

Austin Healey

WINGS

Austin Healey Owners Association of British Columbia



November 2012

Volume 38, No. 11

North West Meet 2012

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 **BLAKEY'S BLOG**

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

The content of the articles in this

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

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

Where did the Fall go?



We had an enjoyable, well attended October meeting at the ABC on Boundary. There were a number of complementary comments as to the location, service and the quality of the food. It looks as if we might have finally found a central location for our monthly meetings that meets our needs!

At that meeting, we were fortunate to have a sufficient number of volunteers who are willing to stand for positions in the AHOABC for the coming year. We also discussed revisions to our constitution, and a vote will be taken at the next meeting to ratify those changes.

Please consider joining in on the London to Brighton Run that will take place on November 4th. We had two club Healeys there last year, and I can tell you that I really enjoyed myself.

I hope that you will be able to join us at the ABC restaurant (Boundary Road location) at 7:00pm on Wednesday, November 21st for our monthly meeting. Again, if you have any suggestions or ideas as far as additional club activities, please let me know.

Sarah

CHRISTMAS PARTY and AGM

Saturday, Dec 8th - 6:00pm

Carole and Brian Drab's home

5745 Admiral Lane

Ladner

Details coming shortly in a bulletin

Set that date aside now!

MINUTES

OF THE

OCTOBER



MEETING

Monthly Meeting Wednesday Oct 17/12

Chair: Sarah Sanderson

Attendance: 16

Minutes of previous meeting: approved

Treasurer: Lawrence Robertson

Bank balance as of Sept 24 \$15,540.72

Still a couple outstanding US Visa payments which didn't go through

Membership: Kathy Welch

48 paid members

Newsletter & Website: Brian Drab

Website has 1,500 hits per month- excellent

Changing the Home page header car photo to a multicar shot taken in 2011 during a club run up Cypress

Club history in "About Us" section to be rewritten and shortened



Librarian: Lawrence Robertson

Agreement - we will continue to maintain 3 hard copies of the pre electronic Wings issues

Agreement - we will no longer archive other clubs newsletters and can purge what is in storage

Regalia: Adrian Percival

Submitting pictures of new t-shirts for posting on Wings

Cont'd next page

Will have additional new products in December

Events:

Octagon Motors Garage Sale: **Oct 21 10-4pm - 10am -4pm**, up to 70% off

London to Brighton Car Run: **Nov 4** \$2 on site registration @ 9am Confederation Park @ Rain bow station and ends in White Rock

NW Meet: **Sept 26-29** - Stewart Lodge, Cle Elum Washington

Club Runs: Michael De Wilde n/a

Competition: Ivan Lessner n/a

President: Sarah Sanderson

Created a club registration sheet which Brian will post on the website



VP: Rick Regan

Offered various car manuals received from a California member who was purging his attic.

New Business: 2013 Executive Nominations accepted by following; to be voted on at annual Dec AGM
President: Adrian Percival
Vice President: Brian Drab
Treasurer: Lawrence Robertson
Secretary: Michele Karatnyk

Volunteers announced for the following positions
Membership: Chris Poole
Regalia: Adrian Percival / Mike Long
Events: Rick Regan

Constitution - Revisions discussed / approved by meeting attendees; to be voted on at annual Dec AGM

Christmas Party, **Sat Dec 8 anytime after 6pm**
To be hosted by Brian and Carole Drab
RSVP + canapé, salad or desert to share
\$15 secret Santa

Next Meeting Wednesday Nov 21 @ 7pm

ABC Country Restaurant 2350 Boundary Rd, Burnaby

Meeting adjourned

**2012 Christmas Party
And AGM**

At the October meeting it was decided to hold the annual Christmas Party and AGM at Brian and Carole's home in Ladner.

It will be held on Saturday December 8th starting at 6:00pm. The hosts will prepare the actual dinner while guests will be asked to bring an appetizer, salad or dessert. A club wide notice will be sent out shortly requesting that those planning on attending notify Brian. A list will be compiled of those bringing what to make sure that all bases are covered and not too much of one thing is supplied. It will BYOB.

By popular request, Secret Santa will once again be held with the upper limit set at \$15.

Mark your calendars now and lets have as good a turn out as we have had in the past.

Good News!

The club had its October meeting at the ABC Country Restaurant at Boundary and Lougheed on Oct. 17th. The restaurant is generally pretty central in the lower mainland. It allows easy access from Highway #1 as well as points south via Boundary Road and east and west via Broadway/Lougheed Hwy. There is ample parking. The food is good and the prices are very reasonable. The service was very good and they gave us a room all to ourselves and arranged the tables to allow for excellent meeting communication. Most importantly, they seemed glad to have us. I can see having more meetings here; in fact the November meeting will be held there.

For next year, we now have a full slate of executive officers nominations. Seeing as I doubt that there will be any more members volunteering for these positions, I think it can be safely assumed that the elections will be in fact by acclamation. Unless there are further nominations, your new executive for 2013 will be:

President: Adrian Percival,

Vice-President: Brian Drab,

Secretary: Michelle Karatnyk, and

Treasurer: Lawrence Robertson.

As well, Rick Regan will be the Events Coordinator, Chris Poole will take over Membership and Adrian will continue, in a double role now, as the Regalia person but will be ably assisted by Mike Long.

A great discussion was held about the Christmas Part and AGM for this year. The date has been selected as Saturday Dec. 8th. It will be held at the home of Brian and Carole Drab, in Ladner. Brian and Carole will prepare the dinner and guest will be bringing appetizers as well as salads and desserts. By popular request there will be a Secret Santa again with the maximum price per gift set at \$15.

The updated constitution was discussed and will be presented for a vote at the AGM. A lot of minor things have been updated, or eliminated if they no longer work. In addition the provision requiring that an Execu-

tive Officer only be able to serve two one year terms has been abolished. It will now be left up to the membership to vote them in for each term, with no limit on the number of one year terms that can be served.

All in all it was a great meeting with a lot being accomplished and decided.

Jim Slostad Memorial Run

The 2012 Jim Slostad Memorial Run up Mt Baker was held on Saturday September 29th.

For those of you that didn't have the pleasure of knowing Jim he was a larger than life individual who was a Cascade Club member. He will be remembered for a lot of things but one thing that was his passion was the annual run up Mt. Baker in late September of every year. After his passing, the Cascade Club decided to continue the run in honour of Jim and titled it "The Jim Slostad Memorial Tour".

It was to this event that Carole and I and Michael DeWilde journeyed down to Nooksack, Washington to meet up with the Cascade Club members for the tour. We met Michael shortly before noon in Nooksack and waited for the other cars. I was a little worried that we were at the wrong gas station until Michael pointed out



The driveway to the Bradley's yard for the picnic

that there were only two gas stations in Nooksack and they were across the street from each other. Sure

Cont'd next page

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enough, within a few minutes the Cascade members arrived. We were quite surprised, when we got going, I counted a total of 13 Healeys and one or two BJ9's. A pleasant surprise was Arlene Slostad was with us for the run in her recently completed tricarb.

First stop was the home of Lyman and Janet Bradley where tables and chairs were set out and we enjoyed a picnic lunch that we bought. A nice friendly affair.



The Bradley's had set up tables and chairs so we could picnic in comfort.

Following that, the drive up Baker began. The weather was good and the road was better. It was brisk drive in brisk weather. What made it even nicer was that on a



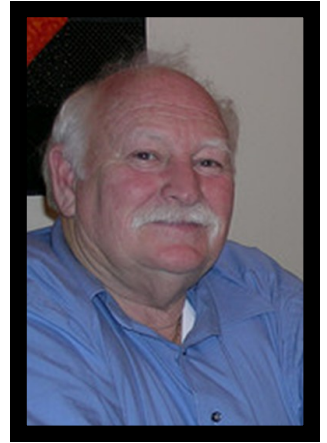
couple of occasions we came up behind people who were driving slowly and enjoying the great scenery.

They pulled over allowed the group to pass - a gentlemanly gesture.

We reached the last parking lot and the end of the road, and a good thing too.

Clouds were right down to the edge of the parking lot. We gathered around and said a few words of remembrance then sang a couple of Healeyized songs. Following that it was time for run home.

It was a great day, great people and great weather in memory of a great man.



Mission Impossible



For those of you that said "No one can sit in the back seat of a 4 seater Healey!", here is living proof that it can be done.



Of course it would help to have a pair of goggles and a bug screen.

North West Meet 2012



Silverton Oregon

The Oregon Austin Healey Club hosted the North West meet for 2012. The venue was the Oregon Garden Resort in Silverton Oregon and was held from Thursday Oct 4 until Sunday Oct 7th.

Mike Long and I left Vancouver just before noon on Wednesday in my car. We were staying overnight at Phil and Beckie Daniels in Chehalis Washington along with Don and Karen Manning. The drive down was all on I5 and was basically uneventful except for the ex-



Checking tires and fluids before the drive .

ceptional weather. Thursday morning we left Phil and Beckies in three BRG Healeys. We were determined to stay off the Interstate and took mainly secondary roads. We crossed the Columbia at Longview and followed the river East for a short distance before turning up onto Rocky Point Road. This road was a Healey drivers dream - excellent condition, lots of curves and great views. We met up with a number of Oregon cars at the Roadhouse at Cornelius Pass. After a leisurely lunch we continued en mass to Silverton. It was a great drive through some wonderful country and not on any freeways.

We arrived at the Oregon Garden Resort and were quickly and efficiently registered. The rooms were very high class - all with working fireplaces. It did amaze me that the number of people that arrived on the Thursday night was very large. Obviously these N W Meets are really beginning on the Thursday now.

Thursday night, the Oregon Club had arranged for a "Pub Night" at a local pub. A large number of us descended on the pub and were swiftly seated in our own area. What amazed me was the quality of the food and the swiftness and efficiency of the service. They definitely knew how to handle a large crowd and did it well.



PUB Night

Friday was mainly registration day as the remainder of participants arrived. Generally the ladies went shopping at a nearby Outlet mall and several of us chose to revisit the Aircraft Museum at McMinnville. Others visited the famous Oregon Gardens which was apparently quite spectacular. Although we had been through the museum at Rendezvous 2010 I found that it had changed so much that it was like visiting another Museum. On the way back to the Resort we got the word from the ladies that they could be picked up at their shopping mall. Unfortunately for me this meant that 5 of us would be riding in 2 Healeys. I experienced what it was like to ride 20 minutes in the jump seat of a BJ8 at highway speeds. Not something I would recommend although not impossible.

Friday night was the Meet and Greet reception in the resort. Lots of great food and beverages and renewal of acquaintances. A very pleasant surprise was the number of people that showed up for the event even caught the Oregon people by surprise. Over 100 people and over 40 cars arrived. It was very nice to see such avid participation. That evening a number of us

Cont'd next page

NW Meet -Cont'd spent time in the bar watching the time trials for the F1 gran prix scheduled for the next day.



Now is this devotion to the Marque or what? Mike Roberts proudly shows off his tattoo.

Saturday morning most of the cars lined up for the tour which was organized by John Wilson. The tour went up through beautiful mountain roads to Silver Falls State Park. It was truly a magnificent drive. After parking in the park for ½ an hour, we left with the choice of several routes back to the Resort.



Some of the 40 cars on the tour, lined up in the park Saturday morning.

The afternoon was spent walking through the quaint town of Silverton which just happened to be having a Fest. There were musicians on every corner and food stalls set up frequently throughout the town. Lunch was

spent at a restaurant on a balcony perched over the river that ran through town. Again, good service, food and beverage. The people in town were very friendly and talkative. A tour through town followed, enabling visits of the many quaint and interesting shops. One shop that amazed me was the pawn shop. We'd met the owner at lunch and he invited us to visit his shop. While it was a typical pawn shop, the one thing that stood out for me, as a Canadian, was the machine gun complete with a banana clip and bipod on display and available for only \$985!

The evening was the meet dinner. It was an excellent buffet and a good time was held by all. The location of the North West meet for 2013 was announced by the Cascade Club as Cle Elum Washington.



After the dinner, groups split up and went their own ways, many choosing to go to rooms where they could watch the F1 Gran Prix.

For us, we had to leave early the next morning to get home in time for the Thanksgiving dinner. This necessitated a run all the way up I5 to Vancouver. Not my favourite route to go but surprisingly quick but boring.

A surprisingly quick stop at the border and for once, I picked all the right lanes and we were home by 2:30pm.

In a nutshell, the weather was absolutely unbelievable. We could only dream that our summer would hold on as long as it did. My thanks to those who picked the routes for us to get to the meet because they found some unbelievable Healey roads.

Cont'd next page

Cont'd from page 8 The Oregon Club is to be commended. They did a wonderful job of organizing the meet, the location was ideal and, as usual, the friendship and camaraderie was unbeatable

Some random photos of the Meet



Austin Healey 200MPH

In 1953 the company wished to gain publicity for the Austin Healey especially in the USA. One of the best ways to get press coverage is to break some speed records, and what better place than the Bonneville salts flats in the state of Utah?

In that year Donald Healey Motor Company had built a special version of the Austin-Healey 100 sports car with the aim of setting both high-speed as well as endurance records. This Endurance car, which looked not too dissimilar to a standard Austin-Healey 100, was driven by Donald Healey himself, George Eyston, Carroll Shelby, Mort Goodall, and Roy Jackson Moore.

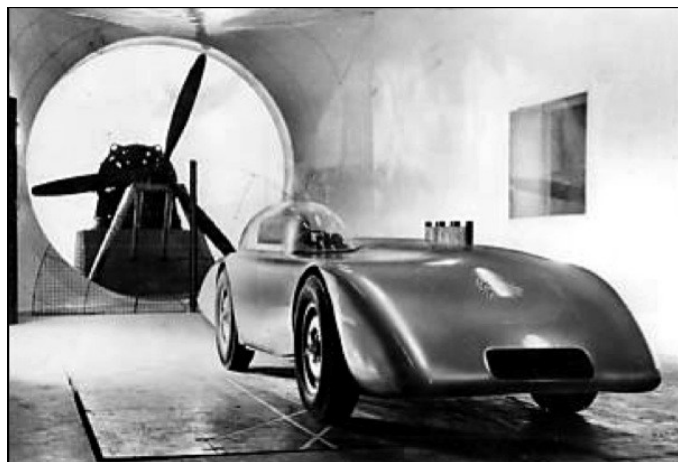


Donald Healey had thought of building a special streamlined record car, but time was against him to start from scratch. So a decision was taken to use a production car as the basis for the new car. It would be necessary to improve the shape of the body to improve its aerodynamic properties. So a scale model was made of the proposed streamline shape, and as a result of tests carried out by the Armstrong Whitworth Aircraft Ltd. in their wind-tunnel. It was from these results carried out that Healey would need a new front and rear end, with bubble-type Perspex cover for the driver. Austin's experimental sheet metal department made a revised body that could be fitted to the standard chassis.

From results taken by the Austin technicians on the Streamliner in the wind tunnel, and then comparing this data with results from other models, they calculated the Streamline potential maximum speed would be 200mph.

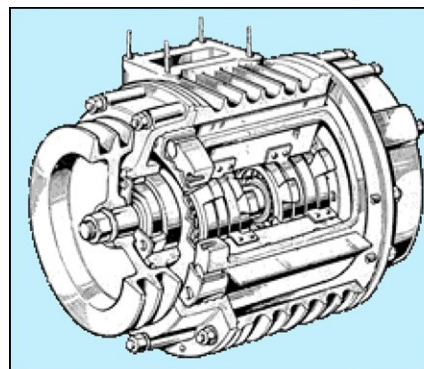
Now work started on increasing the output of the 100S competition engine, which in standard tune delivered 130 bhp at 4,700 rpm. This engine already

had a nitrided crankshaft running in trimetal bearings and special cylinder head with enlarged valves and special porting. To eliminate the possible problems using a head gasket, it was decided to lap-in the head to the block.



Streamliner on test in Austin's Wind Tunnel

Dr. J. H. Weaving, head of BMC. Gas Turbine Research was responsible for the preparation and tuning of this engine. He decided that the best way to get the power needed would be to supercharge the engine using a standard Shorrock Type C250B.



Shorrock Supercharger vane type

This was the largest one available, and connected to the front of the crankshaft via a Layrub couplings. The maximum boost available was about 8lbs/sq with this setup the engine was now producing 224 bhp at 4,500 rpm. With the extra power generated it was necessary to increase the capacity of the cooling system. Coventry Radiator and Presswork co., Ltd. produced a special radiator core that was installed in the streamlined nose. Tecalment company were involved in supplying a combined oil cooler and filter for the engine, along

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Cont'd from page 10 with a large diameter tube which fed fresh air into the cockpit.

Attention now moved to improve the transmission by installing a five-speed gearbox with built-in overdrive which gave a top gear ratio of 2.2 to 1. Dunlop provided disc brakes and 16" disc wheels, which were standard on the 100S, but with a streamline body shape they had to work a lot harder to bring the car to rest. In fact on one occasion the engine was cut at 180 mph and it coasted for six miles before coming to rest.

Donald Healey had great experience of competition work and was able to recommend various safety precautions. This included a complete Graviner fire extinguisher system, which is mounted for both the engine compartment and the fuel compartment in the tail that holds the 25 gallon tank. The system was fitted with an impact switch which brought it into operation automatically should the car sustain an impact above a set figure. The system could also be operated by the driver, with a red button that replaced the normal horn button in the centre of the steering wheel. Instead of the normal steering wheel the Austin Healey works produced a special rectangular shape for Donald Healey as a normal wheel interfered considerably with his vision from the cockpit.



Checking the tires in preparation for the first run

Other safety devices included a crash arch behind the driver, two levers, one on each side of the cockpit, to enable the driver to jettison the blister cockpit cover, and a special switch in the engine lubrication system which at once would switch off the fuel supply if the oil pressure dropped below a certain figure, to prevent a fire following an engine blow-up.

It was now time to do some testing by Geoffrey Healey in the UK at a local airfield, where speeds of 130 mph were attained. After some small modifications to the engine and suspension, the car was ready to be shipped to the Salt Flats

On arriving at the Bonneville Salts Flats they found out that part of the normal track was breaking up. So



Filling up with fuel etc ready for the first run.

it was necessary to move the measured mile closer to one end of the timing stretch, thereby reducing the length of the run-in in this direction. Donald Healey drove the car on the straight-away runs and raised the International Class D for 5 kilometres to 182.2 mph and for 10 miles to 181 mph. The car was timed over the kilometre at 192.6mph, thereby breaking an American National record. Various other runs were completed and one such run broke the magic 200 mph barrier.



The Endurance car covered up on the top deck, and the Streamline on the bottom. This is outside East Research by Groveley Lane

Then Carroll Shelby, the Texan driver who competed in many European events during the 1954 season, took over and attacked the International Class D record for the hour, which was duly obtained at a speed of 156.7m.p.h. For this run, a 10-mile circle was used, a course which seemed almost one long straight when seen from behind the wheel of a normal saloon but which seemed more like a rather difficult fast bend from the Streamliner's cockpit. The car proved very

Cont'd next page

Cont'd from page 11 stable, which was indeed fortunate, for conditions were by no means ideal, gusts of up to 30 mph. sweeping across the Salt Flats. Moreover, owing to the complete absence of trees or any other vegetation, the driver received no advance warning of a gust before it struck the car. This is where the tail fin proved to be of real value in such circumstances.



Austin-Healey at speed on the 22 August 1954 on the Bonneville salts USA this modified Austin Healey "100" was timed by the American Automobile association officials over a measured mile at a mean speed of 192.6 MPH. At the same time a number of Class D international records were broken. It is on such occasions that research and development are put to the severest test which motoring have so far devised – record-breaking.

© 2006-12 John Baker

SOLUTIONS

After being married for 40 years, I took a careful look at my wife one day and said, "Forty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 23-year-old girl.

Now ... I have a \$500,000.00 home, a nice Healey, a nice big bed and a large screen TV, but I'm sleeping with a 63-year-old woman. It seems to me that you're not holding up your side of things."

My wife is a very reasonable woman. She told me to go out and find a hot 23-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV.



**In the 60's, even Datsun recognized a good thing!
Here is their copy of the Healey.**





AUTOFARM LTD

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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.

Interior Heat and Sound Insulation

Hi folks,

I am now ready to install a heat barrier. I was going to do it on the cheap since I will have to do this twice since my car is not restored but I decided to do it right. Now I am confused as to what product to buy. Does anyone have a recommendation on which Dynamat product is best for the Healey interior, how much I will need to buy, and where to get it?

Scott Willis

Whenever we are trying to stop as much heat as possible from getting into the cockpit there are several things we will do.

First be sure all holes in the firewall are plugged with the correct size grommets.

Next has to be done prior to installing the harness, we will install Dynamat on the upper part of the firewall above the air tube.

Then install Dynamat to all surfaces that are covered by carpet, behind the front kick panels, inside the doors, and also cover the transmission tunnel.

Next use DynaLiner under the floor carpet and all the carpeting in the foot bay area.

This will take 36 sq ft of Dynamat and One box of DynaLiner

David Nock

British Car Specialists

I used the Dynamat Extreem throughout my car floors, doors and tunnel. It is tacky/tarry on one side and "BRIGHT" foil on the other. Great sound deadener and seals up any cracks, holes, and is supposed to keep the interior heat down. The tacky side is self-adhering to fresh paint or clean metal.

About \$190. for my box from Eastwood off of their Ebay sight.

Mark

The Dynamat Extreem is self-sticking on the tarry side. The foil side faces up and not much will stick to that at all. I stuck the Dyno Extreem on both sides of my tunnel and just laid the carpet on it and held it in place with the carpet fasteners that came in the carpet kit.

Mark

We pressure wash the fiberglass tunnel and install the Dynamat in the interior side of the tunnel. Don't think it is really necessary to do on both sides.

Remember you must also use the Dynaliner on top as the carpet insulation.

Be careful of those that are selling Dynamat on the Web. I have had a couple of people tell me they can find it on line at less the cost. I have contacted Dynamat about it and the ones that I have called them on are not dealers so they cannot say what the product actually is, also there would be no warranty with Dynamat. Just one more reason to be cautious when buying on E Bay.

David Nock

British Car Specialists

I used a foil faced bubble product specifically manufactured for the automotive industry called BA820 and manufactured by Reflectic Inc. (800-879-3645 Jerry Saunders.) This product utilizes thicker aluminum facers and a thicker core material than what can be found from other manufacturers. I installed the product on the underside of the transmission tunnel using double-back tape.

No financial or other connections with the manufacturer.

Ron

I decided to go high-tech and save some money at the same time. With the crappy weather this year, I haven't had a chance to check it out in a really hot So Cal day. This stuff applies in the thickness of a credit card. I have it inside the cockpit and under the driver's floorboard and transmission tunnel of Red Car. It's called Lizard Skin.

<http://www.lizardskin.com/>

I ran across it last year at Rendezvous 2010 in Eugene, OR.

Steve Day(<http://britishcarranch.homestead.com/>)of The British Car Ranch discussed it in a Tech Session he was putting on. He described how you could spray it on a piece of sheet metal, heat one side of that with a torch and put your bare hand on the other side without being burned. That was good enough for

Cont'd next page

me. Mine was applied by Eric Grunden of Absolutely British in Santa Maria, CA.

HTH

I am skeptical of any product that claims to be a thermal insulating product but does not provide the thermal conductivity ("U" value) or the "R" value of the product.

Anything you add to a surface provides some thermal insulating & sound absorbing properties. The question is how much? I have tried to get this information from many companies & most of them never got back to me. When I did get information, they never were significantly better than an equal thickness of a similar common material such as felt/fiber products, fiberglass, Styrofoam, bubble wrap & neoprene, for example. Personally, I do not want any product that is permanently adhered to the floor boards. I have been caught a few torrential rain storms in my Healey & being able to remove the carpet & insulation from the floors is a priority for me.

"LizardSkinB. Ceramic Insulation formula is an advanced, water-based composition of high-grade acrylic binders with air-filled insulating/reflective and sound-absorbing particles." This sounds like a water based paint with air filled particles (Styrofoam beads?) in it. The air is providing the insulation properties. What part is the ceramic component?

Gary Hodson

You're basically correct, the "ceramic" is glass microbeads or microballons. I used the diy recipe here:

<http://www.hotrodders.com/forum/alternative-lizard-skin-103610.html> to coat the floorboards, firewall and foot boxes of my Nasty. I'm also going to use Reflectix (available in HD and Lowe's) as an underliner in the interior, as well as an insulating mat between the mufflers and floor pan I'm hoping all that will provide some help with Healey heat.

Rick

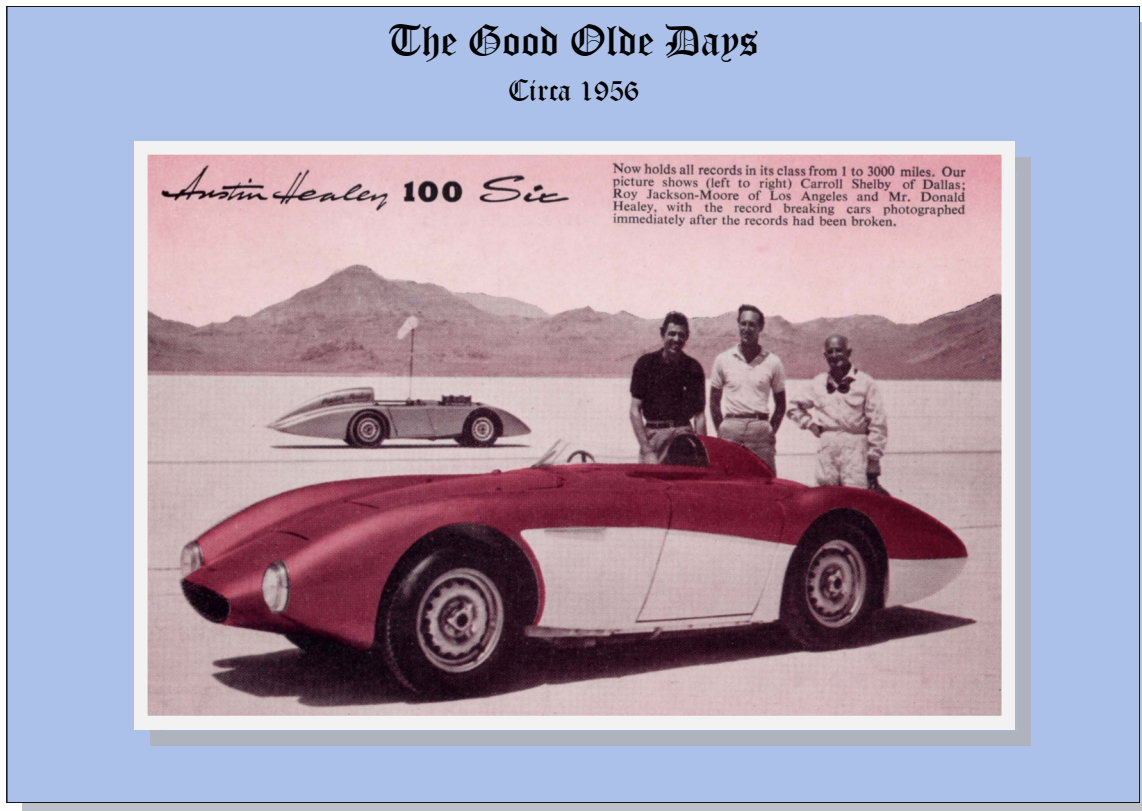
I agree here with Mike. The Dynamat Extreem becomes your floor and the foil side does not absorb moisture, obviously. I was very hesitant when I first bought this stuff but the way that it sticks down is pretty permanent and a very good seal against moisture getting to the floor. I put Heritages under carpet padding over the Dynamat and then the carpet. The sound deadening effect is great. I can always pull my carpets out since I cut around my seat slides and used the carpet snaps as recommended.

Mark

Dynamat website

<http://www.dynamatstore.com/>

(information only. AHOABC does not endorse or promote this product)



This guide from the Austin Healey Club USA's website was published in 2007. It should be noted that even in today's economy and marketplace, it still appears reasonably accurate.

Austin-Healey Club USA Buyer's Price Guide

This Price Guide has been compiled *by* Austin-Healey enthusiasts *for* Austin-Healey enthusiasts. It is intended to assist those contemplating the purchase of an Austin-Healey by providing a guide for how much it will usually cost (in \$US) to purchase an Austin-Healey in the various defined conditions. We believe that these prices accurately represent a fair market value and should be enough money to conclude a sale. However, buyers should bear in mind that car prices are subject to many variables and some cars will sell for more or less than the prices listed

Condition Code	20- footer	10- footer	5- footer	1-footer
100 <i>BN2 series cars usually command a higher price than BN1 series cars.</i>	15,000	26,500	40,000	55,000
100M <i>These values assume a certified, "factory" 100M.</i>	20,000	40,000	55,000	80,000
100-6 <i>BN6 series cars (strict 2-seat) usually command a higher price than the BN4 series cars (2+2 seating).</i>	12,000	25,000	38,000	50,000
3000 <i>HBN7 series cars (strict 2-seat) usually command a higher price than the HBT7 series cars (2+2 seating).</i>	15,000	28,000	45,000	65,000
3000 Mark II roadster <i>HBN7 series Mark II cars (strict 2-seat, triple-carburetor cars) will command a higher price than the HBT7 series Mark II cars (2+2 seating, triple-carburetor cars).</i>	18,000	33,000	52,000	70,000
3000 Mark II convertible <i>Series BJ7 cars are "convertibles" (as opposed to roadsters) meaning that they have roll-up windows and a permanently attached soft top.</i>	15,000	30,000	48,000	65,000
3000 Mark III <i>HBJ8 series "Phase 2" cars usually command a slightly higher price than HBJ8 series "Phase 1" cars.</i>	15,000	30,000	60,000	85,000
<ul style="list-style-type: none"> • Add \$2,000 to above prices for factory hardtop. • Deduct \$2,000 from above prices if overdrive not installed. 				
"Bugeye" Sprite	6,000	8,000	16,000	24,000
Sprite Mark II, III, and IV	2,000	4,000	6,000	10,000

While prices for Mark II, III, and IV Sprites tend to fall within a narrow band, generally speaking, among the Mark II, III and IV Sprites, the later the car,

Condition codes:

"20-footer" - this is a car that looks great, with no discernible flaws of any import, from twenty feet away. Cars qualifying for "20-footer" status would be older and/or amateur restorations that show significant use, or well preserved but also well used originals. While it is unlikely they would often place at car shows, they won't embarrass anyone either. These cars comprise the lower tier of "drivers" - cars that would typically be termed "decent drivers." Most running, driving, presentable cars that require no major work qualify for this status, and they are significantly better than "project cars."

"10-footer" - this is a car that looks great, with no discernible flaws of any import, from ten feet away. Cars qualifying for "10-footer" status would be older restorations that show some use, or very well preserved originals. However, they may still often place at car shows. These cars comprise the top tier of "drivers" - cars that would typically be termed "very nice drivers" - and/or the lowest tier of "concours cars" (many may achieve "Bronze" level certification). Many well-restored cars qualify for this status.

"5-footer" - this is a car that looks great, with no discernible flaws of any import, from five feet away. Cars qualifying for "5-footer" status would be completely restored cars (or incredibly nice originals) that may win, and will probably at least place, at car shows. These would be the second tier of "concours cars" (those achieving "Silver" or at least "Bronze" level certification). **Very few** cars qualify for this status.

"1-footer" - this is a car that looks great, with no discernible flaws of any import, even from only one foot away; in other words, a virtually flawless car. Cars qualifying for "1-footer" status would be show winning restorations (or incredibly nice originals), and the restoration would be "correct" in the sense of being historically accurate to Concours Guidelines standards (see [Concours Registry](#)). These would be the very top tier of "concours cars" (those easily achieving "Gold" level certification). **Extremely** few cars qualify for this status.

Additional notes and advice:

Disclaimer: We repeat, buyers should bear in mind that car prices are subject to many variables and some cars will sell for more or less than the prices listed here. ***This is a guide only.***

Currency of this guide: This guide is periodically updated as necessary. However, prices for Austin-Healeys have not changed significantly for several years, although they have been slowly trending upwards. While some recent auction sales have produced some record high figures, these results are not typical of the overall market and should not be mistaken for average selling prices. In general, in recent years the prices for Austin-Healeys have not significantly exceeded the rise in price of other goods or commodities.

Cars requiring major work: The values listed above assume cars that are ready and safe to drive and enjoy right away, with all systems functioning satisfactorily. We have intentionally left out any value rating for cars requiring significant work of any kind, including cosmetic work. This is because it is virtually impossible to accurately estimate the cost of needed repairs or restoration without a thorough, first-hand inspection by qualified professionals. One effective method of establishing the value of a car needing work is to obtain an estimate, from a qualified professional, of the cost to bring a given car up to one of the condition codes listed here. Then subtract that cost from the value listed for the car as stated for the appropriate condition code column. For example, a car that requires an engine overhaul, but is otherwise a "10-footer" may be valued at the "10-footer" rating minus the cost of the overhaul.

Overestimation of conditions: Many sellers greatly overestimate the condition, and therefore the value, of their car. While it is perfectly natural to want as much as possible for a car offered for sale, many sellers mistakenly believe that any fully restored car is a "1-footer" and should command a top price.

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However, there is a very large gap between a fully restored car and a fully, "correctly" restored car. Most people greatly underestimate the difference, in both cost and time, between the two. Therefore, while sellers have every right to offer their car for sale for whatever price they may choose, an unrealistically priced car is not worth the time and trouble for a buyer. Wish the seller luck and move on.

"1-footers": As mentioned above, there is a very wide disparity in the value of a "very nice driver" and a top "concoers car." Accurate restoration to "Gold" level certification is a painstaking and expensive exercise that relatively few shops are capable of performing, and relatively few owners are willing to undertake. Even the majority of "fully restored" cars will fall *far short* of this status, and a "fully restored" car must not be assumed to be a "1-footer." Also note, cars qualifying for "1-footer" status are probably nicer than what most people really want or need. These cars represent the very top echelon that extremely few cars qualify for, and most owners would not subject these cars to regular use. Therefore, those seeking an Austin-Healey for regular use would be best advised to spend less and avoid these pampered "concoers cars." For most people, a "10-footer" (or perhaps at most, a "5-footer") is the right choice for a car that can be proudly presented at the local British car meet, and yet driven on long trips without undue worry.

The wisdom of the ages: Buy the best car you can afford, for your intended purpose. The cost of a full restoration (see part 1 of Roger Moments Restoration article [RestoTipsPart1](#)) (\$30,000-40,000 *or more*) exceeds or perhaps just equals the retail value of these cars. Bear in mind that there is no theoretical limit to how much you can spend to restore a car. The cost of a full, correct restoration, added to the cost to acquire a car in the first place, will almost always exceed, usually by a significant amount, the retail value of the finished product. You can save much time, frustration and money by buying a car that is already in the condition you require, and begin enjoying it right way. And isn't that the whole point?



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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 3

As the winter is now upon us I have been keeping myself amused in the workshop by starting to refurbish some of the Lucas electrical equipment which adorns our Healey's .

Having spent most of my life from 10 onwards mucking around with cars and British cars in particular I could easily have become one of those Joseph Lucas critics. You know the ones I mean, you hear them at club nights and swap meets making jokes about the Prince of Darkness and talking about the latest failure. But I am not! I actually think Lucas electrical components are pretty damn good.

The reality is that they were built to a price to the order of car manufacturers. Let me illustrate. The electrical gear on a Healey is standard BMC fare but a bit heavier. Most people know that BMC cars in the 50's had a Lucas RB106/2 regulator and if you look under the bonnet of a Morris Minor you will see the same RB106/2 regulator as the 100/4 and 100/6 right? Well no! Even though the regulator model number is the same the amperage rating is different with the Healey having a heavier RB106/2.

Another example is the switch gear on my much loved 1968 Rover P6B which we owned in the 1980's. The switches were beautiful Lucas items which could (when necessary) be dismantled by way of tiny screws so that you could clean the contacts and return them to working order.

And finally I would suggest that anytime you feel cranky with you Lucas equipment then go and work on an Alfa Romeo or Lancia. In the case of the Alfa, top quality Bosch equipment in the main but wired up

by the Italians to make any sort of fault diagnosis impossible.

The first project was the heater fan. A very straightforward strip down and I found that the biggest problem was that the Bakelite housing was smashed. AH Spares supplied reproduction housing at a good price. I stripped and cleaned all the components and made one new bearing in my lathe. These are spherical (shaped like a ball) to be self aligning and a bit tricky to make in the lathe but I thought about it a bit and came up with a solution. The only other issue was a very dirty and scored commutator which I cleaned up in the lathe. After cleaning everything and painting the metal bits I greased the bearings and reassembled and tested. I have always found that most old electric motors will fire up if the commutator is clean, the brushes have plenty of length and the motor bearings are in good condition. It is very rare to find burnt out armatures or motor windings.

Next I tackled the wiper motor and rack. This involved stripping down and removing 50 years of worn out grease and crud. Keep an eye out for the two shim washers (one under the gear wheel and one on the crosshead pin. There was nothing wrong with the bearings and brushes in this motor and I simply cleaned everything and regreased and assembled. You need to ensure you clean the geared rack and the wiper gear boxes thoroughly and check them for wear. Luckily mine still had grease in them and were in good condition. You can test the motor by connecting 12 volts to terminal 2 and an earth to the body. Then when you take a wire from terminal 1 and earth it the motor should run. Remove the earth and the wiper should then self park.

On the type of wiper motor we have in our Healey's the park position can be adjusted by moving the cap which sits over the large gear wheel. There is a little pimple on the outside of the cover. Turn the cover so this pip is furthest away from the crosshead and the wipers will park to the right and turn it so it is closest to the crosshead and the wipers will park to the left –simple.

For a little distraction from the constant grind of restoring Healey bits I took my 1973 Alfa Romeo 2000 GTV

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up to MacLean's Bridge at Lakeside. This car really is something else. Costing more in Australia than a Falcon GT and just less than a E type Jaguar it must have needed a real Alfa enthusiast to buy one in 1973 but it also must have been so far ahead of the rest of the pack! Every time I take it out I find myself with a smile on my face.



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There are currently no cars for sale within the AHOABC

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. **Please notify 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

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Contact **Neil Trelenberg** e-mail – 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

Austin Healey 2600 cc Engine

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

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

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

2012 Events

Sunday Nov 4th	London-Brighton Memorial Run. 9am registration Confederation Park , North foot of Willingdon
Wednesday Nov. 17th 7:00pm	<i>November Meeting ABC Country Restaurant 2350 Boundary Rd, Burnaby</i>
Saturday December 8th 6:00pm	<i>December Meeting, AGM and Christmas Party Brian and Carole Drab's home in Ladner</i>

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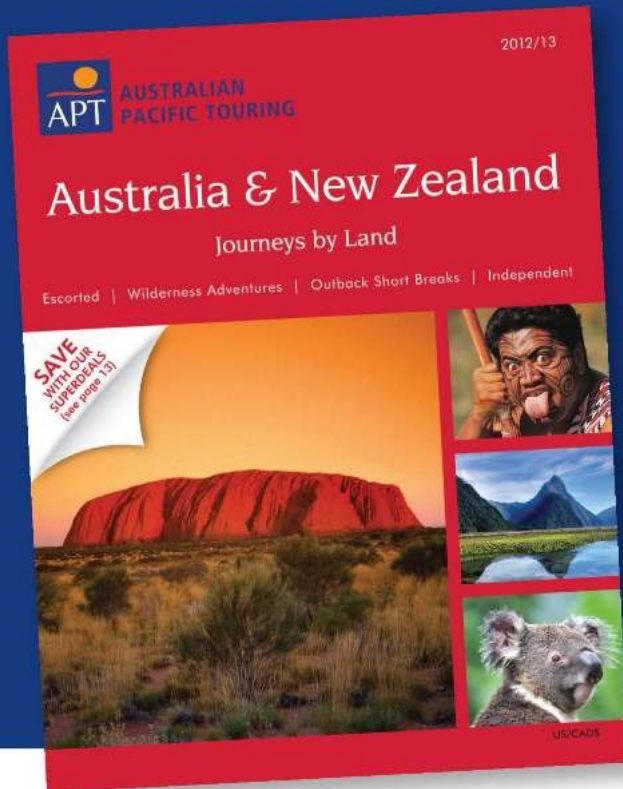


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NEXT MEETING

- Next Meeting -

Wednesday, November 21st - 7:00pm

ABC Country Restaurant,

2350 Boundary Rd

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604 293 1242

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

UPCOMING EVENTS OF NOTE

London- Brighton Memorial Run

Where: Rainbow Station, Confederation Park, Penzance Street and Willingdon Ave, Burnaby

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

Run Start: First car out at 10am.

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

Christmas Party and Annual General Meeting

Saturday - December 8th 6:00pm

Brian and Carole's Home - 5745 Admiral Lane, Ladner

Meal will be prepared by the host, guests bring a appy, salad or dessert.

Secret Santa again this year. \$15 upper limit.

BYOB

Bulletin to be sent out shortly