

Austin Healey



Austin Healey Owners Association of British Columbia



July 1976 - The very first edition of Wings



March 2011

Volume 37, No. 3

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

INDEX

EDITORS COMMENTS3

MINUTES AND PHOTOS OF FEB MEETING..... 3

IMPORTANT NOTICE.....5

THE END OF AN ERA.....6

2011 WEST COAST MEET.....7


SERVICE SHOP9


HISTORY OF WINGS.....9

NOTICES AND THANK YOU.....13

ETHYNOL IN FUEL.....15

VACUUM ADVANCE UNITS.....17

 CLASSIFIED ADS - PARTS.....18

 CLASSIFIED ADS - CARS.....19

RENDEZVOUS 2011.....21

ALL BRITISH FIELD MEET - 2011.....22

2011 LIST OF EVENTS.....25

NOTICES AND UPCOMING EVENTS.....26

Cover:

Cover of the first edition of Wings - story on page 8

PRESIDENT

John Elliott.....604 929 4553
jmelliott@suncor.com

VICE PRESIDENT

SECRETARY

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

TREASURER

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

MEMBERSHIP

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

EVENTS & INTER CLUB

Andy Jones604 228 0037
jonesandy@shaw.ca

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

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



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

COMPETITION

Ivan Lessner604 538 2713
ivan_lessner@telus.net

PARTS—Used

REGALIA

Adrian Percival604 857 8857
adrian@askadrian.ca

WINGS EDITOR

Brian Drab604 940 8676
bgdrab@eastlink.ca

LIBRARIAN

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

WEBMASTERS

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

MEETINGS:

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

EDITORS COMMENTS

You may wonder why this column, which is normally the Presidents Report column, is being done by me, the Wings editor. The answer is very simple, there is no President and there is no Vice President!

This state of affairs has existed since the AGM in December 2010, when John Elliot, the previous President concluded his second term. Tragically, our previous Vice President passed away while in office. At the AGM we should have elected a new President, Vice President, Secretary and Treasurer.

We managed to elect a Secretary - Michele Karatnyk, and our previous Treasurer agreed to stay on to manage the finances through the next years when we are hosting two large events, however no one had agreed to stand for the position of President or Vice President. Sarah Sanderson stepped up to the plate and agreed to take over the Presidents reins as long as we also had a Vice President.

To date no one as put their name forward to assume this position.

I completed my 9th year on the Executive and, as I also manage the Newsletter and the Website, felt I needed a bit of a break.

I have been in every executive position and can honestly say none is a time consuming, nail biting, decision making, stressful job. A club like this needs an executive just to function. All of the positions offer a great sense of satisfaction and the assistance and cooperation from other club members is always there.

We need new blood in the Executive to foster new ideas and look at things from a different perspective.

We have a lot of competent capable people in our membership and I would urge you all to look at assuming one of these positions and enjoying some very fruitful and rewarding experiences.

Brian Drab, Editor

New Member Welcome:

Ed and Susan Wilding. Ed & Susan live in North Van and have a 67 BJ8 in need of restoration.

MINUTES

OF THE



FEBRUARY MEETING

Monthly Meeting Wednesday Feb 9th

Chairing: John Elliott

Attendance & Introductions 17

Approval of Jan Minutes:
Published and approved

New Members in Attendance: 2
Ed & Susan Wilding, Ed has a '67 BJ8

Special Note: Our condolences to Lawrence and Kathy on the passing of Lawrence's sister Charlene.

Treasurers report:
Lawrence Robertson n/a

Membership: Kathy Welch n/a
Brian has Dues info for Ed & Susan, Michael De Wilde, and David Larrigan.
Chris Poole advised that John Swan's membership kit is very outstanding from mid last summer when John rejoined the club

Newsletter: Brian Drab
Club advised Brian to change the password effective March 1

Competition: Ivan Lessner n/a

Regalia: Adrian Percival
-Received additional inventory of the highly endorsed men's black club jackets which are wind & water proof, \$95.
-Confirmed we do not have any regalia items above and beyond what is featured on the website.
-Undertaking an inventory of existing merchandise with an eye to determining what will be required for both the 2011 NW and 2012 Rendezvous meets.
-Club noted that creating a special regalia item for the NW meets is not standard. Confirmed that regalia costs are increasing each year so concept direction is to source a couple higher end items for pre-ordering. -Confirmed it is hard to get nicely styled women's regalia.

Cont'd next page

Archival Librarian - Lawrence Robertson n/a

Outstanding task: club debated the unknown confirmation if new member Dave has notified the other clubs of our one mailbox location as agreed to during Oct meeting and concluded this is a non issue



Webmaster: - Brian Drab

Confirmation that the both the 2011 NW and 2012 Rendezvous meets are on the website

VP: -John Elliott

Refer to 2011 Executive section

Events: - Andy Jones

- Washington club has said they would welcome more of our club's participation in their events and if we had any ideas for events, they are open to them
- Karen Percival suggested a combined tour/picnic at the Hope area Othello Tunnels
- Re-discussed the following events:
 - VanDusen Botanical Gardens All British Field Meet: Saturday May 21
 - a swap meet will be located across the street at Eric Hamber school
 - the annual BBQ and May Meeting will be at Ivan's in White Rock
 - Run up to Whistler (coordinated by Colin @ Octagon): Sunday May 22
 - Rendezvous 2011 Vancouver Washington: Monday June 27 to Friday July 1

2011 NW Meet Squamish:- Andy Jones & Michele Karatnyk

Washington club advised they were having trouble registering and further investigation discovered

they found an alternate 800 number which took them to the hotel's parent company who weren't familiar with our room agreement

Hotel Room Reservation Method:

To secure the preferred room rate in the reserved block of rooms, you must book your room no later than Tuesday August 23.

After the 23rd, rooms will be on a space available basis at the regular rate. Contact the Reservation Department via any of the following methods and ensure you mention the Austin Healey Club.

1-877-815-0048, 1-604-815-0048 (long distance from Vancouver), 604-815-0049 (fax) or email:

info@executivesuitesgaribaldi.com

Solutioning the events information

Andy and Adrian discussing regalia

Confirmation that Chateau Whistler isn't accommodating parking enmass upon their pedestrian walkway; when Colin did it there was an insurance obligation in excess of \$1000; will approach Tourism Whistler for advice

Club inquired if the hotel will reserve an area for app 20 in the restaurant/bar for Thurs night for the early arrivers

Brian Drab inquired if there is a meet logo



2012 Rendezvous - Parksville: Don Manning & Brian Drab

Resolved extra costs outlined by Tign-Na-Mara Resort & Spa

Working on Press Release # 1

Require volunteers to assist

Confirmation asked Dan Ducette to develop the logo

Need to determine direction for award prizes

Confirmation there is a wide variety of room type

options

Unofficial Club Runs:- Michael De Wilde

Nothing in the works

2011 Executive:- John Elliott

Presidential Nominations

Sarah Sanderson has volunteered if the VP position can also be filled

As the VP position was not solidified during this meeting, John confirmed he can remain as acting President in the short interim until the end of April

Next Steps - Confirmations deferred until March meeting

New Business - Print Ads in Wings

Brian Drab received 2 inquiries from England & Ontario about the possibility of placing ads; this is an established practice in the Washington Cascade newsletter

Brian established various one time and yearly rates which the club approved

Club agreed that no vendor ads are to be upfront on the website, no website pop-ups and there should be an accompanying disclaimer to avoid any liability issues

Round Table: -

John Elliott - Asked if anyone had any ideas for future meeting locations

Michael De Wilde - said he will approach the new lodge at Cypress as a possible location for the June meeting

Adrian & Karen Percival - confirmed they will host a combined BBQ/July meeting on a weekend

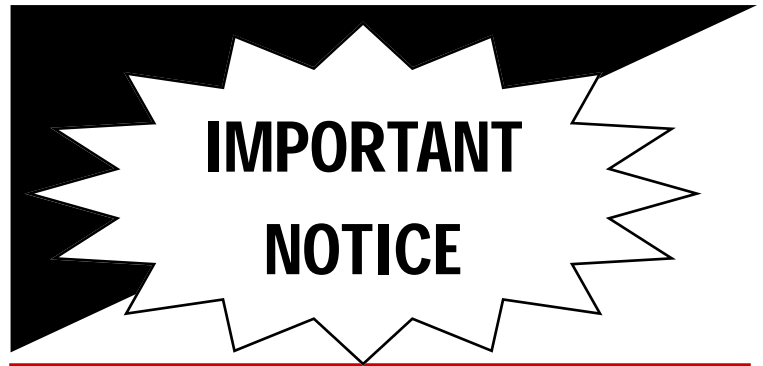
Brian Drab - Advised that British Vaccum in New Hampshire sells an exact replicate of the Lucas unit.

Received an inquiry if there is a 100M for sale

Next Meeting - Wednesday March 9 7pm

@ the Marina Side Grill, North Van

Ever wondered what would happen if you were in an accident while carrying that 25 gallon can of white paint home from Home Depot in your back seat? The ambulance driver that responded wouldn't let his female attendant out of their ambulance because she was laughing too hard. The insurance company wrote the car off.



NOTICE

Wings is the monthly publication of the Austin Healey Owners Association of British Columbia and is available, without charge, to members in good standing.

In April, we will be changing the password for Wings.. If you are not current in your membership, please contact Kathy at membership@healeys.ca to renew. The password is necessary to access the **Members Section** of the website which contains Wings as well as other club related information.

Current members will be advised of the new username and password in late March.



The End of an Era

On Friday February 25th and era came to an end. Colin Fitzgerald, who has run Octagon Motors since its inception in 1979 officially retired. The new owners held a retirement party for Colin at Octagon Motors on Venables St.

Colin and another enthusiast started Octagon Motors in 1979. Their aim was to provide a source for parts for MG owners. It must be remembered that this was before the present internet and online age where, virtually any part for any car is a keyboard away. In those days, parts were hard to locate and even harder to obtain. Colin's aim was to eliminate that void. To this end, they opened their business on West 2nd Ave. in Vancouver. They soon had to utilize a warehouse to store the parts necessary to feed their market.

In 1994 they moved to their present location on Vena-



Since 1994, Octagon has been a source of parts for the British sports car owner.

bles St, which includes both parts and a repair facility. The business expanded to include other British sports cars.

Colin has apparently acquired a Bentley which he will be restoring.

ON Friday a large crowd gathered at Octagon to help Colin celebrate his retirement. In the process every got to meet the new owners. Colin advised that his last day of work will be Tuesday March 1st, the last day of an era.

Our best wishes on your retirement Colin!




A large crowd was on hand to wish Colin off on his retirement



Colin explaining his plans for the future



Colin officially welcomes the new owners of Octagon



**THE AUSTIN HEALEY OWNERS ASSOCIATION OF BRITISH COLUMBIA
PRESENT THE
2011 WEST COAST MEET IN SQUAMISH,
B.C., CANADA**

MEET DATES: Friday September 23rd and Saturday September 24th

HOTEL: Executive Suites Garibaldi Springs Resort
40900 Tantalus Road, Squamish BC
1-877-815-0048

ROOM DETAILS:

40 rooms are reserved at a preferential rate.
5 Studio units @ \$119 per night, single or double occupancy
35 One Bedroom units @ \$129 per night, single or double occupancy
3 Two Bedroom units @ \$209 per night, single or double occupancy
Note: there is an additional charge of \$15/night for 3+ people in a room

ROOM RESERVATIONS:

To secure the preferred room rate, you must book your room no later than Tuesday August 23rd. After the 23rd, rooms will be on a space available basis at the regular rate.

If you wish to arrive early on Thursday September 22nd, there are rooms available to us on this date as well at the preferred rate.

Contact the Reservation Department via any of the following methods and **ensure you mention the Austin Healey Club**.

Phone: 1-877-815-0048 or 1-604-815-0048 (long distance from Vancouver)

Fax: 604-815-0049

Email ; info@executivesuitesgaribaldi.com

PARKING:

75 indoor spaces are available on first come first basis as well as exterior parking
Car wash facilities and equipment are available on site

PREVIEW HOTEL:

www.executivesuitesgaribaldi.com

PREVIEW RESTAURANT:

www.rockwells.ca

EVENTS:

Friday daytime registration

\$ TBD

Friday evening Meet and Greet

- hor d'oeuvres including 2 drink tickets, hosted by AHOABC

Saturday daytime run up to Whistler or tour local attractions

Saturday evening Banquet

\$35 per person all (no host bar)

QUESTIONS: Contact Michele Karatnyk and Andy Jones at mkaratnyk@gmail.com



Jan 31/2011



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.

The “If this doesn’t make you cry” Department



History of “WINGS”

The AHOABC was officially formed in 1974. The story is on the website under “About Us” (History)

In January 1975 the first Club Newsletter was written. It had an elegant title - Newsletter No. 1

It consisted of 3 small pages. The subsequent newsletters expanded somewhat to a full size document with an ever growing number of pages.

About the middle of 1975 the first mention of selecting a title for the newsletter appears. There are several pleas for more suggestions as the year progresses.

The October 1975 issue featured the first instance of the Club Crest on the front page. This issue was also printed on more sturdy stock and also had the first published photographs. The Title was still “Newsletter”.

November saw another call for a name for the newsletter.

In December more photos are printed and the first use of graphics appears.

In January 1976, a list of the names suggested to date is published. They include Western Wings and Wires, Wings and/or Wires, Healey Hustle, Healey Blues, Hassling Healeys, Spokes Folks, Spokes, Healey Herald, Healey Harangue, AH Monthly and ,finally, Wings.

At the April meeting, the club discussed the name they wanted. WINGS was selected and approved by a vote.

In July 1976 the first Issue of Wings was published or rather the name of the newsletter is changed to Wings. This issue also featured a photograph on the cover for the first time.

Several pages of that issue are reproduced on the following pages.

It is very interesting to note the emphasis placed on locating parts for a reasonable price. Several references are made to members taking trips to distant locales and coming back with a truck load of parts. At one point the question of selling parts to non-club members is brought and soundly defeated. In today’s world where the internet and aftermarket manufacturers has made the location of parts almost a routine job one forgets what it must have been like in the earlier days.

All of the 1975 newsletters and the 1976 newsletters and Wings issues and the 1977 issues of Wings have now been placed on the website in the archives. Take few moments and read a few of them. You will find that things were different then. You may even recognize yourself in some of the photos with the long hair style or the big bushy moustache. It truly is a trip down

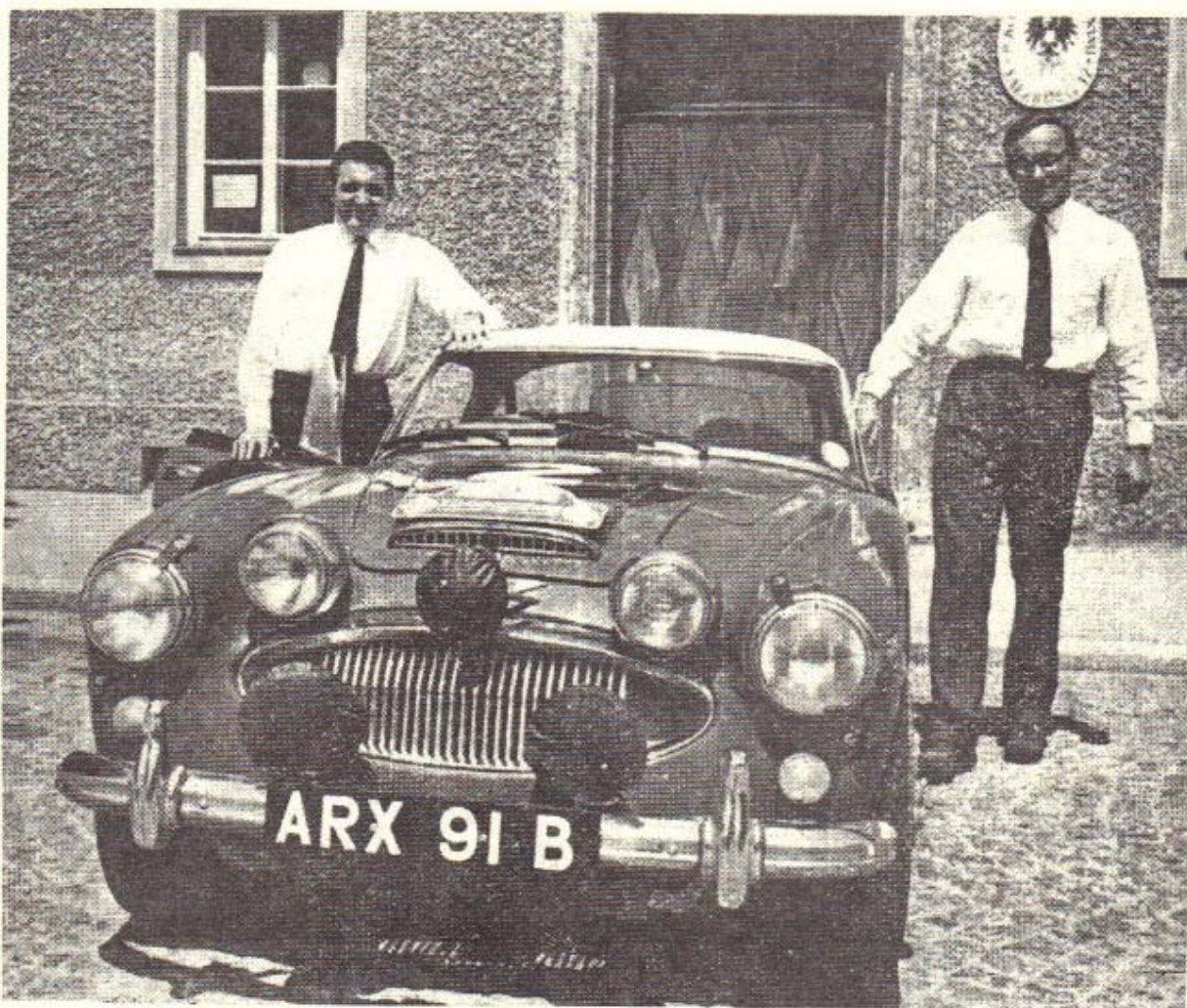


WINGS

Austin-Healey

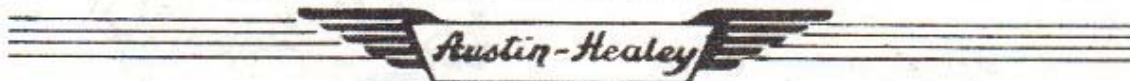
VOLUME II NUMBER 7

JULY 1976



Austin-Healey Owners Association of British Columbia
box 80274, s. burnaby, b. c. V5H 3X5 CANADA

Printed and published monthly in Vancouver, B.C. by the Austin-Healey Owners' Association of British Columbia
Please direct all enquiries to 207-10181-149th Street, Surrey, B. C. V3R 6A1



RICK REGAN 581-4753
President

JOHN SWANN 937-7804
Vice-President

GLEN COOPER 434-8233
Treasurer

DAVE BIRCHALL 271-1070
Secretary



524-2972 DOUG JINKERSON
Tour Director

879-1283 GREG LOW
Social Director

261-3566 MIKE DEKOVEN
Parts Manager

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

Editorial

You will notice quite a few differences in your newsletter this month. We've started using the official title "Wings" which was chosen by the membership several months ago. We have a picture on the cover at last and the layout is different.

These changes could only indicate one thing; the inevitable has happened and Adrienne is no longer able to produce the newsletter. I say produce because that is what she was doing for several months - all on her own.

Your new editors are now Rick and myself.

The accent of this month's "Wings" is toward the coming "Healey Meet West" in Eureka. Kevin Faughnan, who is organizing the Meet tells me he has 100 reservations already. That's for cars not people so there should be over 200 people there! Last year the Meet, the first, was held in Grants Pass and a group of us made the run. It was a wonderful weekend spent with fellow enthusiasts and on that occasion there were only thirty

Healeys.

with Donald Healey as the Guest-of-Honour for the Eureka meet it will be an occasion to remember for years ahead; be there if you possibly can!

Dave Birchall

"I think he'd show more interest in me if I was fitted with an overhead camshaft . . ."



TOGG WILSON-

COVER PHOTO

Paddy Hopkirk and Henry Lidden and the works 3000 with which they won the Austrian Alpine Rally outright in 1964.

- MEETINGS: SECOND WEDNESDAY OF EACH MONTH, 8:00 P.M., GRANDVIEW COMMUNITY CENTRE, 3350 VICTORIA DRIVE, VANCOUVER, B.C.
- NEXT MEETING: AUGUST 11, 1976
- DUES - MEMBERSHIP: \$20.00 PER YEAR, JANUARY - DECEMBER. (PERSONS JOINING MID-YEAR RECEIVE ALL NEWSLETTERS, ETC. RETROACTIVE TO JANUARY)
- ASSOCIATE MEMBERSHIP: \$10.00 PER YEAR, JANUARY - DECEMBER. (PERSONS JOINING MID-YEAR WILL RECEIVE NEWSLETTERS RETROACTIVE TO JANUARY)

general meeting

The July general meeting opened with the announcement that several of the "Bring Back The Big Healey" posters from New Zealand had arrived and were available from John Swann at \$4.00 each.

Rick announced that he has received some carburettor parts diagrams from England, however, since he only has one of each type the Executive have yet to decide what to do with these sheets.

We discussed the possibility of the Club putting on a display of Healeys at the P.N.E. Auto Show early next year. British Leyland dealers seem to be favourable toward giving us space so all we need now are good, clean cars to display.

The Executive has been discussing the possibility of displaying Healeys in shopping malls and libraries etc. The Austin Healey Association of Southern California get \$10.00 per car per day for displaying their cars in malls.

Rick announced that official photos of competition Healeys have arrived from England. Hopefully, these will be published in the newsletter in the near future.

The discussion next centred around the possibility of having an official club jacket. It was decided to check on prices before making a decision and any member who has any suggestions should contact one of the Executive.

The Lucas PL700 headlights that Stewart Davey had a line on have since all been sold to the Jag-MG Club. John Swann said he would check with them to see if they would sell to any of our members. These headlights were not original equipment on Healeys but they were a period accessory and certainly look nice.

Ian Williams, an Australian Healey enthusiast, paid a visit to Vancouver recently and met several club members at John Swann's place. Vancouverites were surprised to hear of rebuilt shock absorbers for \$88.00 each exchange in Australia.



The Australians don't have a parts centre and Ian was impressed to hear of ours.

The sad announcement was made that Adrienne will not be producing the newsletters anymore. Apparently she is very busy with Brian's business and this, coupled with her move to Vancouver Island has made the job of newsletter editor too difficult to continue.

The Club's first open air activity of the year (in late July!) was announced. This will be a picnic/barbeque at Rick's parents' cabin 18 miles east of Mission. Members were advised to bring their own Hibachis and of course, booze and food. A suggestion that the Club provide wine free to the members at the barbeque was rejected, however, the possibility of holding a raffle was discussed.

Rick suggested that the Club have a yearly meeting that would include a formal dinner. The Chicago Club took a whole motel for their yearly meeting. The Harrison Hot Springs was suggested for ours now all we need is a couple to get married at the same time...

Club member Gordon Lloyd was thanked for his helping the Club to locate a large number of used Healey parts which the Club has now bought for \$100 plus \$69 for transportation.

Gordon wants to organize a regular meeting of Healey owners on Vancouver Island and this sounded like a great idea.

The Associate member's fee has until now been \$10 per year. But, a cost analysis of the newsletter has shown that this figure is too low. Consequently, a motion was asked for, and passed, raising the Associate member's fee to \$15 per year. The vote was unanimous since none of the Associate members were present!

CONT'D

GENERAL MEETING CONTD . .

A club parts store was discussed next, or rather the lack of one. We have been offered a barn in Surrey at the ridiculously low rent of \$25 per month. Since this barn is two stories (or will be) it would also serve as a clubhouse as it has simple parking on a large concrete area.

A motion was proposed and passed that we rent this barn at \$25 per month. The Club now needs volunteers to help renovate the barn. The sooner it is done, the sooner we will have a permanent home.

Mike Dekoven, our parts manager, asked if parts could be sold to non-members. The answer was definitely NO. It is against our own interests and contravenes the Societies Act, under which we operate. Also the part wanted was a rear fender and since these are very rare it would not be wise to sell them to a non-member.

Jim Warry suggested that we should try to arrange activities in conjunction with other clubs, the Jag-MG Club for instance. Sounds like a great idea Jim, I'll come and watch.

Some parts from Southern Carburetters of Wimbledon, England were passed around next; these included rocker panels at \$20 each and striker plates at \$10 each. The quality of the parts is excellent and Southern Carburetters' prices are probably the lowest anywhere.

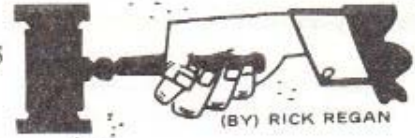
As the meeting adjourned to the "Eldorado"-crowded as usual- we thought how nice it will be when we have our own clubhouse.

DJB

moving?

To ensure you keep receiving your newsletter, make sure we have your new address if you are moving.

PRESIDENT'S CORNER



It is with regret that I have accepted the resignation of Adrienne Clyne as our editor. Commencing with this issue, Dave Birchall and myself will attempt, together, to maintain the excellent standards that Adrienne has set. At the same time, we will be incorporating a few of our own ideas which we hope will add even more to the interest of the contents of "Wings". We hope you will like the results.

Last month I talked about Austin-Healey colour scheme and trim colour evolution. I also mentioned some exceptions to the general combinations used but did not give the whole range.

CONTD



Vancouver's newest small car accessory center

IMPORTED MOTORING ACCESSORIES



CIBIE LIGHTS



KONI SHOCKS - PIRELLI TIRES

ANSA EXHAUST SYSTEMS



VEGLIA BORGLETTI INSTRUMENTS

FORMULING FRANCE STEERING WHEELS

AND MORE!

Accessories are not a side-line with us.

WE SPECIALIZE

DROP IN AND SEE US - YOU'LL BE IMPRESSED.

10% Off to Austin-Healey Owners Assoc. of B.C. Members

(604) 736-2484

3361 West Broadway, Vancouver, B.C. V6R 2B1

Rendezvous 2011 - Request for assistance

Cascade Healey Club is hosting the Rendezvous 11 in Vancouver Washington, June 27th through July 1st 2011, and we have some great things in store for you. One of the favorite events is the Auction, and the main ingredient in the auction is the wide and wonderful variety of items that are available to bid on.

Historical memorabilia, print items, Healey parts and accessories, gift certificates from our favorite vendors, and the very popular custom made- one of a kind crafts that reflect our love for these cars.

Laurie and I want to make this auction the very best for you, so here is your chance to get creative and find or make something for the event.

Pull one of those Healey heirloom pieces out and share it! Get into the sewing room and create one of your specialties. Recycle some of your good Healey spare parts. Solicit an item from your place of business.

Remember, besides the fun of seeing your item on display during the week, the proceeds go to help pay for the club's expenses in putting on the meet for you.

It's so true; if you get involved, you will enjoy the auction even more!

Please contact Steve and Laurie Day at [:britishcarranch@hotmail.com](mailto:britishcarranch@hotmail.com) , or 509-662-5374, we would love to hear of your contribution!

Auction chairpersons Steve and Laurie Day

From Dwight Jones,

Cascade Austin Healey Club (Washington)

Why not make 2011 a double header.

After attending Rendezvous in Vancouver let's go on to Conclave in Colorado Springs. Picture the Conclave car show at the Air Force Academy on the 4th of July!

I have information on shipping our Healeys from Vancouver to Colorado Springs, a great way to save wear and tear on our cars AND our bodies, via Passport Transport (see Gary Anderson's article on page 33 in the October-November issue of Austin Healey Magazine).

If interested, please contact me at

dwrightbj8@msn.com <<mailto:dwrightbj8@msn.com>>

or 509-545-9735.

Thanks, Dwight Jones Cascade AHC

For Information on Conclave, go to:

<https://sites.google.com/a/healeyclub.org/conclave-2011/>

THANK YOU

Recently a plea was inserted in Wings for anyone with early copies of WINGS that would be available to be copied and used to fill in the empty spots in our Archives.

Doug Sturrock has come up with the very first and subsequent issues of the newsletter including the first actual issue of Wings. In the coming months you will be able to read these issues. They make for interesting reading and one soon realizes how much to world of Austin Healeys and in fact all types of collector cars has changed. In days gone by, locating parts for your vintage Healey was a difficult, often frustrating experience. Any parts that were located, whether needed or not, were snapped up and the word was put out that they were available. Now, with the internet and the abundance of off shore manufacturers, parts are readily available. Their quality may be questionable and NOS (new old stock) parts are cherished.

Reading these old issues makes one very aware how much things have changed.

Thanks very much Doug!

2011

This year we will experience 4 unusual dates.... 1/1/11, 1/11/11, 11/1/11, 11/11/11

The only trouble
with retirement...
you never get a damn day off!



I'M RETIRED
I was tired yesterday.
I'm tired again today.

ETHANOL IN OUR FUEL

Steve Day is a member of the Cascade Austin Healey Club and operates the "Ranch" in Wenatchee, WA:

One of the services he offers is winter storage of Austin Healeys.

In one of the Moss Motors magazine we all get, it talks about ethanol in our fuel, how bad it is, what damage it does, and what to do. It's a good piece, and here are my thoughts added to it.

For those of us with British cars, ethanol is really annoying "progress".

Ethanol attracts water from the atmosphere, depositing it in the fuel tank.

Ethanol has a fast aging effect on some compounds of rubber, turning them brittle. The rubber in an old British car is not resistant to it as is the newer formulations in cars. Like, fuel hoses and carb. parts.

It also acts as a cleaning solvent, and releases any dirt/corrosion accumulations anywhere in the system. Which of course, winds up at the needle and seat in the float bowl, causing overflow .

On top of that, today's fuel with ethanol doesn't stay stable for as long as plain fuel used to. Some say 30 days, others say 60 days, in that short time, it separates AND loses its octane numbers, then turning into a sludgy, unburnable mess in the bottom of the tank. The sludge plugs everything up, the water rusts the tank.

ALL fuel sold in Washington and most of the USA has 10% ethanol in it.

Ok, Ok, there are a few isolated "cardtroll" stations, with plain fuel being sold.....but not for long. Many of the stations have neglected to change their "MAY CONTAIN UP TO 10% ETHANOL" signs, to the truthful, "ALL FUEL CONTAINS 10% ETHANOL". If your gas pump has one of these warnings on it, you share the problem. If not, you only have to worry when you travel to the lower 48.

Oh, did I mention that "they" are reducing the octane rating available, soon. It will go from the current 92, to 91. Seattle has a lot of 91 stations, Wenatchee has 1 already.

Here at the Ranch, I put together a plan to stay on top of the trouble it will cause, especially since I have

many beautiful British cars from November until May: plenty of time for ethanol to cause its` trouble! You could easily adapt this at home:

Step 1.

On arrival, each car gets the proper dose of Stabil gas preservative, (see label) added to the tank, agitated and driven to mix it up and let it reach the carb float bowls. Any fuel you add, that you don't intend to burn up in , say 45 days, should be treated. If you want to be better than safe, treat every tank-full.



Step 2.

Every 3-5 months, I test for the presence of water in the tank, with the chemical Moss sells, "Water Probe Indicator" 220-362. It is a thick gel, placed on the end of a clean dowel and inserted through the gas filler neck, to touch the bottom of the tank. . It turns red in the presence of water.



Step 3.

If tests show water is in the tank from ethanol separation, I add an emulsifier and agitate, this returns the separated fuel back to a burnable mixture, Moss product "E-Zorb", 220-355 and add an octane booster to revitalize the octane reading, like Bardahl Instead-O-Lead.



Step 4.

Check the fuel filters, and change if necessary. You do have a quality fuel filter in your system, don't you?!

Observe fuel system for early signs of leaks from decaying rubber parts.

In talking to the Stabil factory chemist, the Stabil additive protects the fuel for up to 12 months in normal humidity, so, even in a high humidity area, that should be 6 months! That includes preventing separation, water attraction, octane protection, and rubber protection.

To monitor that, as mentioned, I check for moisture eve-

ry 3 months, so if a problem is brewing, I can correct it before it takes over.

Recently, after a 3 month storage time, I checked each car in my parking area for moisture, none was found. Each one was started and warmed up, and no problems were found from either fuel deterioration or rubber decay.

Steve Day
British Car Ranch
britishcarranch@hotmail.com

Vacuum Advance Units

While trying to locate a proper vacuum advance unit for my car (a 67 BJ8), I happened upon a website of a company that manufactures new, to factory specifications, British vacuum advance units. I contacted the proprietor, Rob Medynski and spoke at length to him. I learned a lot in that conversation, some which confirmed what I already suspected and some new. The most important thing I learned is that there is no "one size fits all" vacuum advance unit. Each car has its own requirements and the Lucas built the units for that car. A unit that will physically fit but is manufactured for a 4 cylinder, 1/2 the size engine will not have the same characteristics as my car. This company builds the units to duplicate the factory specifications'

The following article by Rob was written by him for British Marque magazine.

Brian Drab

I still help various British repair shops when they need assistance in engine rebuilds and problem engine running conditions. Many of the customer concerns I have heard include a lack of power, running hot, possible replacement of radiator, engine rebuild or extra power modifications. Most owners are expecting a large expense but often customers are thrilled with the difference in performance and cost, once the distributor is cleaned, and a new unit is replaced. What I often find is a frozen distributor mechanical advance and/or an old original stiff, leaky or a completely wrong vacuum advance unit. I have had requests for new units to find out the unit in their distributor was completely incorrect, either too much advance or not enough. Just cleaning, lubricating and checking, or replacing the

vacuum unit has made a significant difference in performance.

I would like to bring to your attention that there are thousands of older antique and classic British vehicles under restoration, restored and/or still driven on the road today. Over the years, essential parts have dried up becoming NLS (no longer supplied) or have been superseded to non-original and at best, close in operation to the original equipment. This is the case with the



Lucas distributor vacuum advance unit; a very important and essential piece of equipment added to the ignition system to enhance performance, mileage, and operation temperature. Most of the early vacuum advance units, so called hex units, manufactured through the 1940s to the early 1960s have completely dried up or have been superseded to a limited number of, at best, a "close match in operation", hose connection, cup chamber units. Units produced from the early 1960s through 1967 with the cup chamber, threaded vacuum connection have been superseded to units, again limited to close to their original operation specifications, supplied with only the hose type connection. This is the case with most suppliers when ordering a new replacement unit.

The 3-digit code stamped on a unit specifies in lbs of mercury, when the vacuum advance starts, the lbs of mercury to achieve total advance and the total degrees the vacuum unit advances. In most cases, people are unaware a unit with 12 degrees of advance is a total of 24 degrees of additional vacuum ignition timing advance at the crank shaft. This makes a significant difference in performance when an old unit is stiff and dried up, has a leaky diaphragm or has been replaced with the wrong unit.

Not only did just about every vehicle manufacturer have a unique unit to their make and model, most had several different in coded units for the year, make and even model type, depending on the many different engine options. An example is the 1961 Jaguar XK150. Depending on the many engine options, the XK150 was available with a compression ratio of 7:1, 8:1, 9:1, 8:1 3.8 litre, 9:1 3.8 litre, XK 150 S type, 8:1 3.4 litre, 9:1 3.4 litre and a 9:1 3.8 litre. The many different options called for 6 different distributor vacuum units in 1961 alone.

We not only produce units as they were originally supplied to the British Auto industry as vehicles ran off the assembly line, British Vacuum Unit manufactures units in the many different limited versions such as the first of a newly introduced early hex unit supplied by Lucas with brass vacuum cap, stamped code or part number only. These units were not available over the counter when an original replacement unit was needed back when the vehicle was still new. The majority of hex chamber units were manufactured with stamped part number and code on an aluminum vacuum cap.

British Vacuum Unit manufactures the most authentic vintage Lucas replacement vacuum unit available and the only manufacturer of early hex units in the world. It is an ongoing task researching the many different Lucas catalogs. In many cases, the catalog printed the year of the vehicle must be referenced to accurately find the correct unit part number or the following year; the unit may have already been superseded. An example is the early Jaguar XKE with distributor 40617. Early cars were produced with a 54410415. Unusual because this is an 8 digit later number used on an early style hex unit. Our samples of this unit have the stamped part number only.

British Vacuum Unit manufactures all early original Lucas distributor vacuum advance units, detailed in appearance, operation and with the proper heavier zinc-aluminum early casting and larger print or later lighter style casting with smaller print, stamped part number and code. British Vacuum Unit stocks most units and can manufacture any unit by request usually within 24 hours for fast delivery.



If you have interest in publishing an article about this subject, you may use this information, change or contact me for any additional information. This of course may not only boost our sales, but more importantly, because of my dedication to British cars and their owners, help keep the many British car owners who still drive their vehicles on the road, running at their best.

Thanks,
Rob Medynski

British Vacuum Unit
112 Briar Bush Road
Canterbury, N.H. 03224



The OPP are cracking down on speeders heading into Toronto.

For the first offense, they give you 2 Maple leaf tickets.

If you get stopped a second time, they make you use them.



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 Shroud 100/6 and 3000 4 seat roadsters (BN4 & BT7) - excellent cond. \$ 600.00 obo
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: Roll bar for Bug Eye Sprite. Prefer black. Ideally 2 hoop roll bars but will take single full roll bar.
Contact Kathy or Brian at 604-532-1220 or kj_hahn@telus.net

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

1967 Austin Healey 3000 Mk 3

Extensively re furnished over the years, culminating in a complete engine re build 500 miles ago. This is one of the very last Austin Healeys ever made.

Some of the work includes, New interior, Rebuilt powder coated suspension , Stainless brake pistons in rebuilt calipers, Re-cored radiator, New water pump, Michelin tires, 72 spoke Dayton Chrome wheels, Rebuilt shocks and much more.

This car is locally a multi award winner and is now regretfully for sale. The car has an extensive documented history, Heritage Certificate, original California registration and plates, and includes workshop manuals and spares.



\$42500 Cdn

For more information, please call Andy at andyturner@shaw.ca

Cont'd next page

1958 A-H Project Very early production BN6

- Not running, big project
- Frame is rusty, shot, can't be used
- Comes with donor BT7 Chassis/Frame, with rear end and front end parts in good condition, will need some older restoration repairs redone
- Spare rear Fenders, front shroud, windshield, plus other items
- 3000 twin HD6 Carbs, Sideshift trans in pieces but complete.
engine is not seized but will need a rebuild
- Project is mostly complete
- Clear Canadian, British Columbia Title in my name, no issues like Salvage or Rebuilt
- Both front drum and disk brakes
- Both donor and the BN6 are on wheels and roll
- The Healey is in Vancouver, BC, Canada
- \$10500 CAD

Kenny Geatros - geatros@shaw.ca

If you are a club member and interested in selling your car, please contact editor@healeys.ca Classifieds are free to club members and available to non club members at a very reasonable rate.

We have had excellent success with these listings and in the past year virtually all cars listed have been sold.

The Good Olde Days
Circa 1957

The new
Austin-Healey 100-Six


Setting
the Pace
for '57...



The Austin-Healey holds every Class D speed and endurance record from one to three thousand miles


Every new Austin-Healey 100-Six carries a TWELVE MONTHS' WARRANTY on parts

Rendezvous 2011 - Vancouver Washington . This looks like it will be a great week! Book now and don't be disappointed.




Rocking '50s & '60's

Rendezvous
June 27 - July 1
2011
Vancouver, Washington




Rendezvous
June 27 - July 1
2011
Vancouver, Washington



THE HEATHMAN LODGE

Vancouver, Washington




Proud to partner and host

Rendezvous June 27 - July 1 2011

Special Rates Offered at: Business Level \$99.00* (limited availability) Deluxe Level \$89.00

A relaxing, rustic getaway in Vancouver, Washington. The Heathman Lodge delivers a tranquil, mountain-like retreat brimming with Northwest ambiance and all the amenities you need to get down to business or vacation. Experience a charming artisanal lodge that allows you to escape the world while remaining connected.

- 182 Guestrooms, including 20 Suites
- 10,000 sq. ft. of Banquet Space
- Hudson's Bar & Grill 4 Star Restaurant onsite
- Offering Tempur-pedic or Spring Air Mattresses
- Business Level includes Continental Breakfast Daily and Hosted Evening Reception Monday-Thursday
- Indoor Pool, Jacuzzi, Sauna and Fitness Room
- Complimentary Parking
- Complimentary Wireless Internet
- Airport Shuttle Available to Portland International Airport
- Close Proximity to Shopping at Vancouver Mall, Restaurants and Outdoor Activities



7801 NE Greenwood Drive ■ Vancouver, Washington 98662
Free (888) 475-3100 ■ (360) 254-3100 ■ www.heathmanlodge.com

Make your selection and we'll take you for a spin

Rock 'n Roll

Join the Fun




Don't miss seeing the Streamliner all the way from Australia and hear Steve Pike talk about his upcoming attempt at a new speed record at the Bonneville Salt Flats in 2011.



Tour of the Columbia River and take a two-hour boat ride on the Sternwheeler led by Lois Buhman.



Tour famous Mt. St. Helens back roads. They are paved with lots of curves—just what Healey drivers love. Phil and Beckie Daniels will be the tour leaders.



History buffs will want to visit Fort Vancouver.



Enjoy a tea party with other Healey ladies.



Play Texas Hold'em Poker or Bunko.

Rendezvous Activity Highlights

Event Schedule

Monday, June 27
Registration 12:00-8:00pm
Regalia open 12:00-8:00pm
Silent Auction 12:00-8:00pm
Welcome Reception 6:00-8:00pm
Healey Streamliner on Display
Car Wash open all day

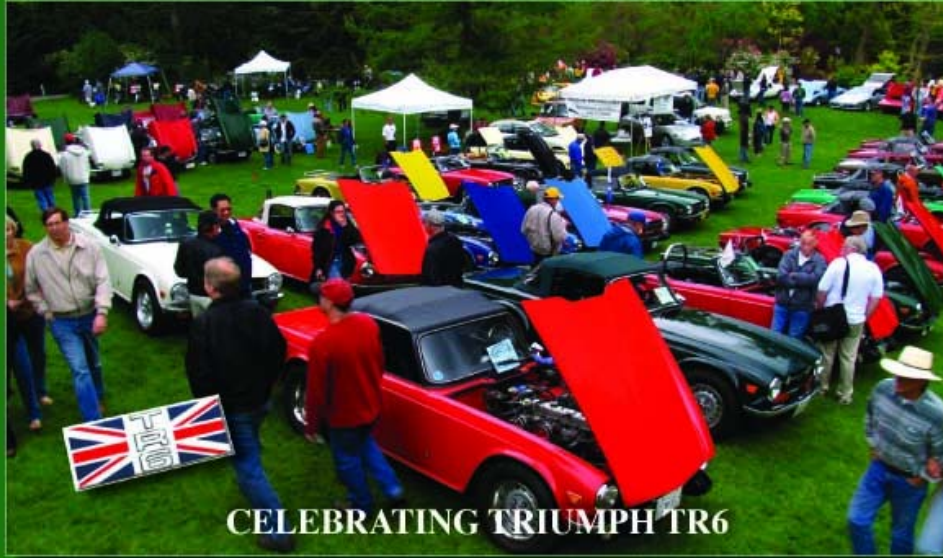
Tuesday, June 28
Popular Car Show 10:00-2:00pm
Picnic Lunch at Car Show 12:00 noon
Tech Session 4:00-5:00pm
Ladies Tech Session 4:00-5:00pm
Silent Auction 4:00-5:00pm
Poker/Bunko (no host bar) 7:00-9:00pm
Car Wash open all day
Dinner on your own

Wednesday, June 29
Concours Judging 8:00am
Mt. St. Helens Tour 9:00-3:30pm
Self Guided Tour or leisure time
Tech Session 2:00-3:00pm
Ladies Tea 2:00-3:00pm
Best of Show Voting 3:00-5:00pm
Silent Auction 4:00-5:00pm
Live Auction 7:00pm
Car Wash open all day
Dinner on your own

Thursday, June 30
Tour or self-guided Options 9:00-4:00pm
Sternwheeler Boat Cruise 11:00-4:00pm
Closing Banquet
Rear View Memories 5:00pm
Dinner 6:30pm
Entertainment Following Dinner until 10:00pm

Friday, July 1
Goodbyes and Safe Journey Home

THE GREATEST SHOW ON BRITISH WHEELS



CELEBRATING TRIUMPH TR6

2011
All British Field Meet
SATURDAY, MAY 21
VANDUSEN GARDEN 37TH & OAK
WWW.WESTERNDRIVER.COM/ABFM
WIN A TRIP FOR TWO!



Paying Tribute to
Rover
(pre-1987)
&
Triumph
BONNEVILLE
Motorcycles



Register your Classic Car or Motorcycle today!

RECEPTION Friday May 20, 2011

SHOW Saturday May 21, 2011

TOUR Sunday May 22-25

Please note: After the ABFM, the annual club Meeting and BBQ will be held at Ivan Lessner's place in White Rock. This location is close to the border for our American friends who wish to attend and there is a nearby hotel for those wanting to stay overnight and head home the next morning. Ivan's address and instructions will be made available closer to the event.

Vancouver All British Run
May 21st, 2011



Vancouver, B.C. One of Vancouver's longest running premiere classic car tours, the two -day Vancouver–Whistler All British Run, will become a feature of the internationally renowned Vancouver All British Field Meet weekend that is held each year on the May Victoria Day long weekend at Vancouver's VanDusen Botanical Garden.

The Vancouver-Whistler All British Run's founder and chief organizer, Colin Fitzgerald, has been a major supporter of both events since their inceptions and believes that they will be complementary.

“After 18 years, Ayreon and I look forward to this new format which will offer an additional three-day optional tour route beyond Whistler for those entrants who enjoy a longer driving experience on some of the world's most scenic roads,” said Fitzgerald. “I am pleased to work with our long-time Vancouver All British Field Meet friends to make this driving feature a success for both local and visiting British classic car enthusiasts.”

The 2011 tour will be flagged off the day following the ABFM Show on Sunday May 22nd from its traditional starting venue at the Northshore Auto Mall for the first stage of the tour along the Sea To Sky Highway to the Olympic city of Whistler. Entrants will have the option of continuing on three additional stages through the Okanagan and returning to Vancouver May 25 or returning after stage one to Vancouver at their will. Entrants from Alberta and the B.C. Interior will be free to join in with tour cars on their homeward bound route where they coincide.

“For our out-of-town entrants who have been asking for a driving component to the Vancouver ABFM car show this tour option is the perfect fit,” said Patrick Stewart ABFM co-chair. “Joan and I are very pleased to join forces with Colin's experienced team and I know that our combined experience will ensure a smooth transition.”

Details of the 2011 Vancouver-Whistler –Okanagan All British Run including route map, schedule and costs will be released Fall 2010 and posted at www.westerndriver.com/abfm. All previous entrants will be notified.

The 2011 All British Field Meet on May 21 at VanDusen Botanical Gardens,
Vancouver, Canada

More events and more fun for Canada's Biggest British Classic Car Show

The Greatest Show on British Wheels began in 1985. Since those early days 26 years ago, the Show has grown to become the largest in Canada and the Pacific Northwest, overflowing the Garden with some 600-plus classic cars and motorcycles and more than 6,000 people in attendance.

The 2011 event is shaping up to be a very special celebration of classic, British-built and designed motorcars and motorcycles, with some fresh new features to rev up the interests of both enthusiasts and participants.

New homes for classics

The Friday night welcome banquet and silent auction tradition continues and for those owners and buyers looking to sell or acquire a classic car or motorcycle the new Classics for Blood Car Corral will be of interest. This venue is conveniently located across Oak street from VanDusen Garden venue in the Parkade of the Canadian Blood Services (CBS) building, where buyers and sellers can gather to kick tires and bargain all day Saturday May 21. Part proceeds from owners' registration fees will be donated to the CBS.

Take the tour

On Sunday May 22, the day after the ABFM Car Show & Car Corral, enthusiasts who enjoy driving their classics will have the option of a one-day All British Run Vancouver to Whistler or a four-day Vancouver-Whistler-Okanagan Tour. Advance registration for these driving events is required. Details are available at the All British Tour home page [here](#).

Special Recognition for Triumph and Rover

Owners of Triumph TR6 sports cars and all pre-1987 Rover marque cars will be singled out for special attention as these marques have been selected as the Featured Marques for 2011. In two-wheel class, all Triumph Bonneville motorcycles will also be honoured.

Between 1969 and 1976, 91,850 TR6s were built, with 77,938 exported to the US and Canada. The 150hp straight-six engine's clean classic lines and affordability contributed to the huge following that this classic enjoys today. A record showing from Pacific Northwest owners is anticipated on the Great Lawn at VanDusen. What a sight it should be!

The Rover brand, on the other hand, dates back 107 years to 1904 when the first Rover 8 was produced. In the 1930s, the Rover name gained a reputation for "careful design, elegant styling and quality manufacturing," putting them in the forefront of Britain's car market. After the War, export began to North America with the P series models being the most successful of the classic-era cars. The Rover brand is now owned by Tata Motors of India, after previous ownership with major manufacturers Ford, BMW, Honda, British Leyland and Shanghai Automotive Industries Corp., to name the majors. It should be very interesting to see how many models of this famous marque grace the Great Lawn at VanDusen at the 2011 event. Spread the word to Rover owners!

If you own a British-built vehicle or motorcycle, we hope you will join the fun and help to stir up bygone memories of the golden age of motoring by displaying it with fellow owners at VanDusen ABFM May 21, 2011. The annual walk down memory lane takes place every Victoria Day Saturday (May 21, 2011) on the beautiful lawns of VanDusen Garden. It is produced by the Olde British Classic Car Society (OBCCS), which encourages the understanding, appreciation and preservation of classic cars, vehicles and motorcycles for the enjoyment of their owners and the general public. The All British Field Meet, The All British Classic Car Tour (ABCCT) and the Classics for Blood Car Corral (CBCC) are organized by OBCCS and are part of the May 21 Victoria day weekend celebration organized by the OBCCS.

For more information please contact Patrick or Joan Stewart at (604) 736-6754

jestewart@westerndriver.com/abfm www.westerndriver.com/abfm

2011 EVENTS

Date	Event
March 9 2011 Wed.	Monthly Meeting
	<i>Wed March 9th 7:00pm Marinaside Grill</i>
April	Monthly Meeting
	<i>Date and time to be announced</i>
May 21st	All British Field Meet - VanDusen Gardens
	Saturday May 21 st info and application at: www.westerndriver.com <i>click on All British Field Meet</i> <i>Also the see : All British Tour - Tour BC after the ABFM</i>
May 21st	Monthly Meeting and Annual BBQ at Ivan Lessner's- White Rock
	<i>Saturday 3:30pm after the ABFM</i>
June	Monthly Meeting
June 27 th - July 1st	2011 Rendezvous - Vancouver Washington
	<i>Monday June 27th to Friday July 1st Full details at: http://cascadeahc.homestead.com/Rendezvous.html</i>
July	Monthly Meeting
	<i>Date and time to be announced</i>
August	Monthly Meeting
	<i>Date and time to be announced</i>
September	Monthly Meeting
	<i>Date and time to be announced</i>
September 23 rd - 25 th	North West Meet - Squamish B.C.
	<i>Friday Sept. 23rd to Sun Sept 25th At Squamish Info in Wings and on the website For further info : nwmeet2011@healeys.ca</i>
October	Monthly Meeting
	<i>Date and time to be announced</i>
November	Monthly Meeting
	<i>Date and time to be announced</i>
December	Monthly Meeting (AGM) and Christmas Party
	<i>Date and time to be announced</i>

NEXT MEETING

7:00pm, Wednesday March 9th, 2011

Marinaside Grill, North Vancouver

UPCOMING EVENTS OF NOTE



The 2011 Austin Healey Rendezvous will be held June 27 – July 1 at the Heathman Lodge in Vancouver, Washington www.heathmanlodge.com and is hosted by the Cascade Austin Healey Club of Washington.

Further information and registration forms are available at www.cascadeahc.homestead.com.

Many fun activities are planned including a welcome reception, car show and popular choice judging, best of show judging, concours judging, tech sessions, silent and live auctions, ladies tea, Texas Hold'em poker, bunko, rally, guided and self-guided tours, closing banquet and "Rear View Memories" with entertainment.

Steve Pike from Australia plans to attend and bring his Streamliner replica to the meet. Plans are to have the Streamliner on display throughout the entire event. Steve has volunteered to give a short talk and slide show during the welcoming reception.

For all of the details see page 20