

*Austin Healey*



## **Austin Healey Owners Association of British Columbia**



# **MYSTERY SOLVED!**



**October 2012**

**Volume 38, No. 10**

**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](mailto:editor@healeys.ca)

**Application Form:** [www.healeys.ca](http://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

**INDEX**

PRESIDENTS REPORT .....3  
 MINUTES - OCTOBER MEETING.....3  
 MISSING BANNER MYSTERY.....6  
 THE STREAMLINER.....7  
 BONNEVILLE - THE BADLUCK STORY.....8  
 SERVICE SHOP.....13  
 N/W MEET REGISTRATION FORM.....16  
 CLASSIFIED ADS - PARTS.....18  
 EVENTS.....19  
 PAUL BLAKES BLOG.....20  
 LONDON TO BRIGHTON RUN.....22  
 NOTICES AND UPCOMING EVENTS.....23  
 NEXT MEETING.....23

Cover:

**The mystery of the missing banner is solved**

**PRESIDENT**

Sarah Sanderson.....604 461 8246  
[gsarahs@shaw.ca](mailto:gsarahs@shaw.ca)

**VICE PRESIDENT**

Rick Regan.....604 807 4019  
[rx\\_mcofi@shaw.ca](mailto:rx_mcofi@shaw.ca)

**SECRETARY**

Michele Karatnyk.....604 228 0037  
[mkaratnyk@gmail.com](mailto:mkaratnyk@gmail.com)

**TREASURER**

Lawrence Robertson ....., 604 987 9190  
[sierralawrence@telus.net](mailto:sierralawrence@telus.net)

**MEMBERSHIP**

Kathy Welch..... 604 987 9190  
[kwelch0205@telus.net](mailto:kwelch0205@telus.net)

**EVENTS & INTER CLUB**

Rick Regan ..... 604 807 4019  
[rx\\_mcofi@shaw.ca](mailto:rx_mcofi@shaw.ca)

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

#602 - 1641 Lonsdale Ave.  
North Vancouver, B.C., Canada, V7M 2J5  
[www.healeys.ca](http://www.healeys.ca)



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

**COMPETITION**

Ivan Lessner .....604 538 2713  
[ivan\\_lessner@telus.net](mailto:ivan_lessner@telus.net)

**REGALIA**

Adrian Percival .....604 857 8857  
[adrian@askadrian.ca](mailto:adrian@askadrian.ca)

**WINGS EDITOR**

Brian Drab .....604 940 8676  
[bgdrab@eastlink.ca](mailto:bgdrab@eastlink.ca)

**LIBRARIAN**

Lawrence Robertson... 604 987 9190  
[sierralawrence@telus.net](mailto:sierralawrence@telus.net)

**WEBMASTERS**

Brian Drab.....604 940 8676  
[bgdrab@eastlink.ca](mailto:bgdrab@eastlink.ca)  
Chris Drab.....604 952 4640  
[cdrab@redzone.ca](mailto: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](http://www.healeys.ca) for exact location for each month.

PRESIDENTS MESSAGE



Almost autumn... still more Healey exercise needed!

Our last meeting took place at the Coquitlam Grill on September 19<sup>th</sup> with 15 members attending. Really good food at a reasonable price, in a separate area that is good for our meetings, so we have this location as an option for future summer meetings. Our next meeting will be in a more central location at the Boundary Road ABC Restaurant, on October 17<sup>th</sup> at 7:00 pm.

Brian brought along a proposed revised constitution to the last meeting. We discussed the changes that he saw as needing revision, and we will be making a decision about adopting a final version at our next monthly meeting. You are encouraged to login to the members' section of our website to peruse the proposed draft revised constitution and make suggestions to Brian Drab as to any changes you think relevant.

At the annual general meeting in December, we will need to elect or appoint a new set of AHOABC officers. Our president, vice-president, secretary and treasurer have all been in their positions for 2 years now, so we will be needing some "new blood", or at least a changing of the guard! Each of these positions can provide you with a sense of accomplishment and belonging, but don't take up much time at all. And here I am talking as an individual who had never held any position in the club prior to taking on the one of president. **We need people to volunteer for these positions in order for the club to continue on as it has in the past.** Please give this some real thought.

I hope to see you at the next meeting.

Happy Healeying!

Sarah

MINUTES

OF THE

OCTOBER



MEETING

**October Meeting October 15th  
Coquitlam Grill - Coquitlam**

Chair: Sarah Sanderson

Attendance: 15

Number of Healey's: 5

Approval of July Minutes: approved as published

Treasurer: Lawrence Robertson  
Bank balance as of Aug 24 \$16,236.82  
Still a couple of meet expenses to be processed plus some US Visa payments which didn't go through

Membership: Kathy Welch  
48 paid members

Newsletter : Brian Drab  
Nothing new to report

Webmaster: Brian Drab

Proposed changing the car shown on the menu page header; suggested perhaps a grouping of cars. Re questing any pictures you may have a grouping of Healey's

Librarian: Lawrence Robertson  
Nothing new to report

Regalia: Adrian Percival n/a



Events: 2012 NW Meet: **Oct 4-6** Oregon Gardens, Silverton OR (= app 30 miles SE of Portland)  
Registration\$109 includes breakfast  
Lamb 1<sup>st</sup> British Parts Autojumble: **Sun Oct 14**  
Harmsworth Hall 7170 232 St Langley (across from

**We will require a complete slate of Executive Officers for 2013**

The last couple of years have been reruns of previous executive. It is not fair to have the same people doing all of the work. **IT IS NOT ROCKET SCIENCE.** It is not hard and it is not time consuming. It is a good way to get to know everyone. It does not take a lot of time and can be a very enjoyable experience. A lot of us are content to sit back and accept other people doing everything. Now is the time to give serious thought to considering one of the positions. You will be a better person for it . We have a lot of very competent and capable people in this club. You may not think you are well suited for one of the positions but you will surprise yourself how much you can accomplish and how well you do the job.

**It is up to you to support your club!**

**The following positions will need to be filled. The club cannot continue without this happening.**

Executive:

President, Vice-president, Treasurer and Secretary

We will soon be accepting nominations or suggestions for nominations for these positions at the regular meetings.

**Without these positions being filled, this club cannot continue.**

Minutes cont'd from page 3

Chevron; Hwy#1 exit 66) - lambmc@telus.net

Club Runs: Michael De Wilde n/a

Competition: Ivan Lessner n/a

President: Sarah Sanderson Nothing new to report

New Business: 2013 Executive All positions require new representation

For President: Adrian Percival was nominated

Vice President, Treasurer, Secretary - Required

Membership - Chris Poole has volunteered

Original and revised versions of the club's Constitution are posted on the website within the Bulletin section. Brian Drab has requested that all members review the pro posed amendments as there is still some outdated

wording in sections 2;3; membership for non Healey owners; financial spending and signatories; the terms for the Executive committee members. This will be discussed at the next meeting with the intent to seek approval for either further changes or adoption of the revised Constitution.

Next Meeting Wednesday Oct 17 @ 7pm

ABC Restaurant at Lougheed & Boundary

Meeting adjourned



**Hot day on the salt. One umbrella.  
8 guys trying to keep cool!**



## **Solved - The Mystery of the purloined Welcome Banner from Rendezvous 2012!**

**June 24th 2012** - A Welcome Banner was proudly displayed at the entrance to Tigh Na Mara to make the participants feel truly at home when they arrived. It was hung high up in the trees to ,hopefully, prevent any tampering with or worse.



**June 29th 2012** - The welcome Banner was very conspicuous by it's absence. It had gone missing the day before. Actually, this was not a surprise. These happening had been occurring for several years at previous meets - obviously the work of a well organized gang of Banner thieves. Fueling the exploding market for purloined Austin Healey meet banners.

**Sept 11th. 2012.** Steve Pike displays our missing Banner at Bonneville. Before he was set upon by the group of AHOABC members present for his run, he quickly explained that he'd been handed the rolled up banner shortly before with the admonishment that it "not be opened until Christmas". Steve, being a intelligent person, knew that something was amiss and unrolled it. Seeing what it was, he proudly displayed it. Keen detective work by those present has deduced who the actual thief was.

**Justice will prevail!**



The following article was circulated early in the week before this years Bonneville run was made. It, and the article in the previous issue were written by Joe Jarick .

## The Streamliner at Bonneville 2012

The Austin Healey Streamliner has cleared Customs in San Francisco and the “Healeys Return to Bonneville” Team are in the process of heading to airports across Australia. Drivers Steve Pike and Paul Flint flew out of Melbourne on Sunday 2 September and Joe Jarick out of Brisbane on 4 September with wives and supporters to follow.

The assistance the team has received from within the States to date has been very reassuring. The stalwarts from 2009, Dave Maxwell, John Wilson, Ken Freese and Udo Putzke plus many others, old and new friends from that experience, you have all been terrific in allowing us to reach this point. The team logistics, given the distance and time involved in getting the Streamliner to San Francisco, onto dry land, has as always been challenging and we could not have managed without everyone’s support. Thank you!

The Streamliner is currently on display in the South San Francisco Bay Area at ‘On the Road Again Classics’, Bill Hiland’s restoration company. Bill’s company specializes



in classic British automobiles and is located at; 16840 Joleen Way, Unit G4, Morgan Hill.

We will collect it on the afternoon of 4 September and head off to Wendover via Lake Tahoe where Steve has promised the Author a swim! (It has been a long Winter here).

We were very pleased to receive some great feedback following the recent “Healeys Return to Bonneville” Newsletter covering the Streamliner engine development. We hope that many of you will have the opportunity to see just how all that translates to actual performance on the Salt Flats very soon!

On reflection, it is one thing to sit in the Streamliner on a dyno enjoying perfect conditions at 5000 revs, almost in the comfort of your lounge room at home and watching NASCAR in car footage.

It is entirely something else squeezing the throttle hard as you leave the start line, crowd and most of the noise behind you, as you spear off into the white, aiming for the horizon, visor full of vibration, gauges dancing along with your eyeballs as the car slips and slides across corrugations in the salt.....On your own except for a fire extinguisher and parachute!

Previously we covered the supercharged 100S engines ability to power the Streamliner to the required speed, but what about getting that power onto the salt.

For Bonneville 2012, the Streamliner is geared identically as in 2009, using a final drive ratio 2.46 to 1 and shod with Dunlop racing tyres 728 mm (28 ¼ inches) in diameter. On paper this gives a theoretical speed in fifth gear at 5000 Revs of 208 Mph. This gearing equates to 40 miles per hour per thousand revs, compared to a production 100S at 26.6 miles per hour per thousand revs. At 5000 revs a 100S owner will usually be checking.

Those who witnessed the Streamliners 149 Mph run in 2008 at Bonneville will remember that this speed was actually achieved in fourth gear. Fourth gear being good for 173 Mph at 5000 revs. Due to USFRA’s rookie licensing requirements that run had to be limited to 150 Mph.

This year the rookie licensing requirements will be no different with observed runs required between 125 to 150 Mph and from there 150 Mph to 175 Mph. Having met that requirement the driver will then complete a run between 175 Mph to 200 Mph. The driver, having achieved the last run from there any speed over 200 Mph is free. Hence, entry to the 200 Mph Club.

A rookie driver will be required to have at least four runs, with the fourth exceeding 200 Mph.

Three drivers, Steve Pike, Paul Flint and the Author, Joe Jarick, mean 12 runs for all three drivers to exceed 200 Mph. The question is, whether the Streamliner is capable of 12 runs in the required speed ranges? By its very design it was a 'Sprint' car whereas the 'Endurance' car was specifically designed to run for 24 hours....in 1954 using four drivers. Following DMH's 192 Mph run with the original Streamliner, the late Carroll Shelby ran the Streamliner on the ten mile circular endurance course taking an impressive number of one hour records for the Healey .

### Next Issue: The Story of the Original Streamliner

#### Bonneville 2012 - An incredible bad luck story.

A group of dedicated AHOABC members attended Bonneville in early September to witness the 2<sup>nd</sup> attempt by Steve Pike to break the 200 mph mark with his Austin Healey Streamliner replica at Bonneville.

On the morning of Saturday September 8<sup>th</sup> we visited Bonneville for my first time. All participants and spectators had to first drive a three mile course from the highway on a paved road to the entry point to the Bonneville Salt Flats. I did not know what to expect but was quite shocked when I saw that to get out to where the trials were being run, after the end of the pavement one had to drive through several



hundred yard of very salty water. After emerging from the water the salt dried out and it was about a mile drive to the start area. The course is really three courses. A very fast, long course where cars are timed over 4 miles and the speeds regularly exceed 200 mph is the course where the Healey would be running. There were two other shorter

courses located about a quarter mile away. These were the 130 mph and the 150 mph course. They ran side by side and, I believe, there goals were frequently intermixed. The cars on this course were timed on a maximum of three miles. This is a very refreshing event to attend. The spectators and competitors mingle freely. There is no attempt made to have separate spectator areas. Spectators can mingle freely with the competitors and they seem very eager to show off their cars and answer any questions you may have. The pots, located about a mile down the fast track, are equally open to anyone.

Early in the morning the Healey was wheeled into the starting lineup for the high speed, long lane. The lineup was very long but the Healey was not too far from the front of the line. Last minute preparations were made to get the car ready for the run.



Bonneville rules are that a car attempting the high speed run must have two fire suppression systems on



board, one for the driver compartment and one for the engine compartment. They also require that system to be Halon. In Australia, where Steve had made his last run, Halon is prohibited. They used a CO2 system. They had changed out the system for Halon and were in the process of removing the safety wires from the actuating valves and hooking up the controls while waiting for the position to start the run. As they were doing this one of the Halon bottles discharged into the cockpit. An attempt at hooking up the second bottle had the same results. As a result, they could not make the run because they could not comply with the safety rules.



An attempt was then made to locate somewhere the Halon bottles could be refilled or new ones purchased. The towns of Wendover Utah and West Wendover, Nevada are in reality one town in two states. Unfortunately Wendover Utah has very little to offer other than the old airfield and museum where the Enola Gay and other first Atomic bomber crews trained. West Wendover in Nevada has 5 Casinos and very little else, certainly nowhere one could expect to get Halon bottles filled or replaced.

After several hours of fruitless searching, Steve and company made the two hour run to Salt Lake City in attempt to find Halon. To compound there problems this was a Saturday and Utah is still a quasi-religious state and not much is open on Saturdays or Sundays. The results were that they came back empty handed. And no runs were made that day.

Sunday morning saw everyone at the track hoping to

see a miracle pulled out of the hat and a couple of full Halon bottles miraculously show up - no such luck. The decision was made to run the car on the shorter 150mph track which did not require a fire suppression system.

The first run down the track achieved about 158 mph but another problem showed up. Bonneville required a different roll cage than had originally been fitted to the car. The new roll cage made for a tight fit for the driver and caused another problem. It sat in such a position that made the gear shifting very difficult. A long pause could be heard during gear changes as Steve fought with the gear change lever. The car was obviously not running right as well with a substantial amount of missing irregular running. After a couple more runs with similar results, the decision was made to tear down the single huge SU carb and put in a richer needle. This



was no easy task and took several hours. After the needle change was done the car made another run but again with disappointing results and the gear change situation was becoming very problematic.

The car went back to [pits and while it was there coolant was noticed puddling under the car. The cooling system level was checked and it was found to be down ½ litre. The decision was made to tackle the problem the next morning. The gear shift lever was also heated up and bent to a different configuration in an attempt to make the gear changing more easily done.

Monday morning the mechanic Udo Putzke went to work on the car and it was found that a rear head bolt had stripped the block threads. The head was pulled of

and the car was loaded into a trailer and trucked off to a machine shop. A helicoil was used but that required a trip to Wells which is 40 miles west of Wendover.

Eventually the car was returned to Bonneville with it's new helicoil installed. Quick work was made of but-toning up the head and getting the car running. By



**Working feverishly on the engine**

now it was late in the day. The Officials at the track were extremely helpful and allowed the Streamliner to be moved up to the head of the pack. Unfortunately, dark thunder clouds could be seen very ominously rolling in. Steve got into his driving gear and helmet and was strapped into the car and the car was rolled up to the start line. But, by then a couple of very large rain drops began falling and the track soon became obscured by a rain squall. A check was made of the track and at the three mile point they found standing water. Racing was finished for the day.



Tuesday morning the eager crowd was assembled at the track and once again the Healey was eventually wheeled up to the start line. The decision had been made earlier to "Go for Broke" on this run. Once again the engine was started and again the Streamliner roared off down the track. Unfortunately, long pauses could still be heard during the gear changes. What wasn't heard however was on the shift from 3<sup>rd</sup> to 4<sup>th</sup>, 2<sup>nd</sup> gear was momentarily selected resulting a second of very high revving.

When the car was returned to the start area, Steve



**The last run!**

mentioned that following the inadvertent 2<sup>nd</sup> gear selection, a puff of white smoke followed by a puff of blue smoke came from under the hood at which point he shut it down. Once again a speed of somewhere around 150+mph was reached.



The hood was opened and Udo pulled the plug wire for the number 4 cylinder, looked at it for a second and simply said "That's it, it's all over"

Beside the #4 spark plug was a hole about the size of a nickel. There would be no more runs at Bonneville this year. It was actually a very emotional time.

Without a doubt this was a run that was plagued with unbelievable bad luck throughout.

If nothing else the trip to Bonneville was a tremendous social event. The Aussi's were an terrific group and the support shown by the various Healey people that showed up must have been very encouraging to Steve and his crew. Will there be another run next year - we'll have to wait and see.



**We can all dream, can't we?**



**One of several parking lot parties at the end of the day**



**The new roll cage - not much room for the driver**



**The pits**



*AUTOFARM LTD*

**BOB@AUTOFARM.NET**

**519-356-2427**

**WWW.AUTOFARM.NET**

**Autofarm Ltd is a family owned and operated business in Monkton, Ontario, Canada.**

**Bob Yule opened Autofarm after purchasing his first "project" Healey in 1985.**

**Through his own difficulties in finding parts, he found there was a great opportunity to help other Healey enthusiasts by providing top quality parts at reasonable prices.**

**From there Autofarm Ltd has grown to now include over 8000 in-stock parts as well as a busy service and restoration department.**

**In 2009 Autofarm Ltd partnered with A-Head 4 Healeys in Warwickshire England and became their North American distributor. We import parts from AH4H twice monthly for in-house use as well as to fulfill our customers needs.**

**Autofarm Ltd has become a one-stop shop for those who need parts for their own project, for those who are looking for a full professional restoration, for those who would like a new look for their Healey—such as a new interior that can be done on-site and for those who are just looking for some friendly advice.**



**Parts, Service & Restorations**





**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.

### Common Ignition Faults

- No spark at plugs
- Moisture in Distributor cap
- Fault Rotor
- Condenser failed
- Points worn or burnt
- Carbon brush in Distributor cap missing
- Distributor cap arcing and/or cracked
- Problem with aftermarket electronic ignition

### Diagnosis and Repair

#### Condenser faults

Difficult to diagnose but the usual symptoms are an engine that will start and run fine until it reaches normal temperature or the engine is put under load, accelerating or going uphill. The condenser then breaks down stalling the engine. Once the engine cools down the engine will run fine and repeat the cycle. Always replace the condenser when replacing the points. Keep the old condenser as a spare, if it was working fine.

#### Distributor cap

Track lines and carbon build up on the electrodes indicate it is time to replace the distributor cap. If the carbon brush has fallen out, some lightly rolled tin foil can be used as an emergency get home repair. Moisture in the form of condensation can short circuit the system. Thoroughly dry both the inside and outside of the distributor cap.

#### Points

Don't clean points with a carbon based abrasive such as wet dry sandpaper use glass paper or a point file to clean the points. Replace them as part of your annual servicing.

#### Rotor test

Remove the coil to Distributer Cap HT lead from the distributor cap..

Turn on the ignition

Using insulated pliers, hold the HT lead 5-6 mm above the metal rotor arm

Have an assistant turn the engine over

If a spark is present between the HT lead and the rotor arm, then the rotor has failed. Replace it.

#### Lucas distributor ground wire

Regardless of either standard ignition or aftermarket electronic ignition the base plate must be thoroughly grounded.

The old ground wire can dry out unnoticed or fray causing a short.

Check and replace if necessary.

CONT'D NEXT PAGE



Next to the warehouse is a garage full of British cars. And our co-workers often commute in theirs. We put these cars to work every day.

When new parts are developed, we test them. If a part is returned, we'll bolt it on, analyze it, and work with the manufacturer to make it right.

If we are not happy with a part being on our cars, we wouldn't think of selling it to you. And, just to make certain you are satisfied, we stand behind our parts with the longest warranty in the business.

Call us. We'd love to send you a free catalog.

800-667-7872  
www.mossmotors.com

Cont'd next page



Cont'd from page 12

**Aftermarket electronic ignition faults.**

Most problems are due to bad connections and poor grounding. Solder wires whenever possible and ensure ground points are clean and protected from corrosion.

**Emergency Spares**

- Distributor cap
- Rotor
- Condenser
- At least one HT lead segment
- Aluminum foil
- Insulated pliers



Davin’s job at Hagerty is finding replacement parts for clients. Despite a few tears, he loves his job. His passion makes him perfect for Hagerty, and makes Hagerty perfect for you. Hagerty. We may sell insurance but we live classics.



The Classic Car Insurance Specialists  
877-922-3391 | HAGERTY.COM | LOCAL AGENT



**Cheap at half the price!**  
**This car is being advertised as a “Restoration Project” by a well known LA collector car Dealer**





**Mark Sunday October 14th on your calendar!**

LAMB is having our 1st British Parts Autojumble

**BRITISH PARTS**



# **AUTO** **JUMBLE**



Contact [lambmc@telus.net](mailto:lambmc@telus.net)

**Location-Harmsworth Hall,  
7170 232 St, Langley,  
across from the Chevron near Hwy 1,  
Exit 66**

**Time-10:00AM-4:00 PM**

**British Car Sales Corral**

**Spares, Parts, Tools,**

**Literature, Magazines,**

**Collectables and**

**lots good times**

**British Food on sale**

**Table or Outdoor Space**

**\$20.00**



See [www.lambscarclub.com](http://www.lambscarclub.com) for details. Registration on reverse

**2012 NORTHWEST MEET  
REGISTRATION FORM  
Oregon Garden Resort  
Silverton, Oregon  
October 4, 5, 6, 2012**

LAST NAME \_\_\_\_\_ FIRST NAME \_\_\_\_\_

SPOUSE/GUEST \_\_\_\_\_ TELEPHONE# \_\_\_\_\_

E-MAIL \_\_\_\_\_

CLUB AFFILIATION: OR \_\_\_ WA \_\_\_ BC \_\_\_ OTHER \_\_\_\_\_

<u>ACTIVITIES</u>	<u>DATE</u>	<u>COST @ PERSON</u>	<u># PEOPLE</u>	<u>TOTAL</u>
Optional Day (Organized no host dinner at local pub)	Thurs 10/4	___ n/a ___	_____ = _____	
Registration/Check-in (Heavy appetizers/drinks)	Fri 10/5	\$20.00	_____ = _____	
Garden Tour	Sat 10/6	Free w/room	_____ = ___ n/a ___	
Outlet Mall Shopping	Sat 10/6	___ n/a ___	_____ = ___ n/a ___	
Driving Tour	Sat 10/6	___ n/a ___	_____ = ___ n/a ___	
Dinner at Resort	Sat 10/6	\$30.00	_____ = _____	

**TOTAL US\$ \_\_\_\_\_**

**REGISTRATION PAYMENT INFORMATION**

Pre-registration is requested by 9/15/12. Payment (US Funds payable to AHCO) will be due upon arrival at the resort. If you wish to pay in advance, you may send or e-mail with completed registration form to:

Dee Meyer <mailto:gdeemeyer@yahoo.com>

1013 NW 2<sup>nd</sup> Street  
McMinnville, OR 97128

Questions? 503-267-8639 (cell)

\_\_\_ Visa \_\_\_ MasterCard Card # \_\_\_\_\_

Expiration Date \_\_\_\_\_

Name on card \_\_\_\_\_

RESORT INFORMATION - Assure room rates by reserving no later than September 15. Password/Group name is HEALEY.

1-800-966-6490 or 1-503-874-2500 or

<https://reservations.moonstonehotels.com/login.aspx?resort+15>

**If you plan on attending this meet, The organizers have requested that they be notified in advance of your attendance. This is to enable them to arrange meals and events. A simple email will suffice although you may scan, copy, complete and send the above form to the [gdeemeyer@yahoo.com](mailto:gdeemeyer@yahoo.com) . We look forward to having a big contingent of AHOABC members attending.**



**FREDERIQUE CONSTANT  
GENEVE**

**Live** your passion  
with Classic Manufacture

Innovation and uncompromising quality are the hallmarks of Frederique Constant. It was by an inspired and passionate group of men and women, led by our watchmaking manufacturer Geneve, a passion of craftsmanship, that we created exceptional value.

Geneve, Switzerland - 1987 | [www.frederiqueconstant.com](http://www.frederiqueconstant.com)

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. **Please notify [editor@healeys.ca](mailto:editor@healeys.ca) if the item or car has been sold, located or is no longer wanted or for sale, or if you have items for sale .**

**FOR SALE**

Four 60 Spoke Dayton wire wheels with Dunlop ZX 175x15 radials. All freshly mounted, and balanced. Two extra tires unmounted. All 6 tires with 80 percent tread, and in great shape. \$1,200.00

Craig Ross Evenings 604 514 8229 Days 604 881 0123

-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](mailto:neilberg@telus.net) phone – 604-274-7530 Cel – 604-838-7530

**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](mailto:mikesah100@gmail.com)

**Austin Healey 2600 cc Engine**

Professionally rebuilt engine ready to go complete with carburetors, oil filter, distributor, manifolds, balanced and painted.

Asking price - \$8000.00 OBO.

**Contact Graham:**

email - [grahamitchell@shaw.ca](mailto:grahamitchell@shaw.ca) Phone - 604-820-1432



**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](mailto:geatros@shaw.ca) or call 604 985 1825

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

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

## 2012 Events

October 5 <sup>th</sup> , 6 <sup>th</sup> & 7 <sup>th</sup> Fri, Sat & Sun	<i>North West Meet, Silverton Oregon - See page 13</i>
October 19th Wednesday 7:00pm	October Meeting ABC Country Restaurant
October 14th Sunday	10am-4pm LAMB British Parts Auto Jumble -See page 11
October 21st, Sunday	Octagon Motors Garage Sale - 10am - 4pm
TBA	<i>November Meeting</i>
November 4th Sunday	London to Brighton Commemorative Run (see page 22)
TBA	<i>December Meeting, AGM and Christmas Party</i>

**PELLING INSURANCE**

*The insurance specialists for antique, classic and custom collector automobiles.*

*We've been providing antique, classic and custom collector car insurance exclusively in B.C. since 2008. You can count on our staff to provide knowledgeable answers to your questions.*

*Our goal is to provide the highest quality of customer service and maintain our position as the premier Antique, Classic and Custom collector automobile insurance specialists in B.C.*

Ph.: 604 263 3400 | Fax: 604 321 8192 | Toll Free: 1 888 343 2121  
 pellinginsurance.com | info@pellinginsurance.com



## Blakeys Blogs

*Paul Blake lives in Pullenvale, Queensland, Australia. He is an Austin Healey lover and has restored several cars. His latest project, a BJ8 has become the subject of a blog that he is writing for his clubs newsletter and will be featured here when available.*

### Blakey's BJ8 Blog – Part 2

With the BJ8 completely dismantled I have launched into a regular order of parts to various specialists to build up all the stuff I will need when the car progresses further. I continue to be amazed at the availability of parts and the ease of obtaining them compared to my experiences in the 70's and 80's as a Sprite and later a big Healey owner.

Firstly there was the optimistic trip to UK motors spare parts department where our old mate and fellow club member Henry Toivanen would have a look of dismay as I walked through the door as he knew I would be after some long forgotten part for a Sprite or Midget. Henry however was sympathetic as a big **Healey** owner himself and would try to help us amongst a lot of muttering and cussing.

Then there was the regular article in the club magazine which tried to cross reference parts from other cars to suit our Healeys. For example it was considered exciting that the Standard Vanguard had the same pointed reflector fitted as used on the 100-Six. Well almost! The Vanguard version was clear not red as on the 100-Six but nothing a bit of red nail polish could not fix!

I remember how excited I was the day I found a herd of dead Vanguards in the wrecking yard at Lockrose until I realised that all the cone shaped reflectors had the same damage that my poor Healey had suffered.

But then through the pages of Classic and Sportscar Magazine we discovered AH Spares which had risen, under the leadership of Fred Draper, former head of Donald Healey Motor Company spare parts dept and the terrible spare parts drought of the 1970's gave way to a period of great hope as more and more parts became available again during the 1990's. Of course this

was before emails and the internet (yes I am really that old) and the process of getting parts from England was slow and expensive.

The process was that I would post a letter including my list needed by airmail to AH Spares along with my Bankcard details and ask for it to be sent by airmail and a month or 6 weeks or so later the parcel would arrive. 'No stock' advices were commonplace in my records but AH Spares always gave good service and I continue to use them today. In 1985 a black hood for our BN4 cost 60 quid plus 30 pounds freight but that same hood after doing many years service on our 100/Six continues to keep out the weather (I think) on Bob and Pam's 100/Six!

A lovely had written invoice from AH Spares is shown.

Despite this improving situation many parts still had to be made and the late Carl Stecher very kindly loaned me his very original 100/Six for some weeks so that I could copy many parts.

Compare that to today when almost anything can be purchased at the click of a button and most parcels arrive from the UK within a week! At the risk of sounding like one of those clichéd "You think that was tuff" jokes we really are well off today in keeping our Healey's up to standard.

Apart from ordering parts and such I have been busy restoring some parts for the car. The steering box and idler box cam under early scrutiny and the wiper motor and rack is almost done as well.

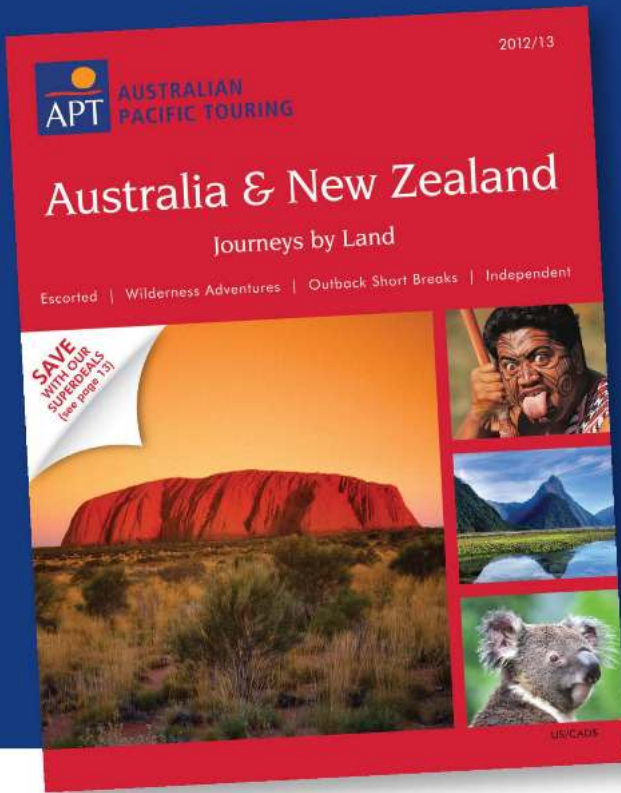
Noel Standfast and I also went invested in a kit that allows us to do our own Zinc plating and we have had good success so far. The kit is put out by Jane Kits at [www.janekits.com.au](http://www.janekits.com.au) and while it costs a bit to set up you can do as we have done and split it with a mate.

APT are proud sponsors of Rendezvous 2012, Parksville BC

# Discover Australia & New Zealand with Australian Pacific Touring



## APT offers Exceptional Journeys by Land



- Escorted Vacations
- Wilderness Adventures
- Outback Short Breaks
- Independent Vacations

We've got the Australia and New Zealand vacation you're looking for!

Embark on one of the great train journeys of the world on "The Ghan." Travel in Gold Kangaroo Class through the Red Centre between Alice Springs and Adelaide. From the vastness of the Outback to the majestic Flinders Ranges, this overnight journey offers you a perspective of Australia you just can't afford to miss. You'll enjoy a sleeper berth, fine dining and cabin steward service on this unforgettable travel experience.

The Ghan is featured on APT's 25 day Southern Explorer. See our brochure or website for more details.



To request your brochure call 1 800 290 8687 or visit [www.aptouring.com](http://www.aptouring.com)



AUSTRALIAN PACIFIC TOURING





### Vancouver Coast Branch

Hello British Car Clubs. It is time, once again, to invite you to this year's running of the "London to Brighton Commemorative Run" which takes place on Sunday, November 4, 2012.

Here's the details:

**Where:** Rainbow Station, Confederation Park, Penzance Street and Willingdon Ave, Burnaby (i.e. same start point as last year). **NOTE:** Coffee will be available, provided by Rainbow Station, for a donation.

**Time:** Registration (\$2.00) between 9am and 10am.

**Run Start:** First car out at 10am.

**Destination:** White Rock waterfront (same as last year).

As was the case last year, lunch arrangements are up to yourself - a perfect opportunity to taste the British fare available at White Rock waterfront's many restaurants.

Polish your car and join us for the Run.

## British Car Specialists

Since 1957

- Restoration
- Used Parts
- New Parts
- Service
- Repairs



**Austin-Healey**  
**Triumph**  
**MG**

**209-948-8767**

2060 N. Wilson Way  
Stockton, CA 95205

[www.BritishCarSpecialists.com](http://www.BritishCarSpecialists.com)



# NEXT MEETING

**- October Meeting -**

**Wednesday, October 17th - 7:00pm**

**ABC Country Restaurant**

**2350 Boundary Rd**

**Burnaby**

**604 293 1242**

**Located on the east side of Boundary Rd, just south of  
Lougheed Hwy.**

## UPCOMING EVENTS OF NOTE

**North West Meet**

**Oct 4, 5, & 6**

**Silverton, Oregon**

**See page 14 of this issue**

**Octagon Motors Garage Sale**

**October 21st - 10am - 4pm**

**Coffee & Doughnuts - up to 70% off**

**London to Brighton Commemorative Run**

**Nov 4, 2012. - Registration 9am-10am**

**Rainbow Station, Confederation Park**

**Penzance & Willingdon Sts**

**(North of Hastings St)**

**Burnaby**

**Destination - White Rock Waterfront**

**For more info - see page 20**