, and at the end we had an informal discussion about the merits of modifying the club's constitution so that owners of vehicles that have "Healey" in their name be admissible to the club. That would mean that owners of Healeys prior to the Austin-Healey, the various Sprites, a Nash-Healey and a Jenson-Healey, would be welcome in the club. We took an informal vote to find out what the attending members thought, and everyone seemed to be in favour of this move. Given the impact of Donald Healey on the development of the automobile, this change seems to be entirely appropriate.

The months seem to be flying by, which means that June 25th, and Rendezvous 2012 will be upon us before we know it. Keep in mind that the discount rates at the **Tigh Na Mara** Resort are only good prior to May 15, and if you are going to be involved in the course, your forms need to be in by May 1st, 2012. The sooner you book, the better the room. Just follow the <http://www.healeyrendezvous.com/index.html> link to find out more.

Our next meeting will be at 7:00pm on February 8th at the Marinaside Grill. I hope to see you there. Again, if you have any suggestions or ideas as far as additional club activities, please let me know.

Sarah

It's That time again!

It is now 2012 and that means club dues are once again. The membership has agreed to keeping the dues at \$25 again for 2012. And now it couldn't be easier! Give Lawrence a phone call at 604 987 9190 or send him an email at :

sierralawrence@telus.net

with your Visa number and he can take care of it immediately.



MINUTES

OF THE

January



MEETING

AHOABC Monthly Meeting Wednesday Jan 11/12

Chairing: -Sarah Sanderson

Attendance & Introductions - 16

Approval of Nov Minutes: - Published and approved

New Members in Attendance: - 0

Treasurer: - Lawrence Robertson

Bank \$ TBD; year end report will be completed once the Dec bank statement arrives GIC \$0; cashed to fund Rendezvous but we are also in-taking revenue w/ Rendezvous registrations Sarah and Rick to coordinate with Lawrence as the Bank is insisting they have to register as club officers

Membership: Kathy Welch
memberships/households renewed for 2012

Newsletter: - Brian Drab
Highly likely there will not be a March issue due to Brian's pending holiday

Webmaster: - Brian Drab

Working on resolving an interface glitch between servers which is not allowing people to using Internet Explorer to order regalia. Chrome and Firefox are functioning properly
Sarah will email Brian re some duplicated information she found on the website

Regalia: - Adrian Percival

We have new t-shirts; jackets and more caps

All are on the website and the Rendezvous registration form

Events: - Andy Jones

All British Field Meet following by annual BBQ:
May 19 Van Dusen Gardens;

BBQ @ Mike Long's after ABFM

Vancouver Whistler Run: May 20

Percival Backyard Show & Shine w/ Italian and Aston Clubs: May 26 or 27

2012 Rendezvous: June 25-29

Tigh Na Mara, Parksville Vancouver Island

Registration available now; \$125 or \$145/night

2012 NW Meet: Oct 4-6 Oregon Gardens, Silverton OR (app 30 miles SE of Portland)

Registration available now; \$109 or \$160/night includes breakfast

Cont'd next page

Unofficial Club Runs: - Michael De Wilde

n/a

Competition: - Ivan Lessner

n/a

2012 Rendezvous Parksville: - Don Manning & Brian Drab

Committee meeting on Jan 18 w/ objective to finalize the agenda.

15 registrants to date of which 2 are from Australia; aiming for 125-150 = 300 people which is less than Whistler but more than Nelson

Our preferred room rate of \$145/night expires on May 15 reverting to the regular rate of \$277/night

2nd scheduled payment to Tigh Na Mara is complete

Chris Poole has worked out 2 day tour options for consideration:

Cathedral Grove to Port Alberni to RACF aircraft museum; museum houses the a Spitfire which is being rebuilt

Coombs to Comox; goats on the roof and the butterfly reserve are both in Coombs

Michael De Wilde secured a \$1,000 sponsorship from an Australian tour company; the meets Facebook page acknowledged this

Need volunteer(s) to organize/amalgamate the registration handouts (= the bags w/ info in them)



The following are secured and/or in the works.

1. Doug Jinkerson is donating a **painting**
2. John Elliott is donating a **case of Petro-Can lube oil**
3. Mike Long is donating a **set of black 1956 California license plates** and a **1956 BC plate**
4. Rick Regan is donating **4 digitized 16x20 enlargements of old Healey advertisements**
5. Get 2-3 of the **1996 Silverstar posters signed by Margo Healey** out of storage
6. Adrian Percival to check if we still have a **1986**

Whistler poster signed by Donald Healey

7. Adrian Percival is donating a **Union Jack blank**
8. Karen Percival is investigating **soft sided travel bags w/ Healey** on them
9. Idea: can we get **Steve Pike to sign a photo of the Streamliner?**

President: - Sarah Sanderson

Does the constitution need to be revised to cover off all Healey types as it currently just says "Big Healey's"?

Brian will review the doc and prepare an amendment for presentation and club commentary

Need a drive/picnic idea for 2012; discussed MacDonald Beach; Crescent Beach; Squamish Train Museum and Whistler



VP: - Rick Regan

Received a couple of comments from people who want to attend Rendezvous but can't take off week-days and want future West Coast meets to encompass a weekend

Discussed but consensus is the meet is M-F so that it is bookended between 2 weekends, allowing 4 days of travel time

New Business: Call for Executive Nominations

Both the Membership and Events positions are open

Andy Jones

The 1953 Austin Healey 100 special test car proto type, which was badly damaged at Le Mans in 1955, recently sold for \$843,000 pounds and was purchased by a Swiss collector to be restored in Australia

Next Meeting Wednesday Feb 8 @ 7pm

Marina Side Grill, North Vancouver

Meeting adjourned

This article appeared in last month's issue of Wings. The article mentions that the car was involved in a rear end collision with a Mercedes Benz at Le Mans, which went on the catapult itself into the crowd resulting in the death of the driver plus 83 race spectators. The scope of the damage to the Healey was not mentioned however Andy Jones took photos of photographs taken by a relative who was at the (cont.

VINTAGE: Austin Healey Linked With 1955 Le Mans Tragedy Sells For \$1.3M

'Barn-find' 100S racing prototype that was part of infamous crash that killed 84 is auctioned off at Bonhams' sale in England.

Bob Golfen | Posted December 02, 2011 Weybridge (UK)



0



Sign Up to see what your friends like.



An Austin Healey 100S Prototype connected with the worst tragedy in motorsports history was sold for \$1.3 million Thursday at Bonhams auction in Weybridge, UK.

Essentially in ratty "barn-find" condition, the Healey's value was multiplied immeasurably by its role in the fiery crash during the 1955 24 Hours of Le Mans that claimed 84 lives and injured 120 people.

It was this Healey driven by Lance Macklin that swerved to avoid Mike Hawthorne's Jaguar D-Type, which was braking hard to enter pit lane, putting it directly in the way of a Mercedes-Benz 300 SLR driven by Pierre Levegh. The Mercedes hit the rear of the Healey and was launched into the crowd of spectators, spewing its engine and other debris at 100 miles per hour, along with gasoline ignited by the impact. Levegh was among those killed.



The rare Special Test Car prototype was sold for nearly twice what the auction house expected. (Photo: Bonhams)

The devastating crash with its unimaginable death toll was a decisive moment for the sport of motor racing, prompting extensive changes in safety standards worldwide. Mercedes-Benz, severely shaken by the incident, dropped out of competition until 1980.

After the crash, the Healey was impounded by French authorities, who held it for nearly a year and a half before returning it to the Healey Motor Company. With no apparent recognition of its historical importance, the automaker restored the prototype and sold it to a private buyer, after which it was raced extensively and resold several more times before it was finally bought by its current owner in 1969 in poor, non-running condition for a reported 155 British pounds.

After that, the Healey sat untouched for more than four decades, finally unearthed for the Bonham's sale. Aside from its tragic history, the Healey also would be valued as one of just four highly modified Special Test Cars developed by the Healey company for racing.

The sports car, registration number NOJ 393, had been valued by Bonhams at just over \$780,000.

next page) race. One of these photos shows the extent of the damage to the Healey. After a year's impoundment by French authorities, the car was returned to Donald Healey Motors. The car was rebuilt by Healey and resold. It was raced for many years and went into retirement until it was brought out of storage and sold at auction. It is rumored that the car, after being bought by a Swiss Healey lover, is being sent to Australia for a total restoration to reflect its race glory.

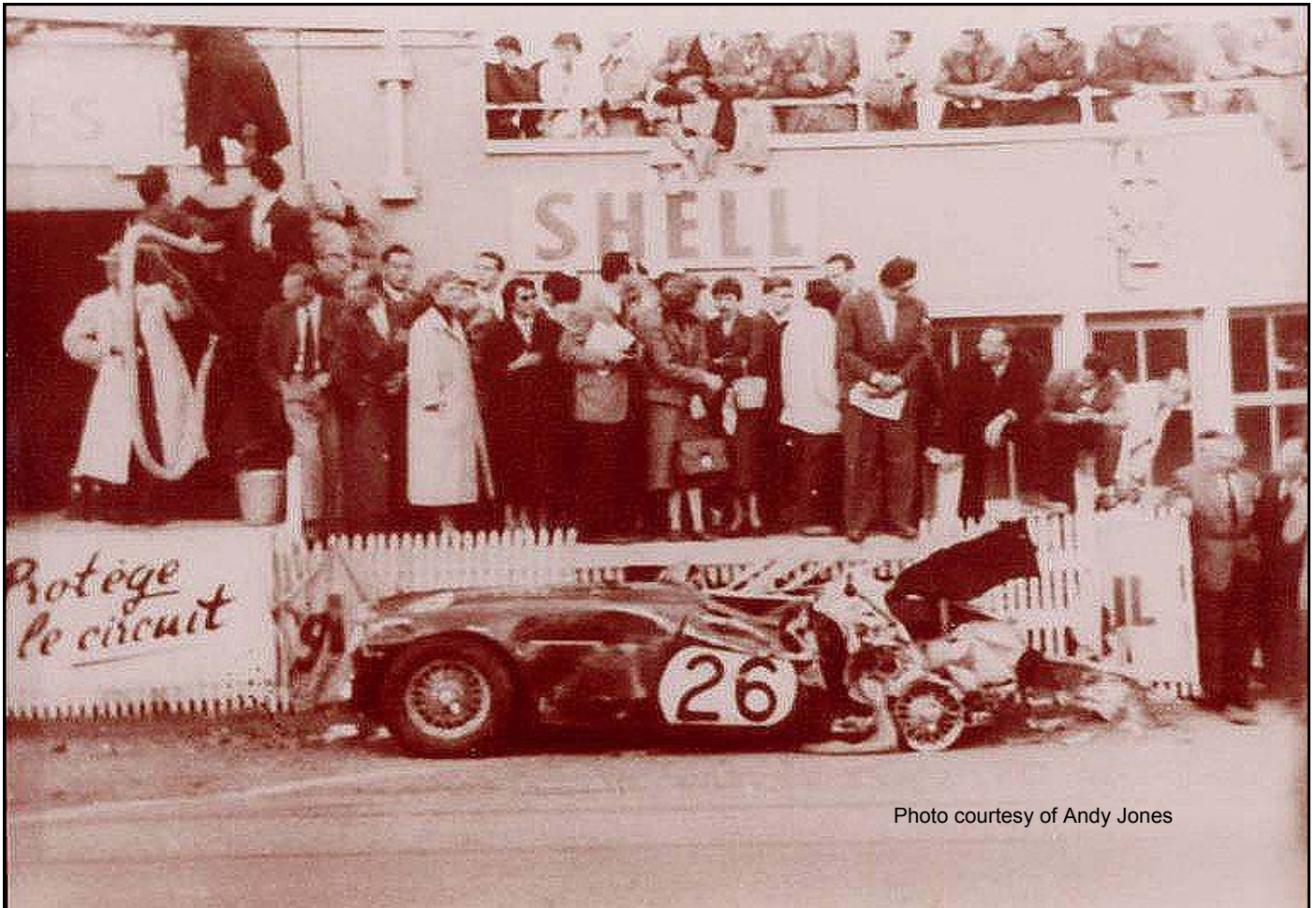
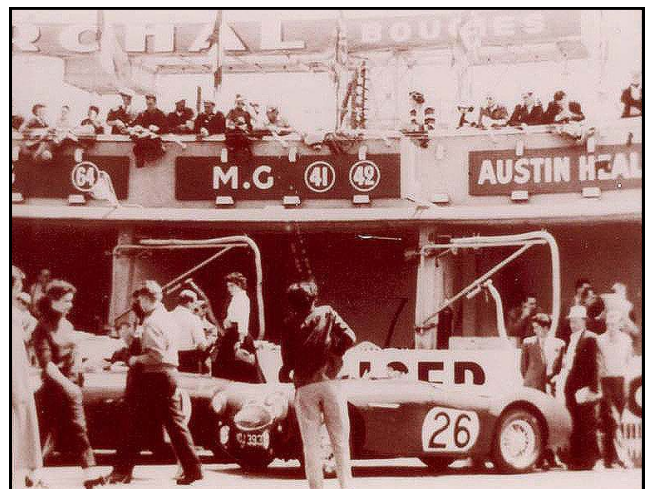


Photo courtesy of Andy Jones

This photo clearly shows the extent of the damage. If this car exhibited this much damage in today's world, an insurance company would have written it off as a total wreck. Fortunately Donald Healey Motors rebuilt the car and as a result, we have a reminder of that tragic day in 1955.

In the pits before the fateful crash.

1. [Click here for a video of the crash.](#)
2. [Theater news clip of that day](#)



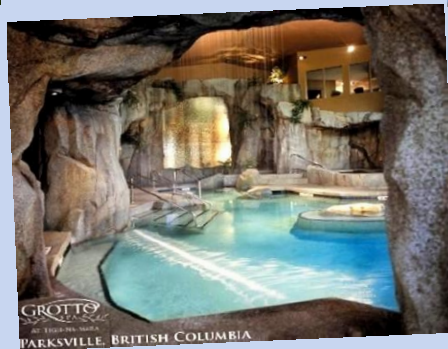


RENDEZVOUS 2012

Parksville, B.C.
June 25th - June 29th

The AHOABC is hosting RENDEZVOUS 2012 to be held from Monday June 25th through Friday June 29th at Tigh Na Mara near Parksville B.C. on Vancouver Island.

This will be a fun filled week that is near to home and everyone can enjoy. Plan on making a holiday week of it.



Go to www.healeyrendezvous.com and see what Rendezvous has to offer.

Questions??? - rendezvous@healeys.ca

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2012/13

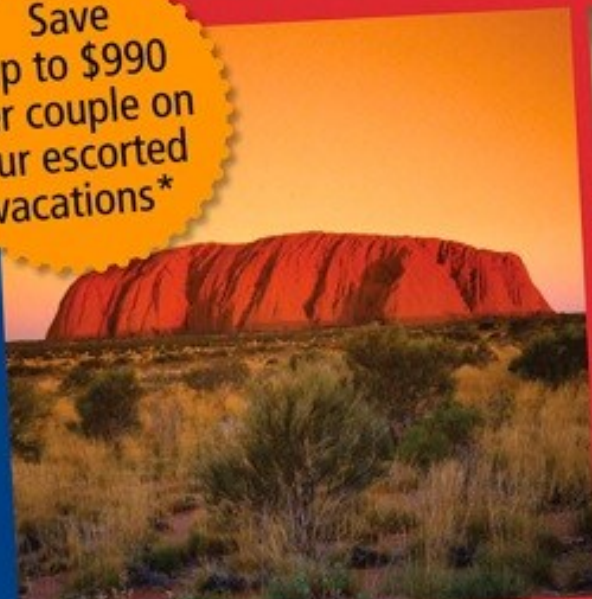


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Service Shop is a selection of questions, answers and comments to problems and issues concerning the Austin Healey, raised on the Healey List off the Internet, and other sources.

Bogus Heritage Certificates

The British Motor Industry Heritage Trust (BMIHT) has warned that fake Heritage Certificates affecting the "high value" Mini Cooper 'S' and Austin-Healey 100M have been uncovered.

Produced by the Heritage Motor Centre, Heritage Certificates list all the information recorded by the factory when the car was built and the date of build itself.

The existence of forged certificates came to light after a potential buyer checked the authenticity of an Austin-Healey that was located in Indonesia.

Richard Bacchus, from the BMIHT, said: "Luckily the potential purchaser [of the factory-built 100M] then contacted us to check that the Heritage Certificate and the details it contained were legitimate, and we soon discovered it was not.

"The appearance of the document was very convincing right down to the signature and BMIHT seal, but we could quickly tell it was a forgery because the information it listed was entirely bogus."

A Heritage Certificate's authenticity can be checked against a vehicle's chassis number and records held by the BMIHT, by contacting Bacchus on +44 (0) 1926 645076 or by e-mailing rbacchus@heritage-motor-centre.co.uk.

Russell Campbell

What Spark Plugs do I use for my Austin Healey

Jim Hockert

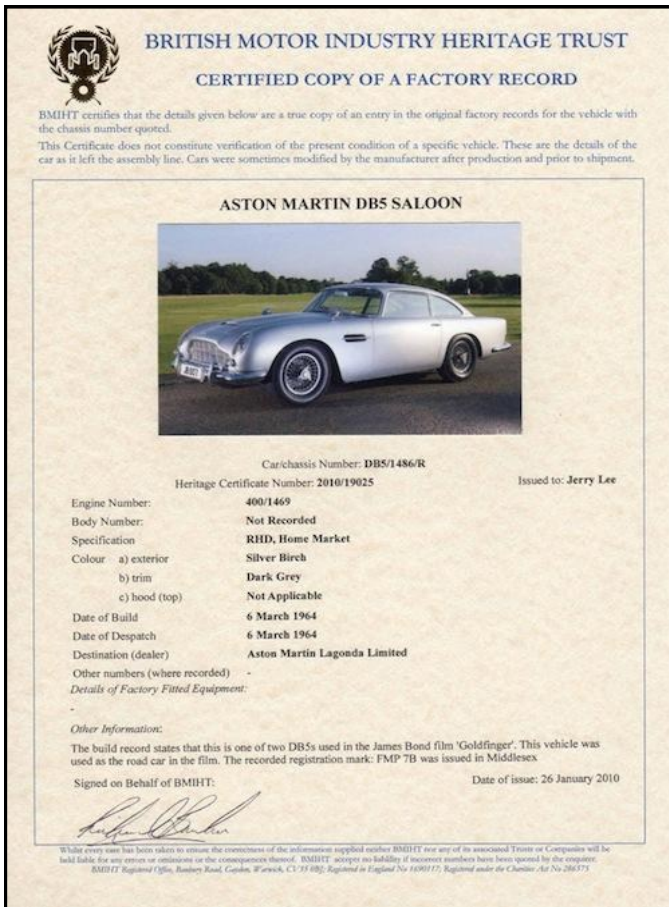
This question seems to come around every couple of years and was recently bantered about on the AH email chat line. The answer to the question is pretty straight forward but having a little background on spark plug design helps in that final decision.

The factory recommendation for the six cylinder engine was a Champion UN12Y. For the four cylinder engines the factory specified NA8 for all production cars and for the Le Mans and 100S, NA10. What are those numbers, you ask? And what is the modern equivalent or replacement? Should I use a hotter/colder plug? Different brand?

Spark Plug Basics Heat Range

For Champion, lower numbers are colder plugs. For NGK, higher numbers are colder plugs. A colder plug is designed to have a better ability to transfer heat to the cylinder head and thus, the waster jacket of the engine in order to cool itself. When combustion chambers produce more power, the result is higher temperatures, so, the need for a colder spark plug.

Since most AH owners are constantly striving to find more power out of the engines, you should expect higher temperatures when you are successful in your



Cont'd next page



quest for more HP. Spark plugs have an operating range in which they are happy and efficient. That range is a low of 500° C. and an high of 900°C. If the plug is subjected to continuous operating temperatures approaching 900° C, plug failure will follow. Failure includes 1) burning away either the center or side electrode, thus increasing and destroying the plug's gap, and 2) cracking or pulverizing of the ceramic insulation. Time to switch to a colder plug.

On the other hand, if the plug is too cold, the spark plug may not ever warm to a minimum of 500°C. Why must it get this warm? A spark plug must operate at its "self-cleaning temperature". This is the temperature range within which the plug will burn off excess oil, soot and other hydrocarbons. Usually this occurs at high engine or vehicle speeds. Thus the term "blowing out the carbon" and keeping the car in "Italian tune". The self-cleaning temperature allows the plug to burn off carbon deposits accumulated at lower speed and idle conditions. If the plug is too cold you may not be able to self clean even at very high revs. Result - you will have fouled spark plug problems

Spark Plug Gap

Yes, it is important (I know you did not want to go to the trouble to gap the plugs). The amount of the gap that the design engineers specify for a given engine/cylinder head is determined in relation to the voltage that your system has available to the spark plug and the design of the electrode. With an electrical system that is working properly and if all other variables are equal, a more powerful spark will create higher cylinder pressure which will create more power. The power of a spark is determined by its voltage (more voltage = more powerful spark).

As I said, *if* all other variables are equal (variables such as compression ratio, air/fuel ratio, chamber design, chamber size, valve size, intake runner volume, etc.), the amount of voltage required to initiate a spark across the gap of a given type of spark plug is determined by the plug gap. A smaller plug gap requires less voltage to jump across the gap and a larger plug gap requires more voltage to jump across the gap.

One way to reduce the amount of voltage required to fire across the gap of a spark plug is by increasing the number of sharp edges from which the spark can arc. This concept is the basis for racing spark plugs that offer several different types of center and side electrodes such as a "cut back" ground (or side) electrode that does not project over the center electrode. This provides more sharp edges and exposes more area to spark. Another example is the SplitFire™ plugs. A different manner of increasing the spark with equal voltage is the use of an electrode material that is a more efficient conductor than the standard steel material (like platinum). There is a drawback to these types of spark plugs, however. They will produce a less powerful spark than a standard spark plug will at the same gap. The spark is distributed over more area so it is weaker in each spot. In order to take advantage of this type of plug, your system really needs more voltage. If your ignition system is stock, you will not likely see an advantage from this type of spark plug. You are more likely to feel a drop in power.

The proper gap for the factory ignition system is 0.032" to 0.035". If you must use platinum plugs the gap should be increased to .039 to .044 as this will offset the distributive effect described above. But remember your system may not be able to efficiently ionize this gap.

Some companies, notably NGK, use a smaller diameter center electrode sometimes known as a "fine wire" spark plug. The smaller diameter center electrode has the effect of passing a stronger spark with a given voltage.

Choosing a Spark Plug
So what do you choose?

Well, if you are concours, use the original spark plugs. If your car's engine is essentially set up the way that it left the factory, use the factory recommended plugs. If you have added power

improvements to your car (higher compression ratio,





Spark Plugs, Cont'd

more cam, more carbs, electronic ignition, multi-spark discharge, more powerful coil), consider stepping up to the next colder heat range. Added real power? Move two steps colder. Then, read the plugs after 100 miles, 500 miles and 1,000 miles. If the plugs are fouling or coated with carbon, move back to the next hotter plug. If the ceramic is cracked or chalky or if either of the electrodes is burning away (the gap has increased) go colder.

Now the Crossover Chart

Type **NGK** **Autolite** **Champion** **Bosch**

Original Equipment

BPR5ES 935, 945 RN12YC WR 9DC

Six Cylinder or **2585, 3207 RN11YC WR 8DC**

Original Equipment

100** **BP6ES 3464 NA8*, N5C W 7DC**

100 M** **BP8ES 2614 NA10*, N3C W 8DC**

100S** **BP8ES 2614 NA10*, N3C W 8DC**

Racing Application

B7ECS 4054 RN7YC4 W 5CP Or **BPRC8EVX N3C W 4DP**

Next Colder than Original **BR6ECS 3464 RN9YC W 7D**

Next Hotter than Original **GR4 4055 RN14YC W 10DC**

*Champion no longer makes **NA8** and **NA10**; these are the modern equivalents.

These plugs seem to be reversed as the 100M and 100S should require the colder plug. Champion reversed their numbering system sometime in the last 45 years. **N3C is colder than **N5C**. **NA10** is colder than **NA8**.

Not Cheap - Just Practical

Four old retired guys are walking down a street in Yuma, Arizona...

They turned a corner and see a sign that says, 'Old Timers Bar - ALL drinks 10 cents'.

They look at each other, and then go in, thinking this is too good to be true.

The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, Gentlemen?"

There seemed to be a fully-stocked bar, so each of the men ordered a martini.

In short order, the bartender serves up four iced martinis...shaken, not stirred, and says, "That'll be 10 cents each, please."

The four men stare at the bartender for a moment. Then look at each other.

They can't believe their good luck. They pay the 40 cents, finish their martinis, and order another round.

Again, four excellent martinis are produced with the bartender again saying, "That's 40 cents, please."

They pay the 40 cents, but their curiosity is more than they can stand. They have each had two martinis and so far they have spent less than a dollar.

Finally one of the men says, "How can you afford to serve martinis as good as these for a dime a piece?"

"I'm a retired tailor from Phoenix," the bartender said, and I always wanted to own a bar. Last year I hit the Lottery jackpot for \$125 million and decided to open this place. Every drink costs a dime...wine, liquor, beer, it's all the same."

"Wow!!!! That's quite a story," says one of the men.

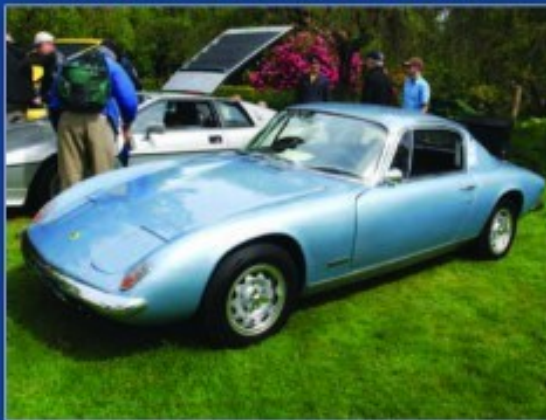
The four of them sipped at their martinis and couldn't help but notice seven other people at the end of the bar who didn't have drinks in front of them, and hadn't ordered anything the whole time they were there. One man gestures at the seven at the end of the bar without drinks and asks the bartender, "What's with them?"

The bartender says, "Oh, they're all old retired guys from Canada. They're waiting for Happy Hour when drinks are half price."

ABFM 2012 Saturday May 19

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Greatest Show
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*Come & Smell
the Roadsters!*



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The Laws of.....

- 1. Law of Mechanical Repair** - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.
- 2. Law of Gravity** - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.
- 3. Law of Probability** - The probability of being watched is directly proportional to the stupidity of your act.
- 4. Law of Random Numbers** - If you dial a wrong number, you never get a busy signal and someone always answers.
- 6. Variation Law** - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time).
- 7. Law of the Bath** - When the body is fully immersed in water the telephone rings.
- 8. Law of Close Encounters** - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.
- 9. Law of the Result** - When you try to prove to someone that a machine won't work, it will.
- 10. Law of Biomechanics** - The severity of the itch is inversely proportional to the reach.
- 11. Law of the Theater & Hockey Arena** - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.
- 12. The Coffee Law** - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.
- 13. Murphy's Law of Lockers** - If there are only 2 people in a locker room, they will have adjacent lockers.
- 14. Law of Physical Surfaces** - The chances of an open-faced jelly sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet or rug.
- 15. Law of Logical Argument** - Anything is possible if you don't know what you are talking about.
- 16. Brown's Law of Physical Appearance** - If the clothes fit, they're ugly.
- 17. Oliver's Law of Public Speaking** - A closed mouth gathers no feet.

18. Wilson's Law of Commercial Marketing

Strategy - As soon as you find a product that you really like, they will stop making it.

19. Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better.. But don't make an appointment, and you'll stay sick

MEMORY TEST

1. After the Lone Ranger saved the day and rode off into the sunset, the grateful citizens would ask, Who was that masked man? Invariably, someone would answer, I don't know, but he left this behind. What did he leave behind? _____.
2. When the Beatles first came to the U.S. .In early 1964, we all watched them on The _____ Show.4
3. ' Get your kicks, _____.'
4. 'The story you are about to see is true. The names have been changed to _____.'
5. 'In the jungle, the mighty jungle, _____.'
6. After the Twist, The Mashed Potato, and the Watusi, we 'danced' under a stick that was lowered as low as we could go in a dance called the '_____.'
7. Nestle's makes the very best . . . _____.'
8. Satchmo was America 's 'Ambassador of Good-will.' Our parents shared this great jazz trumpet player with us. His name was _____.
09. What takes a licking and keeps on ticking? _____
- 10 . Red Skeleton's hobo character was named _____ and Red always ended his television show by saying, 'Good Night, and " _____.. ' '
11. Some Americans who protested the Vietnam War did so by burning their _____.
12. The cute little car with the engine in the back and the trunk in the front was called the VW. What other names did it go by? _____ & _____.
13. In 1971, singer Don MacLean sang a song about, 'the day the music died.' This was a tribute to _____
14. We can remember the first satellite placed into orbit. The Russians did it. It was called " _____ "
15. One of the big fads of the late 50's and 60's was a large plastic ring that we twirled around our waist. It was called the _____.

Answers on page

A BLAST FROM THE PAST!

28

THE MOTOR April 5 1961

Born & Bred on Europe's toughest roads

THE AUSTIN HEALEY 3000



The Austin Healey 3000 is more than a fast car. More than a streak-like-lightning car. It's by common consent one of the finest sports cars Britain has ever produced. A car that's won an award in every major international event it's competed in. A car that's immensely strong in every vital feature of sports car construction. Vivid acceleration. Limpet road-holding. Iron-grip braking, toughness of chassis, surging performance. It's got them all. And its price* is low enough to set another record. *£1,168.9.2 (£824 plus £344.9.2 P.T.).



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OUT OF THE
ORDINARY!**

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

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CLASSIFIED ADS

- PARTS -

There classified ads are for the use of club members and are available at no charge. If you have items left over from a restoration or parts from another car are whatever, and are wondering what to do with them, put them up for sale here. These ads have had a reasonable degree of success and probably help out other Healey owners as well as yourself. All it takes is a description of the item or items and, for a better results, a photo or two of the item. Forward them to : editor@healeys.ca

FOR SALE

Austin Healey Parts

Four new tires mounted on Healey solid rims (make an offer)
Eight used tires mounted on wire wheels (very reasonable)
Many new and used parts from A-Z, fuel tanks, rads, seals, bearings, carbs, starters, rear ends, transmissions, so on and so on you name it good chance it's there.
No reasonable offer refused – clearing out the garage

Graham Mitchell phone (604) 820-1432

-Six port **AH3000** head- it's a bare head that has been degreased and pressure tested. Tests OK **\$500**

-Wind Wings-As new \$60.00. Moss #240-150

Contact **Neil Trelenberg** e-mail – neilberg@telus.net phone – 604-274-7530 Cel – 604-838-7530

For Sale

- Rear bumper** 100/6 and 3000 needs to be re chromed \$ 40.00 obo
- Over riders** (pair) 100/6 and 3000 need to be re chromed \$ 10.00
- Front bumper** 100 BN2 original excellent cond. \$ 450.00 firm
- Front over riders** 100 BN2 fair cond. \$ 20.00 each
- Intake manifold** 3000 1 3/4 inch \$ 100.00 obo

Also have **other parts** condition? horns, front steering, brake and suspension for 100/6 and 3000 cars.

No BJ8 parts - except where interchangeable with earlier models.

Contact Mike Long **604 764 7374** or email - mikesah100@gmail.com

WANTED

WANTED : **Aluminum rear shroud** moldings/trim, restorable fenders, trunk lid. engine, transmission, radiator, oil pressure/temp gauge, Austin Healey Shroud badge- all for a low budget restoration. Contact Kenny at geatros@shaw.ca or call 604 985 1825

WANTED: Austin Healey 100 **4 Cylinder Engine** Running or Not.

Contact Kenny at geatros@shaw.ca or call (604)985-1825.

Please notify editor@healeys.ca if the item or car has been sold, located or is no longer wanted or for sale

AUSTIN HEALEY ENGINE FOR SALE

Professionally rebuilt 100/6 (2600cc) engine ready to go complete with carburettors, oil filter, distributor, manifolds, balanced and painted. Asking price \$8500.00 OBO.

Contact Graham: 604-820-1432

grahammitchell@shaw.ca



Adrian trying on his new from the UK -Goodwood coveralls. **QUESTION:** What do you think he is trying to look like? (a) Goodwood Official (b) Garbage man (c) Handsome and debonair sports car driver, (d) Jiffy Lube employee with a special this week on oil changes. (e) A wise and very knowledgeable british sports car mechanic.



Cars for sale

For Sale

1967 Austin-Healey 3000 BJ8 MkIII Phase2

\$59,000

I am helping a friend selling her car after her husband passed away, it is a completely restored 1967 Austin Healey 3000 BJ8 MkIII

The deceased owner, Mike Finlayson, was a past member of the AHOABC.

The car is located in Edmonton. I have all the documentation, records of repair and all other information (meticulous records were left by the Mike).

The car was appraised for \$65,000 (appraisal report available). We are asking \$59,000.

A British Motor Industry Heritage Trust Certificate, which gives a build date of March 1967, is included.

If you are interested, or any person that you know is, please contact me by e-mail or telephone:

Renee Bezemer - 780-434-6605 or rsvpconsulting@shaw.ca - to arrange an appointment to view.

Your help is greatly appreciated,

*****For Sale by appointment only*****

Location – Edmonton, Alberta.

This car is a well maintained and cared for, **Austin-Healey 3000 BJ8 MkIII Phase2**. This vehicle is a testament to the care given it by Mike. There is a very comprehensive and detailed list of work completed, appraisals and associated receipts dating back to the purchase of the vehicle in 1994. They are available upon request for your viewing.

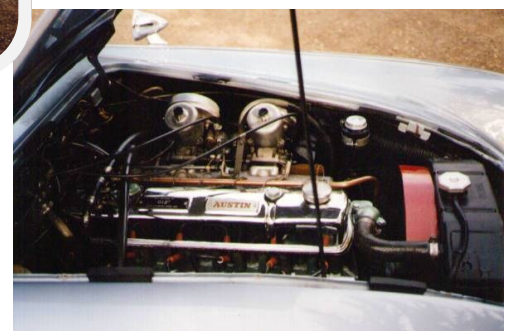
Serial No: **HBJ8L40999**

Mileage: 104,698

Exterior: Healey Blue

Interior: Blue

The Austin-Healey 3000 Mark III Phase II was the final and ultimate model in a long run of successful sports cars, starting with the 100-4 of 1953. The MK III was produced from 1954 to 1967 and featured end-of-the-line upgrades such as a 150bhp engine, power brakes, trailing arm rear suspension and revised interior with walnut veneered dashboard. Today, this model is the one of the most sought after of the production cars and is arguably the fastest, safest and most comfortable "Big Healey", as they are one of the most valuable of the marque.



4th Annual Spring Thaw

Hello to our Classic Car Friends and Family!

As we prepare the fourth Spring Thaw we're struck by how a crazy little driving event has given us so many new and close friends. Talking with some of you this fall, we've also come to realize that tucking away our classics for the winter brings up the important questions we all want to know. Here at the CCA office Warwick's asking "what crazy project is Dave going put in the garage next?", while Dave is asking "will Warwick notice if I move the Mini out to make more space?" ...based on our emails the past two weeks, the rest of you have far more interesting questions, such as "when is the Spring Thaw next year, and when will the entries be opened!?"

Start scouring the parts catalogs...make your list of things you need to do while you can still remember them...and mark your calendars! The Spring Thaw is going to be April 27-29th 2012!

More importantly, however, you're going to want to **mark your calendar for December 5th, 2011**. That's the day were going to release the applications and supplementary regulations. This year we're going to go back to the "first come, first serve" style of entry, but we're giving you guys the early notice. The entry fee price will remain the same and cheques will be post-dated for January 9th.

We've got a few changes in the works for this year, most notably we're going to both *start and finish* in Hope B.C.! That's right, year number four will see route design number four. We're committed to bringing you some fantastic roads, great friends, amazing cars and probably a rust bucket or two. In short, it will be a fantastic Classic Car Adventure! Lets try and keep the engine parts inside the engine this time, okay?

Thinking about preparing for the Spring Thaw, Dave wrote a few words of wisdom for you...that just ended up being far too long for this email. As such, we've moved it over onto a new post on the [Classic Car Adventure Website](#). Here you'll find Dave exploring the answers to such philosophical questions as "Where did all the parts go?" and "Why doesn't this fit?". The second part of the piece, which will be posted tonight, explores much needed advice for those of you working on a project car in anticipation of making next year's Spring Thaw. You won't want to miss the savvy advice, including the most popular gem in our CCA offices "The Harrison Rule".

Please be sure to check with your friends and family who have joined us on previous Spring Thaw Adventures and confirm they've received our email. We'd hate for someone to be missed! As always the Spring Thaw will open with 50 available spaces, with an additional 10 spots opened up the moment we have confirmation on meal and accommodation spaces.

Wishing you a Happy Thanksgiving, a Happy Holidays...and of course sweet dreams of Classic Car Adventures.

Your team,

NEXT MEETING

**February meeting - Wednesday, Feb 8th- 7:00pm
Marinaside Grill North Vancouver**

UPCOMING EVENTS OF NOTE

4th Annual Spring Thaw

The Spring Thaw is scheduled for April 27-29th 2012!

Details on page 18

Rendezvous 2012 at Parksville B.C.

Registration is open for Rendezvous 2012. This event is being sponsored by our club. Your organizing committee had chosen Tigh Na Mara Resort at Parksville on Vancouver Island as the venue.

This location is different than any other Rendezvous site that the event has been held at in the preceding decade. It offers varying types of accommodation from hotel like studio rooms to log cabins to seaside condo like suites all set in a treed woods like environment. All events, other than typical offsite activities such as driving tours and special events, will be held on site. There is a very old English style pub within walking distance as well as the resort restaurants and cafes. Swimming pools, spas nearby parks tennis and other activities are all available as well as a wonderful beach.

The accommodation package is a “run of the house” style with 2 rates covering all types of units. Obviously, first come means best pick of available facilities.

We are currently laying out the plans for the week and some noteworthy tours are planned.

A booking code is required to reserve a room. The booking code is obtained upon registration for Rendezvous.

Registration is made easy with a dedicated website and your choice of an online registration or a mail in / email registration form. Regalia items may be purchased, again using the on line ordering form and including the total in with your registration.

We look forward to seeing a good club representation for this event so mark your calendars now... June 25 to June 29th. Make it a holiday. Treat yourself to the best that B.C. has to offer.

Please go to www.healeyrendezvous.com

