

Austin Healey



Austin Healey Owners Association of British Columbia



GOOD BYE 2011

January 2012



HELLO 2012

Volume 38, No. 1

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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from the Executive of the AHOABC**

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

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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

The 2012 driving season is on the horizon!

We had an enjoyable annual Christmas Party & AGM with a good number of members attending. We are fortunate to have all of the individuals currently in positions agreeing to continue volunteering for 2012, with the exception of someone volunteering to take on being the **Events and Inter-Club Coordinator**. Our thanks go to Andy Jones who has looked after this over the recent past.



I hope that you all had enjoyable Christmas and New Year's celebrations. For me personally, it is definitely my hope that the upcoming year will be a much better one than 2011.

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

DECEMBER

MEETING



Annual General Meeting and Christmas Party 2011

The AGM and Christmas party was held on Saturday Dec 10th at the Marinaside Grill. It was essentially the same format as last year with a larger turnout. There were approx. 35 members and spouses in attendance. The room was a warm and friendly with a fireplace and Christmas tree.



The menu choices were again similar to last year and even though there were several other large parties going on the staff were quick with orders and the food arrived tasty and hot.

The small amount of business transacted amounted to a welcome from the President Sara Sanderson. Elections for the executive were not necessary as there was only one volunteer for each position; hence they were reelected by acclamation. They were President; Sarah Sanderson, Vice President; Rick Regan, Secretary; Michele Karatnyk, and Treasurer; Lawrence Robertson. Andy Jones presently let it be known that he would like to take a rest from his position as Events Coordinator however there were no takers at that time - something we will have to work

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on.

Brian Drab won the Nells Cup for the fourth time followed very closely at 4 points less by Andy Jones. Brian let it be known that he felt that there should be a limit to the number of consecutive times a member can win the cup. It will be brought up at a meeting in the future.



Santa arrived in the form of the Secret Santa. Everyone brought a gift and everyone received a gift. There was



Karen Percival gives very precise instructions on Secret Santa

some stealing going on but not quite as cut throat as last year.

All in all a good time was held by all.

A special thanks to Kathy Welch for organizing the affair.

DID YOU KNOW??

I just found out that Paul McCartney one of the Beatles was apparently killed in a car crash in 1966 but it was hushed up.

According to this conspiracy theory, Paul McCartney of the Beatles died in a car crash on November 9th, 1966, and was secretly replaced by a carefully groomed look-alike.

The most common tale is that on Wednesday, 9 November 1966 at 5 am, McCartney, while working on the *Sgt. Pepper's Lonely Hearts Club Band* album, stormed out of a recording session after an argument with the other members of the group and drove off in his **white Austin-Healey**, which he subsequently crashed. And the car caught fire, killing him.

He was secretly replaced with the winner of a Paul McCartney look-alike contest.

This theory has been thoroughly debunked but one thing is clear. Paul McCartney has class. Look at the car he was driving!



George Harrison and Paul McCartney in a Sprite

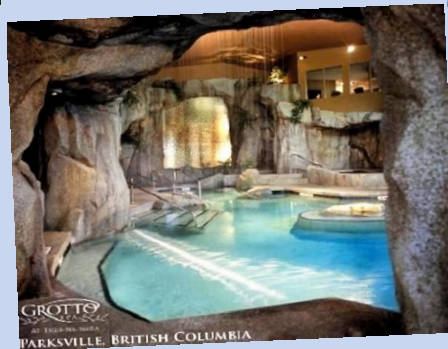


RENDEZVOUS 2012

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

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)

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- [McQueen Porsche Hits \\$1.39 Million](#)
- [Bugatti Crash A Fraud?](#)
- [Sunbeam Tiger Le Mans Racer](#)
- [More Cars On SPEED](#)

► The Austin Healey 100S Prototype in poor condition gained strong bidding based on its historic significance. (Photo: Bonhams)

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.

More on the same subject

THE DAILY TELEGRAPH

FRIDAY, DECEMBER 2, 2011

Don't you wish!



CARL COURT/AFP

Survivor Record price for Austin-Healey in Le Mans disaster of 1955

A vintage racing car involved in a tragic motor sports accident fetched a record price of £843,000 at auction yesterday. The 1953 Austin-Healey 100

Special Test Car prototype two-seater became the most expensive of the brand sold.

The bids were taken at Mercedes Benz World in

Weybridge, Surrey. The car was involved in the Le Mans Disaster of 1955, in which the Mercedes driver Pierre Levegh and 83 spectators were killed and a

further 120 people injured. Today it went to auction after belonging to a private owner who had kept it in "barn-find" condition for 42 years.

It's That time again!

It is now 2012 and that means club dues are once again. 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.



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.

The following article is a fix for a common problem that BJ7 and BJ8 owners will often encounter. It can save a lot of money.

BJ7 and BJ8 Distributor fix for a common problem

This month I would like to cover a topic that may have more limited interest than some that I have discussed in past columns.

It is of more interest to those who are proud owners of late BJ7 and BJ8 models, or those of us who have changed engines to the stronger BJ8's; and more specifically the later model distributor that has the electronic tach drive as opposed to the earlier cable drive tach. This includes BJ7's from 29F-H3563 thru the end of BJ8 production. This distributor is identified as a 25D6 and model # s 40920 (BJ7) and 40966 (BJ8), the factory replacement number being a 40966E. Both of these distributors have the internal weights that match the camshaft and carburetor requirements. I had an occasion to be in search of a distributor for my BJ8 engine that would be serviceable. When I started to look at my usual source, I looked at probably 35 different Lucas distributors and of the 2 that I found that were 40966 models, both had cracked or broken castings in the area where the clamp that holds the distributor from rotating and attaches it to the block. This was the problem with the one I had. No problem I thought, but what I found out was – since these have not been manufactured for many years and suppliers offer only limited spare parts - none of them being the main casting. Calls to

wrecking yards, emails to friends across the USA all turned up the same results. Nada. What I was hearing was that most of these distributors were broken or cracked in the same place on the casting as mine. As I found out, this is a very common problem with this distributor. My next step was to try and see if the casting could be repaired.

I took it to a friend who repairs aircraft castings to see if he could help to me. He advised me that the problem was that the casting has an internal brass/bronze bushing making it economically impractical to repair.

Like many of us, I kept watching Ebay in hopes that one might turn up. But what kept popping up was many Lucas 25D4 distributors. Remember I said that earlier that I had access to about 30 Lucas distributors, it then dawned on me most of those were all 25D4 models. These are the ones from 63-67 MGB's, Sprites etc. Plenty of these around at about \$15 to \$25. Maybe I was on to something, but who can make sense of the Lucas part numbers much less the model numbers?

Then one day I was watching Ebay and a NOS in the box 40966E Lucas distributor appeared with an opening price of \$200. I placed my bid for \$300, and figured my search was over. Guess what? Bidders blew past my \$300 and the distributor sold for \$800! Who would have even guessed that they were that rare? So now I was on to plan "D" -- that's plan "D" as in desperation.

Here is the quick, cheap and easy fix that worked for me. It will be easier to understand if you have the Moss catalogue in front of you as you read the remainder of this article.

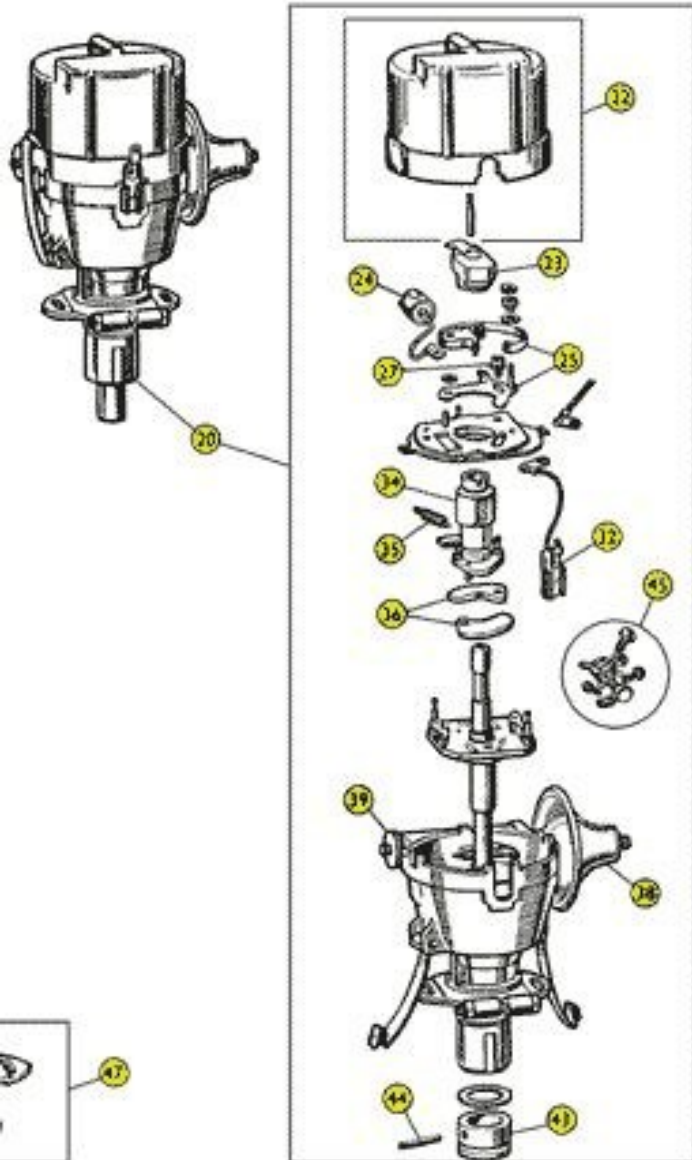
See the right hand illustration on Page 90 or refer to the figure above. Lucas 40000 numbers refer to distributor bodies. The 25D6 refers to the distributor model we are interested in while the 25D4 refers to the 4 cylinder model as referred to above. These are identical externally and used in MGB's, Triumph, and ya-got'a-love-em Bugeyes / Sprites.

Step 1 Locate a 25D4 distributor identified as but not limited to one of these #s: 40897, 41370, 41339, 41491 or 40461. Locate one with little or no movement in the shaft and no cracks in the case as in the one that you are replacing. Look on Ebay and ask if there are cracks where clamp plate attaches, or it has play in the shaft area. \$15-20 is about the right price to pay.

Cont'd next page

Step 2 Remove all parts in the illustration down to and including part #36. Do this in a work area with clean white paper on the bench. The parts are little and springs will fly off and disappear forever. Label everything on the paper where you place it. The cam, part #34 is removed using a screwdriver to loosen the machine screw on the top of the cam, and the lift up.

Step 3 Now remove part #38 (Vacuum advance unit)



Step 4 Clean the 25D4 case using a spray can of brake cleaner or parts cleaner.

Step 5 If you wish to, file off old part #s and re-stamp with 40966. Humor the concourse judge!

Step 6 Remove these same identical parts from your broken or cracked 25D6 case, clean the parts and re-

place the parts in reverse order in which they were removed, starting with part #38.

Step 7 You have now, by switching the 6 cylinder cam – part #34, weights – part #36, and springs part #35, and vacuum unit part #38, turned the 4 cylinder into a 6 cylinder distributor.

Step 8 At this time I recommend that the rotor, cap, points, condenser and terminal bush lead be changed.

Step 9 Now is also a good time to consider if you would wish to install a Pertronix pointless system in your distributor.

These are the perfect fix, if the shaft should have any play as it rotates or the point dwell changes as you tune the car using a dwell meter. The late BJ7 and BJ8 distributor had a serious design flaw in that the area where the clamp attaches. It is only about 1/8 of an inch thick. Forty five years of turning and adjusting the clamp does not make for long life on this die cast part. It has been said that with Healey repairs you can have it quick, cheap, easy, or right...take your choice of any three. Here is a fix that worked for me that met all four criteria and I think it will for you too worked for me that met all four criteria and I think it will for you too.

HOW TRUE!



London to Brighton Commemorative Run

I had a lovely day driving in the London to Brighton Commemorative Run on Sunday, November 6th. It started in North Burnaby and ended up in White Rock after driving through Ladner and Langley.



White Rock was the perfect destination for the run.

Although cool at the start, the sun was out, the top down, and the tonneau in place. Three Healeys were in attendance, again all Healey Blue BJ8s! Mike and Xi brought theirs although wisely kept their top up, and brothers Cam and Geoff Hutchins with what used to be their dad's BJ8 (a former member of the club).



Bothers Cam and Geof Hutchins . They brought their fathers, Don's, car who used to be a club member.

They had started doing some rust repairs, but that wasn't going to stop them from joining in.

This happens to be the first Healey I ever drove, and really started my Austin-Healey addiction!



Mike and Xi Chandlers car at White Rock after the run.

Dave Larrigan was hoping to do the run too, but when it came time to leave the parking lot, his TR8 didn't agree with him and wouldn't start. So unfortunate.

Sarah

I pointed to two old drunks sitting across the bar from us and told my friend

"That's us in 10 years".

He said "That's a mirror, you idiot!"

The Good Olde Days

Circa 1953





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



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.

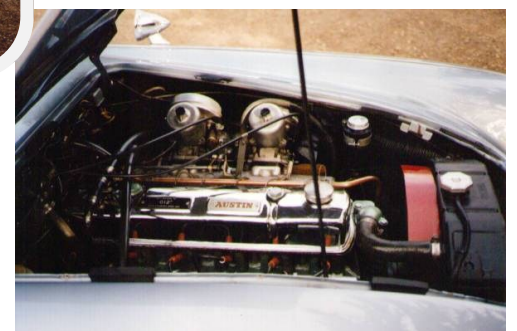
Serial No: **HBJ8L40999**

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,

2012 Events

Date	Event
January 11th Wednesday	<i>January Meeting- Wed, Jan 11th 7:00pm Marinaside Grill - North Van</i>
TBA	<i>February Meeting</i>
TBA	<i>March Meeting</i>
TBA	<i>April Meeting</i>
April 27th - 29th	<i>Spring Thaw 2012 - see Wings for Details</i>
TBA	<i>May Meeting</i>
June 25 - June 29th	<i>Rendezvous 2012 - Tigh Na Mara - Vancouver Island</i>
TBA	<i>July Meeting</i>
TBA	<i>August Meeting</i>
TBA	<i>September Meeting</i>
TBA	<i>October Meeting</i>
October 5th & 6th	<i>North West Meet, Silverton Oregon</i>
TBA	<i>November Meeting</i>
TBA	<i>December Meeting, AGM and Christmas Party</i>

NEXT MEETING

January meeting - Wednesday, Jan 11th - 7:00pm
Marinaside grill North Vancouver

UPCOMING EVENTS OF NOTE

4th Annual Spring Thaw

The Spring Thaw is going to be April 27-29th 2012!

Details on page 12

Rendezvous 2012 at Tigh Na Mara 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.