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[www.ahcm.ca](http://www.ahcm.ca)

February 2012

## We ♥ Healeys

With Valentine's Day this month, there's a lot of love in the air. So we thought we'd list why we love Healeys...

**A**ltogether - we as a group gather to enjoy our club's namesake.

**U**nion Jack - the flag that unites Austin-Healeys with other LBC's and owners.

**S**peed - gotta' love opening up in a sports car on a long bare stretch of highway.

**T**op-down - what making a convertible so unique and enjoyable on that perfect driving day.

**I**nsects - that the brave Healey 100 owners face with their windscreens folded down.

**N**otes of the exhaust being sent out the exhaust pipe as we pick up speed.

**H**ealey - the car that made this club. Enough said.

**E**arly Spring - what Healey owners hope for to get our cars on the road, sooner rather than later.

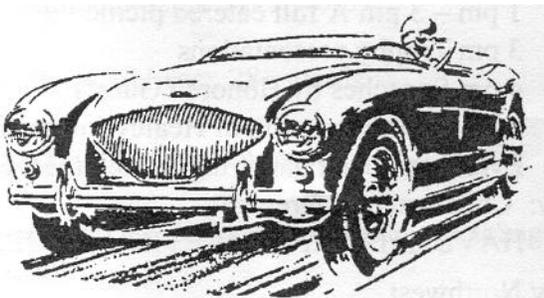
**A**ll the fun and adventure we love with these cars.

**L**eap Year - it's only every 4 years that we get to wish long time club member Joan Wilkinson a Happy Birthday on her real birthday!

**E**lectrical - what we love to hate on our vehicles. Thanks Mr Lucas.

**Y**oung - these cars help us keep young. Whether it's socializing at the monthly meetings or other club events, physically getting us moving while repairing or washing our vehicle or mentally challenging us with above mentioned electrical repairs or newsletter article ... it's all good.

Those are some of our reasons of why we love Healeys. Feel free to share yours.



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### AHCM

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## Wednesday Gathering

- Richard Weide

It is a typical day out at Graeme's. Bill is immersed in some delicate repairs to his Jensen. Rome is beneath his MGB replacing the rear differential plate seal. Jim is rebuilding his E Type's air conditioning system. Dawn is sprucing up her very road worthy TR7. John is refitting an exhaust system on his MGBGT. Jean and Dyrk tinker with their Healeys, while Graeme works on his Lotus Elan restoration. While paint dries or gasket sealer sets, we all find time to assist the others with their various endeavours. Barry often joins the group along with Joe and they lend a valuable hand with various projects.



Bill working on his Jensen

It's all part of the fun and camaraderie as these club members spend the winter months sharing their expertise and getting their cars ready for spring's open road. It will be a terrific day this spring when we move a long stored TR3 out of the back room and into the assembly area for Barry to beginning work on its restoration. Once again the boys will help put life back into a once cherished British Motor and have a blast doing it. Graeme's Lotus Elan will be painted very soon so Joyce might be putting the car through its paces before summer is over. It's not often you find such a close knit group enjoying a shared passion. The

British Marques offer more than just a bit of fun. I know I value my time with the gang and their machines.



Elan Suspension Check as per factory specs



E-Type discussion



Jean checking the Healey

## Prez Report

- Roger Morcilla

Well here we are in February. December and January wasn't all that bad, this winter has got to be one of the warmest one that I can remember. Our famous groundhog ( Merv ) did not see his shadow and now spring is certainly around the corner.

Most of us have been very busy working on our LBC's. Every Wednesday morning there is the regular group that gets together at Graeme Lowden's shop, and Thursday evening there is also a group that gets together at Jean Caron's garage. And I myself have been working on a 1966 MG Midget MK11 that belongs to a University of Manitoba professor.

As we approach the driving season be sure to plan for the Rendezvous weekend in Kenora, Tom & Brian and Rendezvous committee have been working very hard preparing for us an amazing event for 2012.

See you all soon!

## This & That

- Jean Caron

Recently learned that long time Club members Bob & Joan Wilkinson just purchased a Triumph TR7 from Saskatoon. Not sure when Bob will pick it up but will have it for summer months, sharing garage space with his Austin-Healey 100.

A couple of members, Graeme Lowden and Roger Morcilla are currently restoring on their original hardtops. One of the parts supplier for these now sought after tops, Bill Bolton from Oregon has now sold all his vast stock of parts to Kent Lambert of Hood River, Oregon. Apparently Bill's age, he is well into his eighties and health, have lead to this decision. Not only did Bill have an extensive array of new and used parts but he is also one of the foremost authorities on TriCarb setup. Here is all the information needed to reach Kent Lambert;

2280 Eastside Road, Hood River, Oregon USA  
97031

Email: [jkl531@aol.com](mailto:jkl531@aol.com)

PH: (541)386-2310 at home and  
(541)490-5674 cell phone

Here is a great idea that John Sims posted on the Healey List about one week ago. "The other day I got frustrated in trying to find a spray can of Gunk that I knew was somewhere on one of my garage shelves. So yesterday while at Wal-Mart, I saw a plastic shoe holder that has 24 pockets on it that is made to mount on hooks over a door. So, for a few bucks, I bought it, installed and loaded it today. I have it hanging on a parts cabinet. So there you have it and I found out I had three cans of Gunk." I hope that John Davidson reads this, I know for a fact that he could likely use two of these in his garage.



50 years ago this year, Morgan, the iconic British car brand, achieved against all odds, a Class win in the 24 Hours of LeMans, with a Plus4 Superfast. So, this year, to commemorate the anniversary of this achievement, Morgan is entering the fray once again and inked a deal with French Team OAK Racing, with Morgan branding on the car. While the race car does not look like anything Morgan has built so far, see photo, it should be fun to watch British and French on the same team trying to get along for 24 hours.

Prices for British cars in general were quite strong for quality cars at the recent Arizona auctions. While I have not checked all the Austin-Healeys that have sold, I recall seeing a 1967 Golden Beige BJ8 that sold for \$124,000.00 at Barrett-Jacskon, then a 1960 BT7 sold for \$90,750.00 at Gooding, and an 100M sold for \$114,000.00 at RM. Are the prices on the increase, I doubt it, I think it is just that the quality of the cars

was high and people are willing to pay good money for the right cars, well restored. What is on the decline, most Muscle Cars. All the good ones found homes years ago and what is left for sale is not great and the prices have dropped between 25% and 40% and sometimes more on these, especially the Mopar stuff that had been way overpriced for the last couple of years.



The sweet sound of an in-line six. That's what was heard at Tom Struthers garage on this last day of January 2012. Tom finally got his Jaguar XK120 running after a good ten years of sitting in the corner of his garage. While I was there when it started, I can say that it had a mind of its own for a good two hours and after all these years, it was not willing to cooperate immediately. But the methodical tenacity of Vince Quibb got the better of the car and then it sprung to life once again and what a sound that was. All that is left now is a good cleanup, check out the Moss gearbox and put the interior and seats back in.

## Memberships Dues

Your Club Memberships are due by **February 15, 2012**. Local dues are \$20, while those members also belonging to the Austin-Healey Club of America (AHCA) pay dues totaling \$72.

Make your cheque payable to "AHCM" and forward to Todd Chivers at the next meeting or

send it to him at 355 Niagara St, Winnipeg, MB R3N 0V3.

## Member Ads

Email the editors with your FOR SALE or WANTED ads

## Next Club Meeting

March 5 Club Meeting, 7:30 p.m., Location TO BE CONFIRMED

## Rendezvous 2012 Update

- Brian Lanoway

Registrations are coming in at a steady rate and as of January 15th, 37 out of the 97 people with hotel reservations (at either the Lakeside Inn or Super 8 hotels) have registered on-line. This means that over a 1/3 of our registrations are in hand even at this early January stage.

Our Rendezvous web site is located at [www.britishcar.ca/rendezvous](http://www.britishcar.ca/rendezvous). It is being updated constantly. Contact Tom Struthers if you'd like to register online through him.



**Northern Lights Rendezvous**  
**Kenora, 2012**

Celebrating the 50<sup>th</sup> anniversary of the MGB.

## One Method to Repair Corrosion and Imperfection in Aluminum

- Jean Caron

As we all know, Austin-Healeys have many parts fabricated from aluminum of various thickness. Items such as cockpit mouldings, door mouldings, dashboard, header rail on the tops and hardtops are all pieces that, in most cases, can be repaired using the method I will describe here. Over time, some of these parts get damaged or come into contact with other metals and start to show corrosion. I learned about this when I brought some pieces to Bob Duncan at the Chrome Pit, here in Winnipeg, and he taught me how to do these repairs by myself prior to coating.



The tools needed are few and easily obtainable. Shown here are the punches in a variety of sizes suitable for these repairs along with a light hammer. Another tool that is nice to have, but not absolutely necessary, is a metal file. You will also need sandpaper from 120 grit all the way to 1000 grit for final sanding, depending how smooth you will want your finished piece to look like.

The repair shown below is on a 2-piece dashboard for an Austin-Healey 100 and since these dashboards are no longer available, one has no choice but repair them if you intend to retain originality. The final product is painted body colour on the early cars and black on later ones. Consequently any minor imperfections will show, thus it is imperative to repair it correctly. This next photo shows the sanded dashboard ready for repairs to an area pretty well in the middle of the dash showing a few pits caused by corrosion.



This photo shows the same general area again, this time one can see the scratched areas surrounding where repairs will be done. These scratches were done by using a metal file and it easily highlights the high spots in the metal surface.



Here is a close-up of the largest corrosion spot, just above the screw hole used to secure the dashboard to the chassis. For the purpose of this demonstration, this is the corrosion spot I will concentrate on.



The next two photos show how the punch is used on the backside of the dashboard, hammering the aluminum with light blows only. Remember that this is a metal that change shape easily and you do not want to over stretch it. Just start by hammering over the edge of the corrosion spot where it meets with the good surface, checking frequently the face side, then gradually working out towards the centre of your area being worked on. When you are satisfied that this area has been raised level or close to its immediate surroundings, then

you start the process of sanding so that the raised surface blends with the surrounding area. Depending what you are working on, you may want to start with 120 grit or even 240 grit. I would not recommend using anything below 120 grit, by that I mean a grit number lower than 120 as it would tend to "bite" too much and causing deep scratches which in turn would make them much more difficult to erase.



This last photo shows the finished product, in this case done only to 400 grit. Later on, before being primed, I would sand it with 600 paper, then finish with wet sanding to 1000 grit.

This repair took approximately 1.5 hours to complete, there is no point rushing this type of work as often you will only have one chance to succeed. The key again is to apply your hammer blows very light so as not to stretch or crack the aluminum.

## The Lonely Life of a Healey Wife

- Cynthia Moorby (originally published in March 1992 *Healey Happenings*)

In spring a young man's fancy usually turns to love. While the uninformed may think that this is a lovely romantic thought, a Healey Wife knows better. But why does a Healey Wife lament you ask? Because with the first signs of spring the average mild mannered Healey Husband is magically transformed into a HEALEY HOUND!!! The Healey Hound is really no different than a BABE HOUND.

- Night after night he is out with HER
- If he is not out with HER, he is on the phone talking about HER to all of his friends.
- He drools over HER curvaceous body (there's no filler there), HER firm rear end and OH WHAT A SET OF HEADLIGHTS!!
- He buys HER little gifts: a spark plug here, a tail pipe there, I wouldn't be surprised if he has already bought HER a gasket ring.
- He takes HER out for a quick quart of oil (he brags that it loosens HER up a little)
- He is actually planning to take HER on a weekend rendezvous at McTavish's Lodge at Clear Lake
- After giving HER body a long luxurious rub down, he takes HER out for a quick spin and comes home with this grin that would rival the Cheshire Cat's knowing full well that I know he has been out with HER
- Strangers wave at him when he's with HER, they give him the thumbs up when he's with HER, some even have the gall to ask HER age, where they can get one like HER and how much one like HER would cost (that should give you indication of HER morals)

SHE may be fast and purr like a kitten when she gets warmed up, but this Healey Wife has found a few tricks of her own to lure her HEALEY HOUND back into the house. I put on my sexiest overalls, carefully manicure my nails with axle grease, dab a little eau de brake fluid behind my ears, sachet on out to the garage with a monkey wrench clenched between my teeth and the rest I'll leave to your imagination.....

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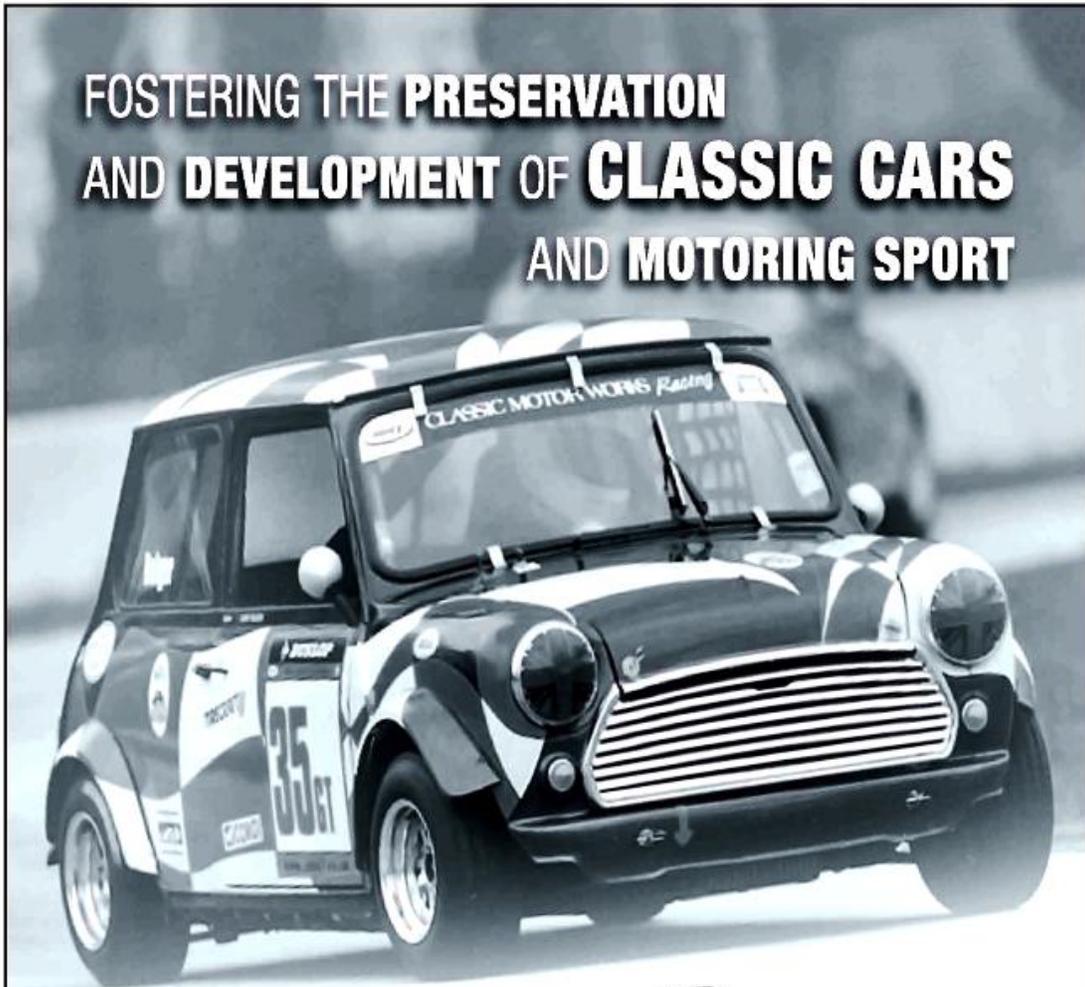


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