**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.
I was out of 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
• 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

---

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.

<table>
<thead>
<tr>
<th>2011 Members (as of March 30)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brims</td>
</tr>
<tr>
<td>Brunhaver</td>
</tr>
<tr>
<td>Keck</td>
</tr>
<tr>
<td>Carlos</td>
</tr>
<tr>
<td>Clendenan</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td>Copley</td>
</tr>
<tr>
<td>Cupit</td>
</tr>
<tr>
<td>Daniels</td>
</tr>
<tr>
<td>DeWilde</td>
</tr>
<tr>
<td>Drab</td>
</tr>
<tr>
<td>Elliott</td>
</tr>
<tr>
<td>Ewing</td>
</tr>
<tr>
<td>Geatros</td>
</tr>
<tr>
<td>Grehan</td>
</tr>
<tr>
<td>Jones</td>
</tr>
<tr>
<td>Karatnyk</td>
</tr>
<tr>
<td>Jinkerson</td>
</tr>
<tr>
<td>Kagna</td>
</tr>
<tr>
<td>Lamb</td>
</tr>
<tr>
<td>Lambert</td>
</tr>
<tr>
<td>Larrigan</td>
</tr>
<tr>
<td>Linley</td>
</tr>
<tr>
<td>Lessner</td>
</tr>
<tr>
<td>Lloyd</td>
</tr>
<tr>
<td>Long</td>
</tr>
<tr>
<td>McLachlan</td>
</tr>
<tr>
<td>Mathews</td>
</tr>
<tr>
<td>Mohr</td>
</tr>
<tr>
<td>Morrison</td>
</tr>
<tr>
<td>Narod</td>
</tr>
<tr>
<td>Pettman</td>
</tr>
<tr>
<td>Percival</td>
</tr>
<tr>
<td>Poole</td>
</tr>
<tr>
<td>Ramsay</td>
</tr>
<tr>
<td>Regan</td>
</tr>
<tr>
<td>Roberts</td>
</tr>
<tr>
<td>Robertson</td>
</tr>
<tr>
<td>Welch</td>
</tr>
<tr>
<td>Scott</td>
</tr>
<tr>
<td>Stevens</td>
</tr>
<tr>
<td>Sturrock</td>
</tr>
<tr>
<td>Pfiester</td>
</tr>
<tr>
<td>Swann</td>
</tr>
<tr>
<td>Thompson</td>
</tr>
<tr>
<td>Trelemborg</td>
</tr>
<tr>
<td>Wilding</td>
</tr>
</tbody>
</table>
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 or 509-545-9735.

Austin Healey Gymkana

"it's easy, lady...just follow the oil leaks!"
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.

<table>
<thead>
<tr>
<th>Gauge</th>
<th>Capacity</th>
<th>Fuse</th>
<th>Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>9.3 amps</td>
<td>7.5 amp</td>
<td>6 amps</td>
</tr>
<tr>
<td>OR 18</td>
<td>11 amps</td>
<td>10 amp</td>
<td>7 amps</td>
</tr>
<tr>
<td>16</td>
<td>11.1 amps</td>
<td>10 amp</td>
<td>7 amps</td>
</tr>
</tbody>
</table>

Cont’d next page
OR 16 gauge = 15 amps capacity, 15 amp fuse, 10 amps load.

14 gauge = 15 amps capacity, 10 or 15 amp fuse, 10 amp load
   OR 14 gauge = 22 amps capacity, 20 amp fuse, 15 amps load.

12 gauge = 20 amps capacity, 15 or 20 amp fuse, 15 amp load
   OR 12 gauge = 29 amps capacity, 30 amp fuse, 19 amp load

10 gauge = 27 amps capacity, 25 amp fuse, 18 amp load
   OR 10 gauge = 39 amps capacity, 35 to 40 amp fuse, 26 amp load.

8 gauge = 37 amps capacity, 35 amp fuse, 25 amp load
   OR 8 gauge = 51 amps capacity 50 amp fuse, 34 amp 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

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 headlamps 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 eastbound 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](http://www.arkansasonline.com)
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

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

What better way to compare size!

Click here for a link to YouTube and the firing up of the BMW-Healey
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 directed 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

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

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

**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

**Austin Healey 100 4 Cylinder Engine** Running or Not. Contact Kenny at geatros@shaw.ca or call (604)985-1825.

---

**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

---

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 an 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 regretfully 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.

Rendezvous
June 27 - July 1
2011
Vancouver, Washington

Make your selection and we’ll take your for a spin.

Rocking ‘50s & ’60s

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 Bohman.

Renowned Mt. St. Helens back roads. They are paved with lots of curves—just what Harley drivers love. Phil and Bev Daniels will be the tour leaders.

Play Texas Hold ’em Poker or Bunco.

History buffs will want to visit Fort Vancouver.

Rendezvous Activity Highlights

Drive the Columbia Gorge National Scenic Area, see the Bonneville Dam and visit the Maryhill Museum, with 80 sculptures by Auguste Rodin. Stay at the Maryhill Winery in a vineyard.

Event Schedule

Monday, June 27
Registration 12:00-5:00pm
Regular open 12:00-8:00pm
Silent Auction 3:30-8:00pm
Welcome Reception 6:00-8:00pm
Harley Dealership Bus Tour departing from Rendezvous, leaving at 7:00pm

Tuesday, June 28
Regular open 12:00-6:00pm
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/Bunco tour of favorite bars 7:00-9:00pm
Car Wash open all day
Dinner on your own

Wednesday, June 29
Concourse judging 9:00am
Mt. St. Helens Tour 9:00-10:30pm
Self-Guided Tour or Dinner Tour
Tech Session 2:30-3:00pm
Ladies Tea 2:00-3:00pm
Tour of Show Setting 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 of self-guided Opals 9:00-4:00pm
Stemwheeler Boat Cruise 1:00-4:00pm
Closing Banquet
Real View Memories 3:00pm
Distance to 6:00pm
Entertainment following Dinner until 11:00pm

Friday, July 1
Goodbyes and Safe Journey Home

The Heathman Lodge
Vancouver, Washington

Proud to partner and host

Rendezvous
June 27 - July 1
2011

Special Rates Offered at: Business Level $99.00* Deluxe Level $199.00

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 rustic 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) 473-3180 • (360) 254-3180 • www.heathmanlodge.com

* All rates are subject to applicable sales tax.

WINGS April 2011
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 Corrall, 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

jstewart@westerndriver.com/abfm    www.westerndriver.com/abfm
## 2011 EVENTS

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 13th</td>
<td>Monthly meeting - Wednesday April 13th  Marinaside Grill, North Van</td>
</tr>
<tr>
<td>May 21st</td>
<td>All British Field Meet - VanDusen Gardens</td>
</tr>
<tr>
<td>May 21st</td>
<td>Monthly Meeting and Annual BBQ at Ivan Lessner’s in White Rock</td>
</tr>
<tr>
<td>June</td>
<td>Monthly Meeting</td>
</tr>
<tr>
<td>June 27th - July 1st</td>
<td>2011 Rendezvous Vancouver Washington</td>
</tr>
<tr>
<td>July</td>
<td>Monthly Meeting</td>
</tr>
</tbody>
</table>

### 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 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.