

Austin Healey



Austin Healey Owners Association of British Columbia



Wide Body Healey



April 2011

Volume 37, No. 4

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

Membership Categories:

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

Editorial Contributions

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

Advertising

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

Classifieds .

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

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

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

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Malcolm Duncan's cars in Calgary

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

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MEETINGS:

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

EDITORS COMMENTS

I was out off town for the last meeting but I see we have good news!

By that I mean we once again have a full executive. With Sarah stepping up to fill the office of President and Rick jumping in at the last minute to become our Vice President things can start to roll again. Thanks both of you, and to Lawrence and Michele, for volunteering to be our Executive for this year. Speaking from experience, I can truthfully say it is a fulfilling and gratifying experience.

Planning is starting to roll for Rendezvous 2012 at Tigh Na Mara. The first organizing committee meeting is being scheduled for April. At present we have some members but will need more volunteers. Think of what expertise you have and where you could be of assistance and give either Don Manning or myself a call. We do need the help and after all it is your club.

Don't forget...if you haven't renewed your membership for 2011, April 1st will see a new password for the members section of the website which includes Wings and other interesting things. If you are in doubt about your membership status, give Kathy a phone call or send her an email. She be able to quickly advise you.

It's amazing, I have a big list of things to do to my car and had been planning do these things over the winter months. Then my daughter her husband, three kids and a big black Lab move in to our house while they renovated a house that they'd just bought. A couple of months of this didn't matter because we were in South Africa and it felt good to have someone in our house but when we got back, my garage space was filled with furniture clothes and other stuff that never made it into the storage containers. Hence no room - no work on my car. They have moved out now but one of our cars suddenly required some lengthy work on it and here it is the middle of March and my Healey still sits unworked on! Ah well - soon it will be it's turn.

Brian Drab

Wings Editor

New Member Welcome

David and Sally Lambert - '59 Bugeye Sprite

MINUTES

MARCH



OF THE

MEETING

Meeting of March 9th - Marinaside Grill

Attendance 14

Feb Minutes: Published and approved

New Members in Attendance: David and Sally Lambert, '59 Bugeye Sprite

Treasurer Report: Lawrence Robertson

- 2010 closing bank balance \$890.59
- \$414.35 current bank balance
- Will have to cash out app \$1,000 of the GIC to cover costs for regalia & 2012 Rendezvous

Membership: Kathy Welch

- 34 paid prior to the meeting

Newsletter: Brian Drab not in attendance

- Club advised Brian to change the password effective April 1

Competition: Ivan Lessner not in attendance

Regalia: Adrian Percival

- New inventory has arrived
- Ceramic and stainless coffee mugs \$15
- T-shirts \$15
- Red baseball caps \$15
- Woman's visors \$15
- Jackets which are wind & water proof, men's \$95, -women's \$90
- Past meet vests
- Black golf shirts

Archival Librarian: Lawrence Robertson
Nothing new

Webmaster: Brian Drab not in attendance

Events: Andy Jones

- Doolin's Irish Pub is looking for a Healey to drive their mascot in the St Patrick's Day parade
- 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 will be at Ivan's in White Rock
- **Recommend you preregister as last year sold out**
- Run up to Whistler: Sunday May 22
- The continuing run on into the interior has been cancelled for this year

- Point Gray Fiesta day Parade: Saturday June 18
-Healey's always participate to drive provincial dignitaries in the annual community parade; Chris Poole and Adrian & Karen Percival volunteered to join Mike Long and Andy Jones
- Rendezvous 2011 Vancouver Washington: Monday June 27 to Friday July 1
- Bonneville World of Speed Event: September 12-15
- the Streamliner will not be in attendance

2011 NW Meet Squamish: Andy Jones & Michele Karatnyk

The hotel agreed to have an area in the restaurant for club members to eat together Thursday evening

2012 Rendezvous Don Manning & Brian Drab
not in attendance

Club Runs: Michael De Wilde
not in attendance

2011 Executive: John Elliott

Vice Presidential Nomination - Rick Regan volunteered, seconded and passed

Presidential Nomination - Sarah Sanderson is now officially VP, seconded and passed

Thank you to John who is happily passing the reigns onto Sarah

New Business Nothing

Round Table:

- **Rick Regan** - Setting up own shop in Langley Port Kells; room for two cars, no hoist, continuing to do appraisals
- **Chris Poole** - Colin Fitzgerald @ Octagon has retired; Owners replaced by 4 new people in addition to the existing staff who have remained.
- **Adrian & Karen Percival** - Had both cars out for a chilly "spring" run.
Working though the feasibility of a joint meeting with the Italian club.
Attending the LAMB meeting Mar 10 and suggesting a joint meeting with them

Next Meeting Wednesday April 13 7pm @ the Marina Side Grill, North Van

Motion to adjourn & seconded

2010 Financial Statement

AUSTIN HEALEY OWNERS ASSOCIATION OF B.C.

Financial statement for 2010

Balance forward – Jan. 1/10		1,066.00
Revenue		
- Membership dues	1,300.08	
- Regalia	980.00	
- GIC interest	20.00	
- Total revenue		2,300.08
Expenses		
- Office supplies	12.39	
- Mail box rental	289.80	
- Christmas party exp. '09	273.71	
- Regalia	1,111.04	
- Name badges	63.84	
- Christmas party '10		
Room charge	100.00	
- Christmas party exp. '10	97.86	
- Executive meeting exp.	178.00	
- Flowers – Bill Waters	75.00	
- Bank charges	179.34	
- Visa discount calculation	31.99	
- Visa merchant imprinter		
Rental	17.92	
- Web site	44.60	
- Total expenses		2,475.49
Closing balance – Dec. 31/10		890.59

Lawrence Robertson – Treasurer Jan. 1/11

IMPORTANT NOTICE

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 when it changes.

Below is the list of members who are current as of the end of March.

In April the password for the website will be changed and current members will be advised of the new password. If your name is not on the list, you are not up to date. Please contact Kathy Welch at membership@healeys.ca to remedy this. Please check your name and contact information. If it is incorrect please notify editor@healeys.ca with the correct info.

2011 Members (as of March 30)

Brims	Andy & Marjorie
Brunhaver	Donna
Keck	Robert
Carlos	John & Xiomara
Clendenan	Art
White	Susan
Copley	Denis
Cupit	Ken & Nanette
Daniels	Phil & Beckie
DeWilde	Michael & Nicole
Drab	Brian & Carole
Elliott	John
Ewing	Ken & Kathy
Geatros	Ken & Ecko
Grehan	Paul & Elaine
Jones	Andy
Karatnyk	Michele
Jinkerson	Doug
Kagna	Earl
Lamb	Nigel & Jeanne
Lambert	David & Sally
Larrigan	Dave & Ruth
Linley	Doug & Josie
Lessner	Ian
Lloyd	Gordon
Long	Mike
McLachlan	Gordon & Billie
Mathews	Bob
Mohr	Rob
Morrison	Karen
Narod	Jeff
Pettman	Len & Terri
Percival	Adrian & Karen
Poole	Chris & Linda
Ramsay	Mark
Regan	Rick
Roberts	Mike & Annie
Robertson	Lawrence
Welch	Kathy
Scott	Peter & Jane LaPorte
Stevens	John & Joan Fowler
Sturrock	Doug
Pfiefer	Myrna
Swann	John
Thompson	Ken & Jan
Trelenberg	Neil & Jan
Wilding	Ed



THE AUSTIN HEALEY OWNERS ASSOCIATION OF BRITISH COLUMBIA

PRESENTS

**THE 2011 WEST COAST MEET
TO BE HELD IN SQUAMISH, BC, CANADA**

“On the Road to Whistler”

Friday September 23rd - Sunday September 25th

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 if you book prior to Monday August 22nd
5 Studio units @ \$119 per night, single or double occupancy (same as a regular hotel room)
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/room/night for 3+ people in a room

PARKING: 75 indoor spaces are available on a first-come-first basis in addition to ample exterior parking
Car wash facilities and equipment are available on site

VIEW HOTEL: www.executivesuitesgaribaldi.com

VIEW RESTAURANT: www.rockwells.ca



EVENTS:

Friday daytime Registration

Friday evening Meet and Greet with appetizers and refreshments

Saturday daytime run up to Whistler or self guided tours of local attractions such as:

Britannia Mine Museum, a national historic site

West Coast Railway Heritage Park, home of the Royal Hudson

Town of Brackendale, - the largest gathering spot of bald eagles in North America

Hike the Squamish 'Chief'

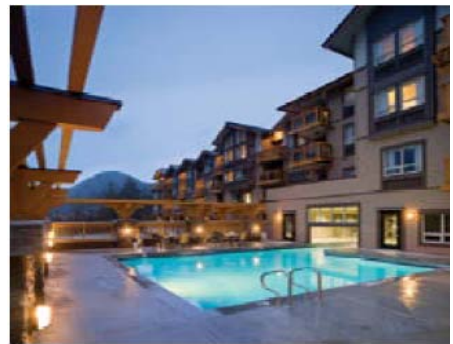
Saturday evening Banquet with buffet and cash bar

Sunday good-byes until we meet again

Registration and Banquet costs will be made available in early 2011

The facility has an indoor/outdoor pool, a hot tub/spa and a reasonably well equipped workout room.

The restaurant is reasonably priced and has excellent food and good choices.



QUESTIONS: Contact Michele Karatnyk and Andy Jones at
mkaratnyk@gmail.com or nwmeet2011@healeys.ca

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

dwightbj8@msn.com <<mailto:dwightbj8@msn.com>>

or 509-545-9735.

Austin Healey Gymkana





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.

Wiring and Fuses

I am planning on using 80/100 w H4 bulbs on my car. I am planning on installing the dynalite alternator that looks exactly like the original dynamo for extra charging capability.

My question is if I should install some kind of relay in order to avoid melting the new wiring harness .

I have found some Lucas PL700 tripod headlamps that accept H4 Halogen bulbs.

Any advice ??

Jose

If the increase in load from the larger capacity bulbs is enough to melt the wires a relay by itself won't fix the problem. You will need larger power wires.

Gary Hodson

You need thicker gauge wires */and/* heavy duty lamp connectors, and better wire the lamps through 4 25A relays (high beam/dip, L&R). The feed wire to the relay is best directly from the battery and should be able to handle at least 50A. Also include a 50A fuse.

Kees Oudesluijs

The difference between a 60 watt and a 100 watt bulb at 12 volts is 5 amps vs

8.5 amps. The stock wiring will handle that load. Heavier wiring and a relay system might make it more efficient.

Bill Lawrence

I think you need to go back and do a bit of math.

2 100 watt light bulbs is 200 watts total load. Divide 200 watts by 13.5V (system voltage with the engine running) gives you an amperage draw of not quite 15 amps (14.81) for both headlights on high beam. The

rule of thumb for fuses is they should be roughly 1/3 higher rating than the expected load. One 20A fuse would cover both headlights. A fifty amp fuse is too large and would be the automotive equivalent of a penny behind the fuse. In other words, using a fuse that large in the system would give you a system where the wiring would melt to protect the fuse.

Also why 4 25 amp relays? Kinda overkill isn't it? If you want to run a relay, I would suggest getting a highbeam/lowbeam relay from a fairly modern car. The headlight step relay from say a Volvo 240 would work perfectly and would handle the current draw. Easy to mount, simple to wire, and waterproof. What's not to like? If anyone goes that route, I can supply a wiring diagram for the relay.

Rick

The purpose of the fuse is not to protect the device, but instead to protect the wire. You don't want the wire to burn. As a general rule, if the device draws X amps at operating voltage, the fuse should be about a X+1/3 rating and the wire should be about X+1/2 or higher capacity. Authorities disagree somewhat as to what amperage wires can safely handle. Sometimes minimizing voltage drop due to resistance in the wire run is the limiting factor rather than capacity. But for wires with 150 Centigrade rated insulation enclosed in bundles in a 70 Centigrade under-hood ambient temperature the following continuous amperage carrying capacities are a good rule of thumb. Some argue that the fuse can be equal or a little higher than the wire's continuous current capacity because most circuit failures involve dead shorts that greatly exceed operating currents and will cause the fuse to blow quickly before the wire heats up to much. This is true only if dead shorts are your predominant circuit failure mode but would not be appropriate for a load device, like say a dual filament headlamp where the circuit design

(unlikely) could allow both filaments to be powered by a wire intended to power only one filament.

Authorities differ as to their wire capacity limits. I provide two well respected authorities limits below. Which is correct depends on the individual situation, how hot is ambient? how continuous is continuous? what heating is occurring in the other wires in the bundle when this device is powered? is the ground return within the bundle? are there surge loads? are the connections high or low resistance? One easy solution is to rate wires conservatively.

18 gauge = 9.3 amps capacity, 7.5 amp fuse, 6 amps load

OR **18 gauge** = 11 amps capacity, 10 amp fuse, 7 amps load.

16 gauge = 11.1 amps capacity, 10 amp fuse, 7 amps load

Cont'd next page



Off the web cont'd

Wiring and Fuses

OR 16 gauge = 15 amps capacity, 15 amp fuse, 10 amps load.

14 gauge = 15 amps capacity, 10 or 15 amp fuse, 10 amps load

OR 14 gauge = 22 amps capacity, 20 amp fuse, 15 amps load.

12 gauge = 20 amps capacity, 15 or 20 amp fuse, 15 amps load

OR 12 gauge = 29 amps capacity, 30 amp fuse, 19 amps load

10 gauge = 27 amps capacity, 25 amp fuse, 18 amps load

OR 10 gauge = 39 amps capacity, 35 to 40 amp fuse, 26 amps load.

8 gauge = 37 amps capacity, 35 amp fuse, 25 amps load

OR 8 gauge = 51 amps capacity 50 amp fuse, 34 amps load.

The fuse should be the lowest value that can handle the device draw but not higher than the wire's capacity. For example if you use an 18 gauge wire to power a 2.5 amp load, use a 3 amp fuse even though the wire could handle much more.

Sometimes another practical issue dictates the minimum wire capacity. All the wires in a circuit, protected by a single fuse, need to be of equal or greater capacity than the fuse. Do not add an 18 gauge wire to a fused circuit fused for 16 gauge wires.

Hap Polk

One other issue that I haven't seen mentioned is how the fuses are rated. I believe the 25 and 50 amp fuses found in the 6 cylinder Healeys would be considered to be 17.5 and 35 amp fuses in US cars.

Bob Haskell

That is consistent with my reading. The Healey fuses are 17.5 amp slow-blow / 25 amp fast-blow and 35 amp slow-blow / 50 amp fast blow devices. I'm speculating now--I expect all glass capsule fuses could be dual rated, but the Healey fuses were for their specific application. A fuse will fast-blow if the current is high enough to vaporize the fusible link. A fuse will slow-blow if the competing effects of resistance heating and application-specific radiant and air cooling cause the fusible link to melt.

The application-specific nature of the cooling may explain why the Lucas fuses used in the Healey were not

dual marked. A modern ATC plastic body fuse has little cooling capacity so the slow-blow and fast-blow ratings would be very close.

Does the Healey circuit take advantage of the slow-blow and fast-blow characteristics? I think yes, to provide protection against high resistance shorts and dead, low resistance shorts respectively. A high resistance short could include some types of device failures.

Hap Polk

Solid advise, however I prefer to use ca. 2X (or more) thicker gauge wires than necessary to minimize resistance and thus heat build up, just to be on the safe side.

Kees Oudesluijs

I agree. Conservatively rating the wiring lowers resistance drop, runs at lower temperature, gives stronger connections, is more vibration resistant (if not soldered), and better absorbs mechanical damage. There are three reasons to use smaller gauge wiring, cost, weight, and rarely, space.

Aircraft wiring uses smaller gauges for a given load than automobile practice. Aircraft wire uses thinner higher temperature rated insulation and the copper wire is tin washed, lowering connection resistance. These features somewhat ameliorate the higher voltage drop aircraft practice accepts.

Hap Polk

To extend on what Hap, Oudesluijs, and Bob have already addressed, I would suggest that consideration of the power path also be closely evaluated.

For example, my 64BJ8P1 has a lighting power path that extends from the regulator through the light switch, on to the dipswitch, through a few connectors to arrive at the light plug. Adding additional demand (increased wattage headlights and/or driving lights) on the 45-year old switches and through the original gauge harness and connectors will increase your chances of NOT driving your Healey for long.

Reducing power through these components, while improving power delivery, is a major reason why many have installed relays. This approach allows the current demand on these original circuits to be substantially reduced to only that needed to switch the relays. Further, higher gauge wiring is only necessary in the new paths created from the battery, through relays, to the light fixture plugs. Add strategically placed fusing and your electrical risk is diminished while your lighting is greatly improved.

Ray (64BJ8P1)



Standardized Wire Colours on British Cars

- Black** - All ground connections
- Green** - Ignition circuit, additional switches or fused
- Green/ Black** - Fuel gauge to fuel tank unit
- Blue** - Headlamp connections
- Blue** - Headlamp switch to dimmer switch
- Green/ Red** - Direction indicator switch to left-hand flasher lamps
- Blue White** - Headlight high beams
- Green/ Purple** - Stop lamp switch to stop lamps
- Blue/ White** - High beam dimmer switch to indicator lamp
- Green White** - Direction indicator switch to right hand flasher lamps
- Blue/ White** - Dimmer switch to long-range driving light switch
- Green/ Yellow** - Heater switch to heater motor
- Blue/ Red** - Headlight low beams
- Light green/ Blue** - Flasher switch to left-hand flasher warning light
- Brown** - Main feed from the battery. No switches or fuses
- Light green/ Brown** - Flasher switch to flasher unit
- Brown/Yellow** - GEN to volt. Regulator
- Light green/ Purple** - Flasher unit to flasher warning light
- Brown/ Blue** - power feed to headlamp switch
- Purple** - Accessories fed direct from battery via fuse
- Brown/ White** - Ammeter to main alternator terminal
- Purple/ Brown** - Horn fuse to horn relay when horn is fused separately
- Brown Yellow** - Long-range driving light switch to lamp
- Brown/ Yellow** - Alternator to 'no charge' warning light
- Red** - Tail lights, instrument lights and side markers
- Brown/ Purple** - Alternator regulator feed
- Red/ Yellow** - Fog light switch to fog light or fog light fuse to fog lights
- Brown/ Green** - Fuse to horn (No relay)
- Red/ Blue** - front fog light fuse to fog light switch
- Brown/ Black** - Horn to horn button (no relay)
- Red/ White** - Fuse to instrument lamp switch, Instrument panel lamps
- Yellow** - Generator connections wired through the ignition switch

White - Ignition circuit, no additional switches, not fused

Yellow/ Green - Dynamo 'F' to controlbox 'F'
Alternator field 'F' to control box 'F'

White - Power to coil

White/ Black - Ignition coil to distributor

White/ Pink - Ignition switch to radio fuse

White/ Red - Ignition switch or starter switch to starter solenoid

Why it is essential to use the proper fuse

Two local men were injured when their pickup truck left the road and struck a tree near Cotton Patch on State Highway 38 early Monday. Woodruff County deputy Dovey Snyder reported the accident shortly after midnight Monday. Thurston Poole, 33, of Des Arc, and Billy Ray Wallis, 38, of Little Rock, were returning to Des Arc after a frog-catching trip. On an overcast Sunday night, Poole's pickup truck headlights malfunctioned.

The two men concluded that the headlight fuse on the older-model truck had burned out. As a replacement fuse was not available, Wallis noticed that the .22 caliber bullets from his pistol fit perfectly into the fuse box next to the steering-wheel column. Upon inserting the bullet the headlights again began to operate properly, and the two men proceeded on east-bound toward the White River Bridge.

After traveling approximately 20 miles, and just before crossing the river, the bullet apparently overheated, discharged and struck Poole in the testicles. The vehicle swerved sharply right, exited the pavement, and struck a tree. Poole suffered only minor cuts and abrasions from the accident but will require extensive surgery to repair the damage to his testicles, which will never operate as intended.

Wallis sustained a broken clavicle and was treated and released. "Thank God we weren't on that bridge when Thurston shot his balls off, or we might be dead," stated Wallis.

"I've been a trooper for 10 years in this part of the world, but this is a first for me. I can't believe that those two would admit how this accident happened," said Snyder.

From the Arkansas Democrat Gazette

Malcolm Duncan and his Cars

In the November issue of Wings I mentioned that I'd met a member of the Austin Healey Club of Southern Africa who was in the process of moving to Canada.

Malcolm Duncan is very talented person. One of his projects that he had started in Johannesburg was the widening of a BJ8 and powering it with a 4.3Litre BMW engine and running gear. The suspension was also to be BMW.

At the time I viewed the car, it had had the engine removed and had been sent off to mate with a BMW transmission. The work that had already gone into the car was obvious and the results were startling.

He has now completed his move to Canada and is living in Calgary although he was not too impressed with the winters there - it was -18C at the time. He advised that he had successfully completed the move of his cars and they had arrived virtually unscathed. He was in the process of getting some of them fired up - including the BMW-Healey.

Malcolm assured me that he would update us with pictures of his progress.

Following are some photos of the widened and BMW powered Healey he is currently working on, compared to his stock BJ8.



A good way to compare. Note the much increased width between the headlights and the grill.



It certainly looks a bit different under the hood (bonnet)



The exhaust is definitely different

[Click here for a link to youTube and the firing up of the BMW-Healey](#)



Old versus new. Note the spare tire well sunk into the gas tank.



What better way to compare size!

The Big Healey Enthusiast's Library

By Michael Olive AHOABC

As an avid book collector for as long as I can remember, accumulating books about the Austin-Healey 3000 I purchased a few years ago was pretty much inevitable. As I am involved in the publishing field, I hope I can lay claim to being a reasonable judge of books.

The following multi-part article on Austin-Healey in general, and the Big Healeys in particular, is not meant to be a definitive one. These are books I have managed to find through various sources and considered to be worthwhile owning. There will certainly be some books that I have not included, either through of a lack of awareness on my part or because I considered that that the material in them was adequately covered in other titles. As the title of the article indicates, the selection is biased towards the 100, 100-6 and 3000, although some of the books do feature the Sprite to a degree. Many of the titles listed are out of print and consequently difficult to find, but many are still generally available. If you are interested in any of the titles, Wilkinson's Automobilia in Ontario Street Vancouver is a good source. You can also try Amazon, Ebay and ABE Books.

When I first started to collect books on Healey/Austin-Healey I had no idea what was out there. Accordingly, I have been pleasantly surprised by both the range and quality of the books that have been, and are still being, published. They are an excellent tribute to the fascinating and legendary Healey – the men and the cars.

Part 1: Workshop Manuals, Parts Lists, Owners Manuals and Restoration Guides.

Let me be straight with you from the very start, I am not very adept when it comes to fixing cars. I do as much basic work as I can, and enjoy it, but my first reaction on encountering a real mechanical problem is to phone Roy Moore and rely on his exceptional automotive talents. However, as British cars in general, and British sports cars in particular, have been making mechanics out of drivers since the 1920's some mechanical knowledge is necessary. In the case of a major restoration it is of course essential, even if the work is being undertaken by a specialist.

AUSTIN-HEALEY 100/6 and 3000 Workshop Manual

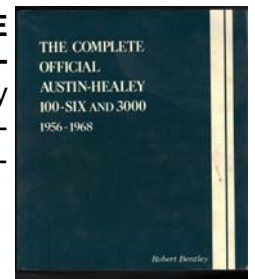
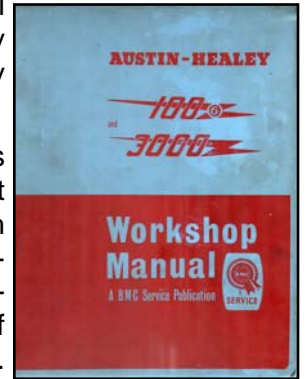
This official BMC service publication is obviously di-

rected towards professional service also covers many basic service tasks that any owner can undertake.

I have always regarded this manual with a certain amount of trepidation. It is filled with examples of the various maladies that can effect your treasured possession and none of them seem to be easy to fix. Also, the numerous special workshop tools seem rather daunting. However, it is a very well illustrated book with numerous photographs and line drawings and is the definitive treatment on Healey mechanicals.

You can still pick up copies of the vinyl covered originals but they are hard to find and likely to be pricey. An exact reprint of the original, with a green soft cover, is available at a much cheaper price but the photographs are not as clear.

In 1977 the **COMPLETE OFFICIAL AUSTIN-HEALEY 100-SIX and 3000** was published by Robert Bentley, Inc. This is an exact copy of the original BMC manual and very nicely done.

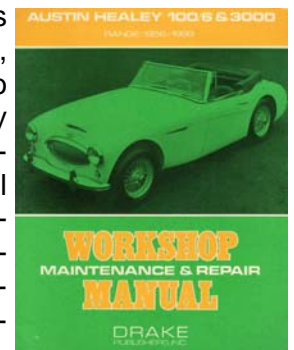


AUSTIN HEALEY 100/6 & 3000, RANGE 1956-1968, WORKSHOP MANUAL

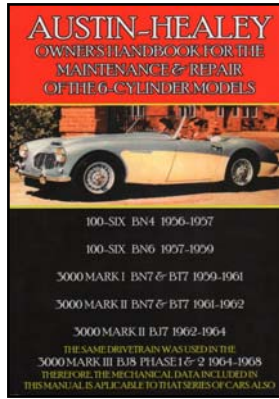
was published by Drake Publishers, Inc. in 1972 specifically as a do-it-yourself guide for the Healey owner. It covers most everything in the workshop manual but is intended for the enthusiast mechanic not a professional. There are lots of handy troubleshooting tips as well as numerous sequences of photographs clearly illustrating repairs and servicing. Many clear line drawings as well and the text sets out everything in a very easy to understand manner.

The ubiquitous blue **Drivers Handbook** will only be covered briefly. Most of us own one, it is still widely available in reprint form and is a very handy thing to have in the door pocket/glove compartment.

AUSTIN-HEALEY OWNERS MANUAL FOR THE

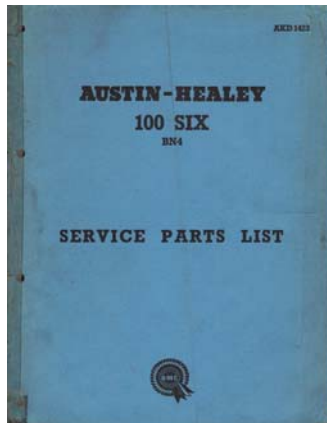


MAINTENANCE & REPAIR OF THE 6-CYLINDER MODELS. A Veloce Press reprint of a book originally published by Floyd Clymer in 1965. It is a combination of the drivers handbook and the workshop manual in a handy 5.5" by 8.5" format and includes technical data, service and maintenance information as well as comprehensive repair information with regard to all mechanical and electrical components. This title is currently available and is a good thing to have with you on an extended journey – just in case.



SERVICE PARTS LIST - MECHANICAL/BODY SERVICE PARTS LIST

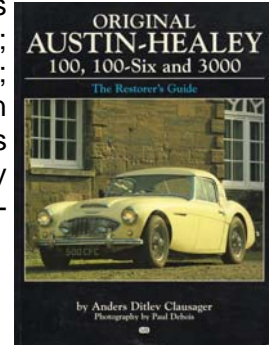
Just what the title specifies; a list and illustration of every single mechanical, chassis and body part, nut, washer, grommet, seal, etc., etc., that makes up your car along with its appropriate part number.



These parts lists are extremely valuable if you are undertaking a major restoration. Original copies are hard to find and expensive although Wilkinson's Automobilia may have some. Reprints are available from AH Spares in England for the BN1-BN2, BN7-BT7 and BJ7-BJ8 and CDs with all the manuals and parts lists are available from AH Spares, Moss Motors and Victoria British, these CDs are the cheapest way of obtaining all the information you require.

Nearly every Healey owner is in one of the following phases; contemplating, planning, in the process of, or finishing some sort of restoration project. No matter how minor the enhancement to your pride and joy, the two following books are extremely helpful and informative. If you are particularly well funded and aiming for a first class Concours restoration these books are an essential reference. All Big Healey variants are covered in meticulous detail, even the most subtle changes within model runs and differences from model to model, which makes these books worthwhile even from a general interest point of view.

ORIGINAL AUSTIN-HEALEY 100, 100-6 and 3000. The Restorer's guide. By Anders Ditlev Clausager, published by MBI, 96 pages and 160 color photographs. This title is still available and covers the following: Production Changes; Options, Extras and Accessories; Identification, Dating and Production Figures and Color Schemes. This profusely illustrated book is a very good starting point to bring your vehicle to its original specifications.



Austin-Healey 100/100-6/3000 Restoration Guide. By Gary Anderson and Roger Moment, published by Motorbooks, 192 pages, nearly 350 black and white photographs. This title is currently in print and is a meticulously detailed guide to correctly restoring your Austin-Healey "down to the last nut and bolt" as the rear cover blurb states. Everything appears to be covered, there is even an appendix on the correct types of fastener to use. The numerous photographs are very clear and informative and the book has many valuable restorer's tips interspersed with the text.



That is it for the technical side, the next installment: Biographies and Autobiographies.

Did you know.....

When you are told that special Healey part cost an "Arm and a Leg" what it really meant?

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint)

AHOABC Executive members since 1975.

Interesting to note how many are still participating members

Year	President	Vice President	Secretary	Treasurer
1975	Rick Regan	Stu Davey		Joe Toth
1976	Rick Regan	John Swann	Dave Birchall	Glen Cooper
1977	John Swann	Dan Doucette	Rick Regan	Glen Cooper
1978	Glen Cooper	Mike Richards	Richard Mardon	Nel Holdstock
1979	Doug Jinkerson	Nel Holdstock	Tim Marks	Dave Vandenberg
1980	Nel Holdstock	Greg Low	Lawrence Bearroche	
1981	Mike Hall	Greg Low	Gordon Lloyd	Jim Howes
1982	Gordon Lloyd	Jim Warey	Rick Regan	Rosie VanMeel
1983	Gordon Lloyd	Richard Young	Andy Jones	Jim Howes
1984	Richard Young	Dave Katow	Andy Jones	Jim Howes
1985	Karen Morrison	Andy Jones	Lawrence Robertson	Jim Howes
1986	Karen Morrison	Adrian Percival	Vic Galbraith	Earl Kagna
1987	Steve Jarrold	Ken Crosby	Vic Galbraith	Earl Kagna
1988	Steve Jarrold	Earl Kagna	Mike Hall	Vic Galbraith
1989	Dave Katow	Earl Kagna	Gord MacLachlan	Vic Galbraith
1990	Dave Katow	Alan Rees	Gord MacLachlan	Mike Long
1991	Jim Morrison	Alan Rees	Sue Doucette	Mike Long
1992	Jim Morrison	Olive Vittamaki	Susan White	Ivan Lessner
1993	Gord MacLachlan	Alan Rees	Ivan Lessner	Susan White
1994	Gord MacLachlan	Mike Long	Graham Mitchell	Lawrence Robertson
1995	Karen Percival	Stuart Manning	Graham Mitchell	Lawrence Robertson
1996	Karen Percival	Stuart Manning	Susan White	Lawrence Robertson
1998	Mike Roberts	Andy Jones	Don MacIntyre	Billie MacLachlan
1999	Andy Jones	Mike Long	Don MacIntyre	Neil MacDonald
2000	Andy Jones	Mike Long	n/a	n/a
2001	Andy Turner	Bob Corfield	John Elliott	Mike Roberts
2002	Andy Turner	Bob Corfield	Dan Pinckston	Brian Drab
2003	Mike Long	Lawrence Robertson	Dan Pinckston	Brian Drab
2004	Mike Long	Brian Drab	Rick Bjorndahl	Lawrence Robertson
2005	Mike Roberts	Brian Drab	Rick Bjorndahl	Lawrence Robertson
2006	Mike Roberts	Brian Drab	Dan Pinckston	Lawrence Robertson
2007	Brian Drab	Dan Pinckston	Mark Norris	Susan White
2008	Brian Drab	Dan Pinckston	Mark Norris	Susan White
2009	John Elliott	Uwe Boecker**	Brian Drab	Lawrence Robertson
2010	John Elliott	Bill Waters**	Brian Drab	Lawrence Robertson
2011	Sarah Sanderson	Rick Regan	Michele Karatnyk	Lawrence Robertson



CLASSIFIED ADS

- PARTS -

There classified ads are available at no charge to the members of any Austin Healey club. 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

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: BN2 transmission bell housing. I may have some things to trade/swap or just purchase. Contact Ken Finnigan at 250 573 5222 (Kamloops)

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

If you are a AHOABC member or a member of any Austin Healey Club and interested in selling your car, please contact

editor@healeys.ca Classifieds are free to members of any A-H Club 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.

1967 Austin Healey 3000 Mk 3

Extensively refurbished over the years, culminating in a complete engine rebuild 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 on re built 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 regrettably for sale, with an extensive documented history, and Heritage Certificate, original California registration and plates workshop manuals and spares

\$42500 Cdn



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

1958 Austin Healey BN6

Beautifully maintained and cared for 58 BN6 (2 seater) 100-6 roadster.

Metallic dark gray with red coves and red leather interior. Interior and exterior are in excellent condition. This car has absolutely no rust. It is equipped with overdrive, solid steel wheels, badge bar and driving lights

This car has been owned and maintained by the same person for the last 22 years. Always garage kept and never driven in the winter.

Engine was professionally rebuilt 1000 miles (one year) ago. Transmission inspected at that time and found to be in excellent condition. The engine compartment was also repainted at the same time. The engine runs superbly.

Included with the car is the roof, side curtains, tonneau cover, dust cover and waterproof cover.



\$35000 or best offer

For more information, please call Graham at grahammitchell@shaw.ca or 604-820-1432.

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

The Good Olde Days

Circa 1957



Setting
the Pace
for '57...


The new
Austin-Healey 100-Six

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

100 SIX



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

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 your for a spin

Rock'n Roll

Join the Fun




Unfortunately, the Streamliner which was to be on display, will now not be coming to Bonneville or the United States and will not be at Rendezvous



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.



Enjoy a tea party with other Healey ladies.



Drive the Columbia Gorge National Scenic Area, see Stonehenge (actually a replica), visit Maryhill Museum, with 80 sculptures by Auguste Rodin. Stop at the Maryhill Winery is also a must.



History buffs will want to visit Fort Vancouver.



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

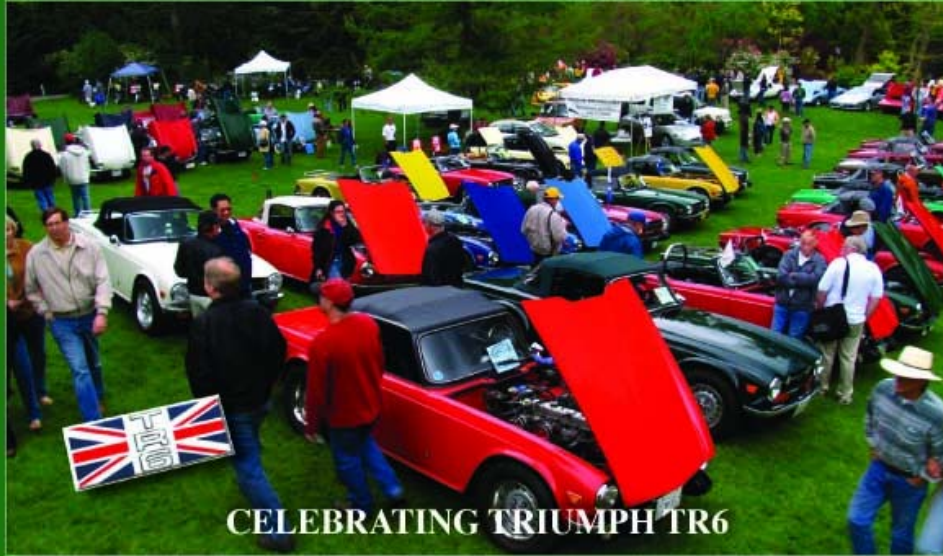
Tuesday, June 28
Popular Car Show 10:00-2:00pm
Picnic Lunch at Car Show 12:00 noon
Tech Session 4:00-5:00pm
Ladies Tech Session 4:00-5:00pm
Silent Auction 4:00-5:00pm
Poker/Bunko (no host bar) 7:00-9:00pm
Car Wash open all day
Dinner on your own

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



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.

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

April 13th	Monthly meeting - Wednesday April 13th Marinaside Grill, North Van
	<i>Date, time and location to be announced</i>
May 21st	All British Field Meet - VanDusen Gardens
	Saturday May 21,2011, Information and Application forms at: www.westerndriver.com click on All British Field Meet
May 21 st ,	Monthly Meeting and Annual BBQ at Ivan Lessner's in White Rock
	Saturday May 21 3:30pm after the ABFM
June	Monthly Meeting
	<i>Date, time and location to be announced</i>
June 27 th - July 1st	2011 Rendezvous Vancouver Washington
	Monday June 27 th - Friday July 1 st .. Full details at: http://cascadeahc.homestead.com/Rendezvous.html
July	Monthly Meeting
	<i>Date, time and location to be announced</i>

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

or 509-545-9735.

Another way of doing it or something to consider

Along the same vein as Dwight's suggestion, some of us are planning on driving to Colorado Springs after Rendezvous.

While this is in the formulative stages it looks like it will be about a 3 day drive after Vancouver Washington. What we do when we arrive at Colorado Springs, the site of Conclave, is also up in the air.

The options are to participate in Conclave, or drop in and see how it works and say hello to old friends.

Either way, the entire event, Rendezvous and the drive to Colorado Springs would be a 2 week stint in a Healey.

So far there are 2 of us from Canada and one from Washington considering it. If you are interested, give me a call or email me.

Brian Drab www.editor@wings.ca

NEXT MEETING

7:00pm, Wednesday April 13th, 2011

Marinaside Grill, North Vancouver

Directions:

South on Mountain Hwy from Main St (traffic light just west of Iron Workers Bridge)

Left at Columbia

Left at Orwell - follow Road around to Marinaside Grill.

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.

Please note: Steve Pike had anticipated having the Streamliner at Rendezvous. Unfortunately this will not be coming to pass. The Streamliner will not be coming to the U.S. this year and obviously it will not be running at the Bonneville Speed Week.