

Austin Healey



Austin Healey Owners Association of British Columbia



A happy Craig Ross and his beautiful just restored BJ8



June 2011

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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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Craig Ross proudly shows his restored BJ8

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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.

PRESIDENT'S REPORT

As Sarah is still in England, I'll fill in with an Editors Comments. The All British Field meet was held on Saturday May 21st. As usual in B.C. the weather was perfect for the days leading up to the event, but Saturday dawned cloudy, drizzly and cool. It didn't seem to stop anyone from coming though. There were still a huge number of entries as well as lots of spectators as the day wore on.



Umbrellas were the order of the day, although no spirits were dampened, and the crowds were certainly as large as ever.



On display throughout the event were a number of exceptional restorations. There were beautifully done cars of all makes.

There were a total of 19 Healeys on display.

One car of note was Craig Ross' BJ8. Early last year, Craig's restoration efforts were showcased in Wings. At that time he was trying heartily to get it ready for the 2010 ABFM. But, as all restorations will, it took a lot longer than anticipated. In actual fact the car was ready just days before this year's ABFM.

New Member Welcome

MINUTES

MAY



OF THE
MEETING

The meeting that was supposed to happen at the BBQ was a non starter, as everyone was more interested in eating and having fun!



This is how Coachwerks, in Victoria, received Craig's car for restoration



This how the car looked early last year



And this is how the car, and a smiling Craig, looked at the ABFM this year .

But the wait was worth it. It looked stunning.

A beautiful restoration and one we look forward to seeing on some club tours soon.

Nigel Lamb was there from the Kelowna area with his beautifully restored BN1. This car, I believe, was completed last year.

It was also shown at the 2010 ABFM and won 1st in



Nigel Lamb's award winning BN1.

Class. Due to an oversight by ABFM officials, they overlooked announcing that class at the awards ceremony and Nigel's win was never publicly announced. He did receive his award though.

The showers that day didn't dampen the appearance of the cars on display nor the spirits of the entrants.

Several clubs have tents or canopies set up in their car areas with a club banner displayed. For the ABFM next year we are also considering the same.



It also turned out to be Ivan's birthday and a cake magically appeared with a traditional candle along with a rendition of happy birthday.

Thanks Ivan it was great!

Whistler Run on the day following ABFM

Following a successful but wet ABFM at Van Dusen the Whistler Run was held on Sunday May 22. For those brave enough to turn out it was a great run and the weather, although threatening, held off with actual sunny breaks.

Over 100 cars turned up at Park Royal Shopping center in West Vancouver for the start. Our own club members Chris Poole and Michael De Wilde were amongst the brave. The road up was wet in patches but there was no actual rain. Once in Whistler Village the cars





Cars were beautifully staged in the North Village

were beautifully staged inside the North Village shopping area and the sun actually shone for a number of consecutive minutes.

This was the first year that the run has been held in May, and it seemed to be very popular and well supported. Make a note for next year as it is a great run and winding road to let the Healeys loose on!

Michael De Wilde

Think of the problems that you have keeping your simple 4 or 6 cylinder Healey running then imagine the job it would be keeping everything working and running in this car!

CADILLAC ONE: THE CAR THAT THINKS IT'S A TANK

PETROL TANK: Armour-plated and filled with a specially designed foam which prevents it from exploding even if it suffers a direct hit.

REAR COMPARTMENT: Seats four passengers with glass partition - only Obama has a switch to lower it. Windows larger than on previous presidential cars. Panic button installed for Obama to summon help.

DOORS: Armour-plated, eight inches thick and the weight of a cabin door on a Boeing 757 jet.

CHAUFFEUR: Trained by CIA to cope in the most demanding of driving conditions.

DRIVER'S WINDOW: Tough enough to withstand armour-piercing bullets. The only window that opens - by just three inches - so the driver can pay a toll or talk with secret service agents running alongside.

BODYWORK: Combination of dual hardness steel, aluminium, titanium and even ceramic to break up possible projectiles.

DRIVER'S COMPARTMENT: Standard steering wheel, but dash board contains a communications centre and GPS tracking system.

BOOT: Holds oxygen supply and a firefighting system.

REAR SEATS: Obama's seat has an executive package featuring a foldaway desktop, laptop computer with wi-fi, state of the art satellite phone and direct line to the vice president and the Pentagon.

DEFENCE ACCESSORIES: Equipped with night vision cameras and pump-action shotguns. Also armed with tear gas cannons. Bottles of the president's blood kept on board in case he needs an emergency transfusion.

CHASSIS: A reinforced five inch steel plate runs under the car for protection in the unlikely event of a bomb being placed underneath.

TYRES: Kevlar-reinforced, shred and puncture-resistant, with steel rims underneath, enabling the car to escape at speed even if tyres are blasted away.

FACTFILE
 ■ Price: £300,000
 ■ Length: 18ft
 ■ Height: 5ft 10in
 ■ Engine: 6.5 litre diesel engine.
 ■ Max speed: 60mph.
 ■ 0-60mph: 15secs
 ■ Fuel consumption: About eight miles to the gallon.

Night vision cameras

The unfinished Cadillac under test this week

Graphic by John Lawson



**The Austin Healey Owners Association
of British Columbia
is proud to host the
2011 North West Meet**

at the

Executive Suites Garibaldi Springs Resort
on the new Sea to Sky Highway on the way to Whistler.

We have secured preferential rates on 40 suites as follows:

- 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/room/night for 3+ people in a Room

Schedule

Thursday September 22nd For those of you that arrive early, the hotel has a great

Lounge for a dinner and get together

Friday September 23rd Arrival and Meet and Great reception

Saturday September 24th After a leisurely breakfast:

Tour to Whistler Village

Explore Whistler Lunch on your own. Drive back to Squamish.

Or you may want to **explore** the attractions around Squamish which include but are not limited to the Railway Museum, The Copper mine at Britannia etc

Dinner Banquet at the Hotel

Sunday September 25th After breakfast - time to say our goodbyes and make the drive home

For further information : Contact Michele Karatnyk or Andy Jones at mkaratnyk@gmail.com

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.

Austin Healey Gymkana



Helpful Website.

An interesting Website to help you locate some of those unique or hard to locate parts is **British Car Cottage Industries** at www.britcot.com. This website lists several "Cottage Industry car parts manufacturers and suppliers. It is worth a look. I have been looking for some hard to find products and found them immediately on this site.

Editor



August 6th Saturday

Whidbey Island Tour

A joint club tour of Whidbey Island is planned for Saturday, August 6th. Plan your picnic. All those participating will meet at the **Farmhouse Restaurant** on Hwy 20, (exit 230) on the road to Anacortes, at 11:00am.

Greg Hill will lead the group on a tour of Whidbey Island then to the picnic area.

Bring foldup chairs and blankets.

This is a one day tour. You will be going down in the morning and returning in the evening.

At our May meeting, members indicated that they would like some day tours of our area. This fits right in with those requests. Lets have a good turnout.

As the date gets closer travel arrangements will be made for groups wanting to travel together from Vancouver to the meet point.

Please note. As crossing the border restricts food that you can bring. Do not bring fruit. Fruit and other food items can be purchased at several large food stores en route.

In April, we changed the password for Wings. The password is necessary to access the **Members Section** of the website which contains Wings as well as other club related information. Current members were advised of the new username and password when it changes. If a member is unable to access the Members section of the website there are one of two possibilities. Either they are not a current member in which case they should contact Kathy Welch at membership@healeys.ca or they are having a technical problem with their computer in which case they should contact Brian at editor@healeys.ca



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.

Top lifting away from frame at speed

On my last drive, with the soft top up, without the side screens, the top frame was lifting up away from the glass. At one stage there was approx 1mm of gap between the top of screen and bottom of frame in the centre.

I had thought of running a stainless steel threaded rod from the centre of the top frame to dashboard (as MGB??)

The top is a Robbins which I have had for about 5 years. The front timber frame is the original from the car as is the aluminium clip over frame.

Could the cover be too tight a fit?

Any suggestions appreciated

John Rowe

Do you have the top seal? Until my resto I had no idea there was a seal between top and top of frame. I ran metal against metal and always had a gap at speed.

I Erbs

I did just that on my 100. Rather than using solid steel I used very lightweight 1 x 19 stainless steel cable with fittings that you can purchase at a good marine supply and swedge on with tools they have on hand. I used a toggle fitting at the top and attached it in place of the buffer plate. The bottom end of the cable ends in a threaded terminal which I pass through a small hole in the scuttle just behind the mirror, then tighten everything down via a thumbscrew so that the top seals absolutely tight at speed.

Purists need not comment.

Michael Oritt

Lots of interesting feedback from others but the bottom line is that the glass in the channel needs to actually be bonded there by the sealing channel as it was originally. Many years ago I had a '62 BT7 with original glass that had never been disturbed in its frame until we suffered a flying stone that caused it to crack from top to bottom. Removing the original glass was a devil of a job because it was literally bonded in the channel.

The replacement glass and after market sealing rubber always allowed the condition you described until I went to a professional who reinstalled it with a rubber strip that expands when exposed to clean oil. This locked it all in place and the problem was solved.

Rich

This is a common problem. The rubber that is around the glass is not holding onto the frame and the force of the wind against the inside of the top material is lifting the frame from the glass. We usually have the window installed with Urethane for both the windshield and the door glass on the BJs rather than the rubber that swells when installed.

David Nock

Misfire on Acceleration

After replacing a head gasket and all of the other gaskets in the kit and having the head rebuilt. I tuned the car and it drove around town just fine. Steady idle, smooth power. However, on the highway, there was a serious misfiring at about 4000 rpm when the throttle was fully depressed. When the gas pedal was slightly released the smooth performance returned and the car continued to accelerate on to 5000 rpm. I find this to be strange and I need help figuring this out. The car did this in 3rd, 3rd o.d., 4th, and 4th o.d. It did accelerate on to 5000 rpm in each gear when the pedal was not quite on the floor.

Thanks for your help in advance,

Max 1961 BT7 Mk1

Max -

It sounds to me you have either a timing/distributor problem or a problem with the Carbs.

If your timing is off, it won't combust properly when under load.

Go through your complete tuning procedure.

Alan

Cont'd next page



Off the web cont'd

Misfire on acceleration

Sounds like a weak mixture problem to me. Check induction leaks (gaskets, spindles), float height, needle settings, SU piston stick etc.

I forgot another possibility, the vacuum advance/retard unit on the distributor. This can leak if the diaphragm is ruptured or it can be stuck in which case it will not function properly. The same goes for the flyweights in the distributor, they need a drop of oil once in a while and are often neglected and become stuck.

Kees Oudesluijs

Hi Max, did it do this before the work you did? Tell us everything you did/ changed?

Maurice,

I had a similar problem many years ago. Topped off the dash pot oils and problem went away.

Good luck

Keith

Hi Max

Not an expert - just my experience ...

I had similar trouble last year (poor acceleration but smooth coasting) and checked everything (vacuum leak, timing, electrics, valves, carb settings, etc.)

One piece of advice was to retard the ignition and see what happens. I did this (only a tweak) ... and it fixed it. It meant that the timing mark on the flywheel was left slightly out, but it now runs normally.

As I say, no expert, but it might be worth a try to see if it makes any difference ...

Paul Leeks

Paul,

Did you check if the fly weights in the distributor would operate and are not seized, as this could cause a retarded ignition at high revs. if the weights are stuck in the stationary position.

Kees Oudesluijs

Max,

One more bit of information/experience that may or

may not explain your issue.

When I was a teen my Healey developed a strange problem that took me a week to find. It has similarities to your problem as it missed and cut-out at certain settings of the gas pedal. The car would accelerate just fine. It would run smooth on a level road just fine. Two scenarios would bring about a miss or a momentary cut-out. If I was cruising along and I stepped on the gas for a moderate bit of acceleration, she would miss & skip for a moment, then she'd pull away smooth and fine. Or if I was cruising along and the road changed from a level surface to an uphill grade, she would do the exact same thing. All other times it ran just fine.

Hmmm, what function happens exclusively at both of those times? The engine loading changes, and the vacuum changes to control spark timing. So only DURING that transition time when the timing was being dynamically controlled by the vacuum. That function of course rotates the plate inside the distributor. That frail little wire that connects the plate to body of the distributor needs to always be in good shape. It drove me nuts for a week.

Dave

Other than the obvious tuning related suggestions (timing, mixture etc) I had a similar problem once. It turned out to be the fuel pump.

If your pump is clicking all the time, and never really stops, it could be the culprit - i.e. it pumps enough for sedate driving, but not when you press hard.

Chris

Had an intermittent miss once, though it was mostly higher speeds under load. Finally diagnosed with the 'dark test:' run the car in a dark garage--but with plenty of ventilation--and look for any sparking. My problem was an aftermarket distributor cap that leaked. Put an original Lucas in; problem solved. Also, if you're running a standard distributor cap with carbon-core wires you'll get missing sooner or later.

But, an intake leak sounds more likely in your case (but the dark test is quick and easy).

Bob

I had the same problem for years with my BJ8. It finally vanished when I removed the Crane electronic ignition and replaced it with the Pertronix.

Rich Antal



Bouncing Speedometer Needle.

(from the Healey List)

This subject has been discussed with before but just before the driving season it seems like something to recap.

Recently I replaced the angle drive on my 1959 3000 in hopes of eliminating the factory optional bouncing speedometer.

While this did result in somewhat less bouncing, it is far from the results I had hoped for.

The speedometer was rebuilt twice by MO MA a few years ago, after the initial rebuild failed to correct problems with the odometer. The second attempt by MO MA simply changed one odometer problem to another odometer problem, so I gave up n MO MA.

The speedometer cable is relative new and the distance the cable extends into the speedometer is correct per Norm Nock's book.

Any suggestions?

Thanks

Ron

I think there is probably some information in the archives on this but the summary of the causes of a bouncing speedometer can be two things:

1. the speedometer cable is kinked in some way causing it to repeatedly stick, wind up and let go, then stick again, etc. The best way to check for this is to completely withdraw the inner core and lay it on a clean flat surface. Bring the ends almost together in a large loop. Carefully turn one end while the cable is remaining completely flat on the table surface. Watch to see if the other end is lifting and flopping at all at the end or anywhere along its length. Ideally it should lie completely flat and turn smoothly.

2. there is excessive lubricant that has travelled up the cable and entered into the speedometer head. This is most commonly caused by oil escaping past a worn seal in the brass sleeve that the 90 degree gear drive screws into on the side of the overdrive unit. Most people don't realize that there is a seal within the brass drive sleeve. When worn, gearbox oil can escape and travel right up the cable like an auger, and enter the speedo, causing the problem.

I deal only with Nissonger Instruments (long story). When they encounter this oil contamination problem they clean and test the unit and return it with a pre-

printed warranty label stating the problem and that it must be fixed on the car or their cleaning repair warranty will not be honoured.

Rich

It so happens I've been studying/working on/swearing at my BJ8's speedometer extensively for the last few years (got tired of dropping \$200 at the speedo shop). I'm not a expert, but I've learned a lot.

If the bounce is 'rhythmic;' that is, the needle is steady then pops at an even period--particularly when the odometer or tripmeter increments--it's probably a cracked or stripped odometer or tripmeter drive gear, respectively.

If it's more or less random--and since you have a fresh cable and angle drive--it's probably due to some resistance in the mechanism. There is a surprising (to me) amount of resistance to the cable even in a properly functioning speedo.

Anything that adds to that resistance will cause the cable to wind up slightly, then when you're past the resistance the cable snaps back and bingo--a bounce.

Remove the cable at the back of the speedo, insert a small screwdriver and turn it (you can do this with the speedo in the car if you're a contortionist). It should turn smoothly through 360deg--if it binds at all you'll need to pull it out and inspect the guts. There's no mystery--no 'jeweled bearings' etc.--just a small shaft that looks like a miniature camshaft that drives the magnet carrier. The magnet pulls the drag cup, which turns the needle. The odometer and tripmeter are driven by two gears off a large spiral gear on the shaft.

I don't want to start a debate on the best lube for the cable--I use silicone oil; graphite is good but messy, and light grease is OK but might gunk up over time. Dry is probably just fine, too.

Bob

A cable on its way to failure can also cause bounce as the wire strands alternately lay and unlay.

Best--**Michael Oritt**

I don't know if this was addressed earlier, but there can be another cause for needle bouncing. If the inner cable is a little too long, it can intermittently push



the cone against the bearing allowing it to touch the cup occasionally and drag the needle mechanically rather than magnetically.

Dampness around the master cylinders

Was under the dash putting the speedo back in and noticed a slight bit of wetness around the rubber dust boot on the clutch M/C. Pulled the boot off, and there was just a teensy smear of fluid on the cyl, and a bit of dark gray greasy crud where the pushrod goes through the retaining washer. Fluid use/loss is negligible, about what you'd expect from brake surface wear. The outside of the M/C is dry and clutch works fine. I use silicone brake/clutch fluid, FWIW. The M/C is one of the iron Lucas types Moss was selling a few years ago, and probably 6-8 yrs-- +/- 30K miles--old. My question to the List is: am I in danger of imminent/ eventual failure of the M/C, or is this no big deal and to be expected, or something in between?

Bob

Bob, I have had similar "wetness" for quite a few years now and no failure of the M/C yet. I also use silicone fluid.

Steve Byers

There really should be no fluid loss at all. It should not be an expected "normal" condition.

Rich

Won't the fluid level drop--albeit a little--as the brake pads wear in?

Bob

Technically, yes, the fluid level in the reservoir will drop a tiny bit over time as brake pads wear and pistons have to reach further out of the bores, but hardly enough to notice. This has nothing to do with dampness getting past the m/c seal.

Rich

The grease that the part were lightly packed with will eventually sort of spread around that boot edge. Sounds pretty normal to me for that age.

Wilko



For those of you who would complain about the cost of a paint job, think about how much this would cost!

A Real Step Forward

South Australian vintners in the Barossa Valley area, which produce Pinot Blanc, Pinot Noir and Pinot Grigio wines, have developed a new hybrid grape that acts as an *anti-diuretic*.

It is expected to reduce the number of trips older people have to make to the bathroom during the night.

The new wine will be marketed as :

PINO MORE



My neighbour knocked on my door at 2:30 a.m. this morning. Can you believe that - 2:30 a.m.! Luckily for him I was still up playing my bagpipes.

The Musings of Steven Wright

- 1 - I'd kill for a **Nobel Peace Prize**.
- 2 - Borrow money from pessimists -- they don't expect it back.
- 3 - Half the people you know are below average.
- 4 - 99% of lawyers give the rest a bad name.
- 5 - 82.7% of all statistics are made up on the spot.
- 6 - A conscience is what hurts when all your other parts feel so good.

HEALEY MK4 3500 PROTOTYPE



“Built with the approval of Donald Healey and the collaboration of Geoffrey Healey this car was the prototype for the successor to the Austin Healey 3000 Mk3.

Designated the Mk4 3500 and bearing chassis No.1 this car was first registered in 1989. Used for the launch of the new Healey, all of the press coverage, TV, newspapers and magazines used this car, copies of which will be included in the sale.

The Mk4 was a vast improvement on the Mk3 having all independent suspension, 3.5ltr fuel injected all alloy V8 giving 194bhp and 220 lbs/ft, 5 speed gearbox, disc brakes all around, centre lock wheels, stainless steel exhaust, a good heating and demist system and an all leather luxury interior with a full width walnut dash. There is also a surprisingly spacious luggage compartment.

Performance was also enhanced with 0-60mph in 5.9 secs, a top speed of 140 mph. and fuel consumption which can reach 30 mpg.

As the ownership of the Healey trademark was disputed at the time of launch by Jensen Cars, production of the new Healey was stopped. The dispute wasn't resolved for several years and even though it was resolved in Geoffrey's favour no more Healey's were made, consequently this was the only Healey Mk4 to be built and registered, as such it is unique, the only one in the world! “ (Forgoing is from the sales literature on the car.)

Editors Note: This car is currently for sale in the U.K. It's asking price is a little over \$100,000. The claims in the article have not be substantiated and there is much debate over the claim that it is the actual successor to the big Healey, or a one off attempt to capitalize on the famous name albeit with the cooperation of the Healey family. This was apparently the only one built. The consensus of opinion is that it is an HMC car.



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





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



Rocking '50s & '60's

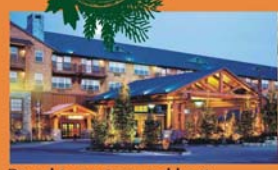

Rendezvous
June 27 - July 1
2011
Vancouver, Washington

Rendezvous

THE HEATHMAN LODGE

Vancouver, Washington


Proud to partner and host

Rendezvous June 27 - July 1 2011

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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.



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

2011 Columbia Gorge Classic Rally & Tour

The 2011 edition of this much-anticipated tradition will be held on **Sunday, June 26**, and it kicks off with an optional social gathering on Saturday evening, June 25. Registration for this 18th annual edition of the event is now open, and you can download a Registration Form at the [REGISTRATION FORM](#) link below.

The event is limited to 60 entries, and we expect it to fill up once again this year, so please do not delay registering.

Club membership is **not** required.

This all-day, all-paved rally (or tour, if you choose not to "rally") is open to all pre-1981 collector vehicles, and that includes all MGs. (Exceptions for vehicles made in 1981 and later are occasionally made. Contact event chairman Reid Trummel at 503.753.3700 for exception consideration.)

Saturday, June 25

From 3 to 6 p.m. we'll gather at Stark Street Pizza in northeast Portland (www.starkstreetpizza.com) for an optional social gathering. Here you can pick up your registration materials, and you can enjoy a beverage, a meal and your fellow enthusiasts.

Sunday, June 26

Beginning at 7 a.m. we'll enjoy a continental breakfast, finish registration, and conduct a Driver/Navigator Meeting at 7:30 a.m. Soon afterwards, the rally cars will begin leaving at one-minute intervals on a classic Time-Speed-Distance rally over some of the region's most scenic rally roads. We'll break for lunch at a public park, and then go back out for more rallying in the afternoon, arriving at our destination in the late afternoon for refreshments and awards. Everything is concluded by about 6 p.m.

The registration fee of \$60 for MGA club members and \$80 for non-members and includes Saturday's continental breakfast, a delicious catered lunch, refreshments and snacks at the end of the day, an event clothing item for driver and navigator, two dash plaques, and for the winners, trophies.

The Columbia Gorge Classic features our unique three-class structure that allows everyone – from the expert TSD rallyist to those who wish only to enjoy a nice drive – to participate and enjoy the day:

Standard Class: Participants in this class receive the standard Route Instructions and compete against each other for trophies. All participants with more than minimal TSD rally experience are encouraged to enter this class. The degree of difficulty of this class, on a scale of 1 to 10 (with 1 being extremely easy and 10 being extremely difficult), is estimated to be approximately 4-5.

Novice Class: Participants in this class receive the novice Route Instructions and compete against each other for trophies. (The novice Route Instructions include more information than those of the Standard class, helping inexperienced rallyists to stay on course; this also makes a great way to learn more about TSD rallying.) Participants with no or minimal TSD rally experience are encouraged to enter this class. The degree of difficulty of this class is estimated to be approximately 2-3.

Touring Class: Participants in this class receive the novice Route Instructions but do not compete or receive trophies. This class is designed for people who wish only to drive a scenic Rally Route in a follow-the-leader format with a lead car doing the navigation, and not be concerned with timing calculations or course-following challenges. (However, if you follow along using the novice Route Instructions as you drive, you can learn about TSD rallying and you might find that you'd like to compete the next time!)

CONTACTS:

For questions about registration, contact Rally Registrar Renee Damm at renee@plesba.com or 503.880.0518.

For questions about the rally itself, including the General Instructions (the rules), contact Rally Master Reid Trummel at reid.trummel@gmail.com or 503.753.3700.

LINKS:

[2011 REGISTRATION FORM](#)

[RALLY GENERAL INSTRUCTIONS - 2011 Edition](#)

[SAMPLE ROUTE INSTRUCTIONS - STANDARD CLASS](#)

[SAMPLE ROUTE INSTRUCTIONS - NOVICE CLASS](#)

[HOW TO STAY ON TIME IN A TSD RALLY](#)

[HOW TO APPLY THE DEFAULT ROUTE INSTRUCTIONS](#)



2011 EVENTS

Date	EVENT
June	Monthly Meeting <i>Date and time to be announced</i>
June 25 - 26th	Columbia Gorge Classic Rally <i>Meet in Portland Oregon. Full details in June Wings</i>
June 27 th - July 1st	2011 Rendezvous, Vancouver Washington <i>Monday June 27th - Friday July 1st</i> <i>Details at: http://cascadeahc.homestead.com/Rendezvous.html</i>
July	Monthly Meeting <i>Date, time and location to be announced</i>
August	Monthly Meeting <i>Date, time and location to be announced</i>
August 6 th	Joint Cascade Club-AHOABC Whidbey Island Tour <i>Saturday, August 6th, Day Tour and picnic. Meet at Farmhouse Restaurant on Highway West of I5 on the road to Anacortes</i>
September	Monthly Meeting <i>Date, time and location to be announced</i>
September 23 rd - 25 th	North West Meet - Squamish <i>Friday Sept 13rd - Sunday Sept 25th Squamish B.C.</i> <i>Info at http://www.healeys.ca/nwmeet_2011.html</i>
October	Monthly Meeting <i>Date, time and location to be announced</i>
November	Monthly Meeting <i>Date, time and location to be announced</i>
December	Monthly Meeting <i>AGM and Christmas Party - Date, Time and location to be announced</i>

NEXT MEETING

Time, Date and location - Not Yet Determined

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.