

March 2019

Volume 1, Issue 3

Austin Healey Club of Southern Ontario

# The Resonator



## A Word from Our President:

### Inside this issue:

<i>My Healey's Story</i>	2/3
<i>Events Listing</i>	4
<i>Pub Lunches</i>	6
<i>Healey Adventure Continued</i>	7/8
<i>Historic Plate Concerns</i>	9
<i>Club Info/Contacts</i>	11
<i>Editor's Note</i>	11

Happy Easter!

It's not too late to volunteer. This year the flea market will be held on Sunday April 21, 2019 from 9:00am - 2:30pm at The Ancaster Fairgrounds. This is the primary fundraising event for our club and the starting point to the driving season. We need you to make this event a success! It is vital to the financial health of our Club and events we hold during the year.

So if you have been asked to volunteer an hour or two to help on the day, please

say YES. If you haven't been asked, then please contact Mike McNeely [mmcneely@ymail.com] and insist that your name is added to the list.

**Breaking News**  
**Tech Session/Vendor Visit**  
May 11 2019  
10.30 am until 12.30pm  
Lunch to follow ( TBA )  
Royal Restoration  
20 Howard Place Unit 5  
Kitchener Ontario

Located in the Bridgeport business park in Kitchener-Waterloo.

Royal Restoration is a medium-sized business supplying machining services and high quality vintage sheet metal

Cheers,  
*Mark Doust, President*  
Austin Healey Club of Southern Ontario

**ANCASTER  
FLEA  
MARKET**



**APRIL  
21ST!  
DON'T  
MISS IT!!**

## My Healey's Story

By: Mirek Sharp

### Editor's Note:

*In February's issue I used a picture to compliment Mark's President message that was sent to me for the Anniversary slide show from 2 years ago.*

*Luckily the person featured in that picture contacted me and shared the story he had written around 2006 about his Healey!*

*This BT7 has been enjoyed, driven and faithfully maintained for many years by the same couple.*

*Please read on to learn a bit about members Mirek and Gwen Sharp and their BT7.*



Mirek & Gwen bleeding the master cylinder before heading to Lime Rock

Back in 1969, as a 15 year old, I worked at Al's Esso station (corner of 3<sup>rd</sup> Line and Speers Road, Oakville) pumping gas, fixing tires and generally getting in the way. One of our regular gas customers was Fergus Ross, a wonderful middle-aged man with a rich Irish accent and ... a 1959 Austin Healey 3000. The Healey was a second car for Fergus and he did most of the maintenance himself, meticulously. He occasionally brought it into our garage to use the hoist to reach the more difficult lube points. He would stand right behind us and point them all out, making sure we did not miss any. I was a long-haired "hippie", but notwithstanding looks, Al Hill (the owner of the gas station) insisted on "pump etiquette", which fostered mutual respect

between the pump jockeys and the customers. We knew many on a first-name basis and knowing how Fergus adored the Healey I would tease him, asking if he was ready to sell it to me.

Fast forward five years, I still had long hair, and was finishing my first year at University, living at home in Oakville. I was working summers at various British car garages as an apprentice mechanic (including the local BMC dealership, Budd's British Motors). I bumped into Fergus at the local mall one Saturday. We recognized one another right away and, as in previous years, I asked him if he was ready to sell the Healey to me. This time he paused for moment and said "maybe". We exchanged phone numbers, and as we

parted, I thought that would be the last I would hear from him.

To my surprise, Fergus phoned me a week later and said he had decided he would sell the Healey. He explained that he was now commuting to Toronto and the family needed a second year-round car. He had decided on a 3 litre Ford Capri and thought that if I came up with a down-payment, I could have the Healey. Was I interested? I needed to think about it a bit, as all my money had been sunk into books and tuition. The little that was left over seemed to disappear into keeping my first car, a Rover 2000, on the road. I suggested he figure out the amount of the down-payment and get back to me. A few days later he called me back and asked if \$950 was too much.

*Continued on Page 3*



Mirek in the Pit Lane waiting to do some timed laps at Lime Rock

A DB5 on the left and an early AMV8 behind the Healey  
The fellow in front of the Healey is Peter Sprague, who, with Toronto hotelier George Minden, owned Aston Martin at the time.

Mirek & Gwen replacing the exhaust in typical fashion so they could get to work the next morning.







I thought not, although I only had \$600 in the bank. I called my girlfriend Gwen, who was just finishing high school, and asked what she had in the bank. She worked part-time at the bookmobile, not a well paying gig, but had \$400 from that and baby-sitting jobs. She foolishly lent me \$350 of it and the Healey was ours!! (she caught some major trouble from her mum over that, as I was not the favoured boy in her Mom's eyes and, having long hair, was not to be

trusted!!) I went with Gwen to Fergus' the following weekend with the cash and he spent hours relating the details of the car, what he had done to it and how I should maintain it. He reminded me to pull the speedo and tach cables out once a year, clean them and give them a light greasing. He had bought the car new in 1960, the day after he married his wife Eva-Marie. They had honeymooned to Cape Cod in it. He told me that for the long

highway trips he removed the fan blades to get a few more horsepower out of it ("but don't forget to replace them after a long trip!!"). Eva-Marie barely concealed tears as I drove off in it, Gwen tailing me in the Rover. That was June 1974. Gwen was paid back to make peace at home and she was initiated early in the British sports car game. When I drove her to her high school graduation she was dressed to the nines, but held the brass knock-off hammer in her left

hand. She would lean back, and when I told her to, whack the SU fuel pump to release the sticking points through the oily hole where the rear seat pan had been removed. She got them going every time and never broke the plastic points casing - you do not let a girl like that go! We married a few years later.

*Continued on Page 5*



Mrs. Ross Sr, Eva-Marie with her children Nicholas & Kika, 1962, at their home in Oakville.



Fergus and Eva-Marie back in the Healey at their home in Oakville in 2008 when Mirek went for a visit.



# Upcoming Events

More to be added as dates  
become available.

If you have any additions, please share!

- April 10: Pub
- April 21: Ancaster Flea Market & Show
- **NEW: April 24:** Pub Lunch, Rockwood
- April 27: Brits on the Bay—Pensacola, FL
- May 4/5: AACA Automotive Flea Market—Lindsay
- May 8: Pub
- **NEW: May 11:** Vendor Visit—10:30, Kitchener
- May 13-17: California Healey Week, Temecula, CA
- May 18: All British Field Meet—Vancouver, BC
- May 25-June 2: British Car Week
- **NEW: May 29:** Pub Lunch, Burlington
- May 31-June 2: FleetwoodCountry Cruize-In, London
- June 1: Brits In The Village—Blue Mountain
- June 2-6: Rendezvous, Lake Chelan, WA
- June 6-9: Southeastern Classic XXXIII, Little Switzerland, NC
- June 12: Pub
- June 23-27: Healey Summit, Lake Winnepesaukee, NH
- July 10: Pub
- July 12-14: British Motoring Festival, Windsor, Nova Scotia
- **NEW: July 21:** Brits in the Park, Lindsay, ON
- August 14: Pub
- Aug 18: Brits on the Lake—Port Perry
- September 6-11: Conclave 2019, Deadwood, SD
- September 11: Pub
- September 15: British Car Day—Bronte
- September 22-26: Encounter, Ocean City, NJ
- October 9: Pub
- November 13: Pub
- December 11: Pub



## My Healey's Story ... Continued

The Healey was our only car some years when we could not afford a winter hack and it got a lot of service. We took it to Lime Rock, CT a few years in a row where it eventually won a 1st in the "non-Aston" Concours class at the Aston Martin Owner's Club annual meet (we were members back then). It also partook in a relay race on the Lime Rock track, which our team won. The end of the start/finish straight at Lime Rock is where the meaning of brake fade came to mean something to me - thankfully there is a generous run-out area!

As students we picked up our first furniture in it and even carted a 4x8 sheet of plywood in it to shore up our sagging bed (hey, we were just married!). We rested the plywood

on the windshield and wedged the other end against the overriders on the rear bumper - I held one side with my left hand and steered with my right and Gwen held the other side with her right hand and shifted gears for me with her left, as we crouched beneath the "fastback roof"!

When the car hit 100,000 miles on the clock, we took it out and as the odometer turned past 99,999 I eased it over 100 mph and Gwen took a picture of the dash to record the moment. The car has suffered a few minor dings and scratches, but has remained largely unscathed and rust free. I can attribute this to the engineering genius that specified a leaky rear main seal—the discharge from which has kept the bottom of the car liberally

coated with oil for 45 years.

The Healey is still in the garage and Gwen and I still share our lives (we have a better bed now). The Healey was driven every summer with virtually no problems until this last September when I ran a rod bearing. I dropped the pan and pulled the bearing caps, finding number 6 was the offending cylinder. While relaxing on my back under the car (it is so peaceful under there) I decided to pull the two centre main bearings, and to my chagrin found one was almost worn through to the bronze backing. So through 2006 I will do my first engine rebuild on it.



Original owner Fergus and daughter Kika trying out the jump seats again in 2008.



Colin Bailey working his magic with Rich when the BT7 went in for a restoration.

*Follow-up:* In the end I carefully measured the rod journals and found them to be virtually unworn and round, with very minor scoring. I took a chance and found sets of NOS standard rod and main bearings and installed them (except for the two end mains which cannot be accessed with the motor in the car. That was 12 years ago and it has been running fine since with great oil pressure. However, I know this is only a temporary measure and have been collecting NOS engine parts: pistons, bearings, etc., in anticipation of a rebuild in the next few years. A few years before he passed away, Rich Chrysler, Colin Bailey and Ron Allman did a superb body restoration. Peter Svilans refreshed the seats and installed a Heritage carpet set, so it is looking as good as it runs.





IT'S TIME TO PLAN A FEW OUTINGS  
WITH YOUR HEALEY & OTHER  
CLUB MEMBERS!

## 2019 PUB LUNCHES ARE STARTING!!

### 1ST PUB LUNCH:

WHEN: APRIL 21

TIME: 1:00

WHERE: HEAVEN ON 7

262 MAIN STREET SOUTH  
ROCKWOOD, ON N0B 2K0

### 2ND PUB LUNCH:

WHEN: MAY 29

TIME: 1:00

WHERE: WUNDEBA

4448 GUELPH LINE  
BURLINGTON, ON L7P 0N2

---

## INSTRUCTIONS FOR ATTENDING:

Please RSVP to Malcolm Bruce

905 338 8492 OR

email: [malcolmbruce11@gmail.com](mailto:malcolmbruce11@gmail.com)

If you plan on attending and the number of persons.



## A Road-trip of A Lifetime: A Healey Adventure

By: Pauline Thomas

### Part 3

LET'S RE-JOIN  
THE THOMAS'  
ON HISTORIC  
ROUTE 66!



#### Day #19 May 28<sup>th</sup>

Today we travelled from Santa Fe to Albuquerque. Along the way we stopped in Bernalillo at Silva's Saloon, a popular Route 66 stop. Here we met Denise (the bar keeper) & her 84-year-old father. Denise is now the third generation to run the saloon, and her father was happy to share stories. Your eyes never stop wandering around as the bar is filled with memorabilia, collectables, pictures and unique lights and much, much more.

#### Day #20 May 29<sup>th</sup>

Today was dedicated to the car. We met up with Dave Porter, with whom we had made arrangements with for an oil change and brake service. Then afterwards, we arrived at MoMa's shop to have the speedo repaired.

#### Day #21 May 30<sup>th</sup>

We spent a good part of the day at the Albuquerque Zoo, and yes I did feed the giraffes, one of my favorite things to do. After the zoo we got back Route 66 where we passed by some interesting scenery including a few miles of lava fields. We landed in the town on Grant, NM and stayed at the South West Motel, another old Route 66 stop.

#### Day #22 May 31<sup>st</sup>

Front Grant, NM to Holbrook, AZ, we saw some amazing scenery. From flat desert for as far as the eye could see, to rolling hills, pointed peaks, red rocks and lava. But the most beautiful of our trip today, was a drive through the Painted Desert & the Petrified Forest. As a lover of rocks, I was blown away by the wood that was turned to stone. All the colours in the wood/stone were remarkable. Afterwards we retired in the town of Holbrook for the night.

#### Day #23 June 1<sup>st</sup>

Today we traveled from Holbrook to Williams and stopped in Joseph City to see a Giant Rabbit. We then moved on to Winslow, Arizona to "Stand on the Corner". Next stop was in Meteor City where we checked out the crater from where a pre-historic meteor had crashed. We also made a quick stop in the ghost town of Two Guns to photograph the water tower and a few other abandoned buildings. Once in Twin Arrow, we stopped for lunch at the casino. Funny thing is driving along the road you see nothing but desert for miles and miles and then, all of a sudden a huge building appears in the horizon! Low and

behold, it's a casino. After speaking to staff we learn that they primarily cater to the truck drivers who come in for a bite to eat, a good night sleep and try out their luck!

In the town of Winona we stopped long enough for a photo of a vintage trestle bridge that once carried all the highway traffic along Route 66. Driving through Flagstaff we continue on the old Route 66, which takes us onto a portion of dirt road leading us to the town of Parks, which is in a National Park. After a quick stop we make our way to the town of Williams for the night. It's a cool old town with a lively downtown, full of shops, restaurants and bustling night life. Everywhere you look is adorned with neon lights and signs. They even had an old time shop out in the evening, which closed off the downtown streets.

#### Day #24 June 2<sup>nd</sup>

From Williams to Kingman, AZ, we find the weather getting extremely hot. We arrive in the small town of Seligman. For such a small town we hadn't seen that much love for Route 66 before now. Every shop is adorned with old signs, lights, pictures of stars, you name it, they have it. We spent a significant amount of time here

*Continued on Page 8*



## Healey Adventure Continued...

enjoying the local's love for the old Route.

We made our way through the town of Truxton, where we find yet another Motel that has closed. The Frontier Motel was once a favorite stop along Route 66, but like many of its kind, they could not make ends meet.

Next stop was the General Store in Hackberry for a cold drink before moving on to Kingman for the night. Kingman is home to Canyon 66 Restaurant and Lounge, where the food is good and the drinks are always cold.

### Day #25 & 26 June 3<sup>rd</sup> & 4<sup>th</sup>

We depart Kingman early to try and get ahead start on the heat. We made our way up through the Black Mountains to the town of Oatman. Our trip up the mountain was a wonderful experience. We stopped at one of the high spots for pictures only to come across a large burial site. Multiple crosses and messages from loved ones, along with actual ashes spread on the side of the



mountain. Quite a beautiful, but somber, experience. When we arrived in the cute little town of Oatman we spotted dozens of donkeys wondering around town as though they lived there...and that they do. They come down from the mountains every morning looking for food. We spoke to a local business owner who has been feeding them alfalfa pellets for years. They don't bother with people generally, but I found one cute baby who enjoyed taking a selfie with me. We departed Oatman and made our way back down the mountain towards the California state line. We decided to stop in the town of Topock, AZ (which is basically at the state line) for a cool down and lunch before moving on. Our original plan was to stay in the town of Needles, CA, however we found the hotels and town very run down. After speaking with a local businesswoman we decide to drive another half hour (in 41 degree heat) to Laughlin, NV instead. We stayed at Harrah's Casino & Resort for two nights. It was pretty as the hotel was right along the Colorado River. It was

very refreshing and we even took a water taxi to go out for dinner.

### Day #27 June 5<sup>th</sup>

We departed Laughlin NV at 5:45 am (to try to beat the heat again) and headed to our first stop in the town of Ludlow CA for fuel and breakfast. We continued on our way and stopped along the highway to speak to a construction crew. We noticed a large area of the countryside was extremely dark and wondered what it was. It turned out to be a volcanic lava field dating back 1400 years. It looked as though a cloud was casting a shadow on the ground but the sky was completely cloud-free. It was fascinating. At one point the highway that we were driving on drove right over the lava bed. We arrived in Barstow, CA at 10:20 am and call it a day, as the heat was unbearable. We spent the rest of today enjoying the pool.

*Continued on the next page*





## *Healey Adventure Continued...*

### **Day #28 June 6<sup>th</sup>**

Today we travelled from Barstow to Claremont, CA. We found ourselves getting more excited to reach the end of Route 66 at the Santa Monica Pier. The day, like most others, was filled with pictures of old signage, old building, painted murals, roadside attractions and so much more. The town of Victorville has the largest concrete plant we had ever seen as well as an airport that housed hundreds of planes that were decommissioned and used for training purposes for mechanics. After stopping at Riches Diner for breakfast, we drove alongside a team of Police Officers running to raise money for Special Olympics. We decide to stop in Claremont for the night so we can arrive at Santa Monica Pier feeling refreshed.

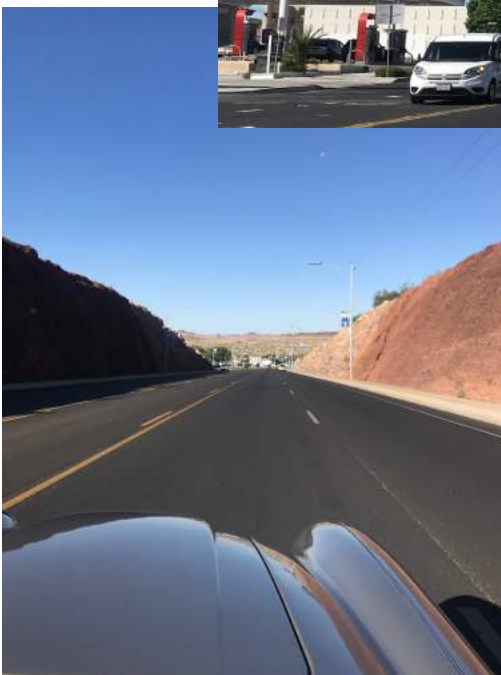
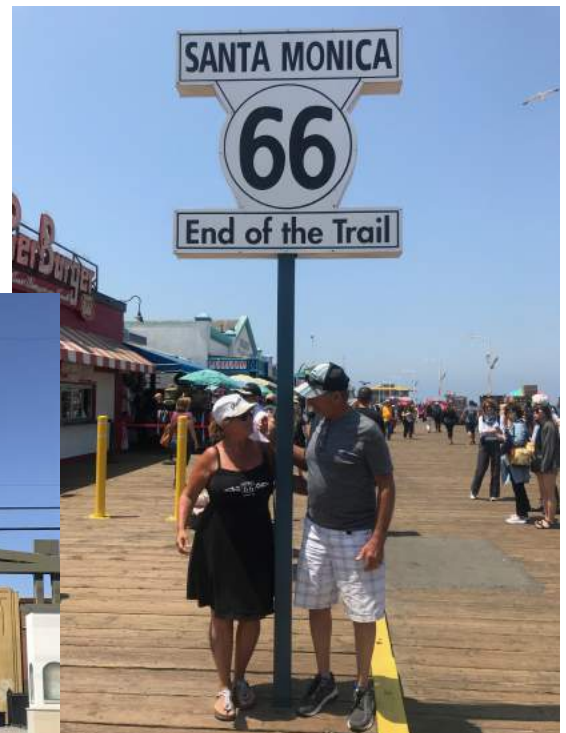
### **Day #29 June 7<sup>th</sup>**

#### **The End of Route 66**

And it happened.

We made our way through the crazy traffic and found the pier! Along our journey we decided that once we reached the end of Route 66 we would drive the Pacific Coast Highway.

Stay tuned for the next part of our 2018 Healey Adventures!



## Historic License Plate Concerns

### Submitted By: Mark Doust & John Bridgeman

Recently member John Bridgeman shared a concern after a friend of his had encountered an issue while leaving a car show last summer. It would seem the fellow was pulled over and had his car inspected. He was ticketed for missing pollution control items, an air pump, having a different air filter and catalytic converter. Unfortunately, the only cars being stopped for inspections that day were those sporting 'historic plates'.

This event led John to contact his local police department where he was referred to the Ministry of Transportation website via the following link:

<http://www.ontario.ca/laws/regulation/r01331>

The information found at this link below is a summary of the above and was referred by the officer below responding to John: <https://performanceimprovements.com/blogs/news/ontario-historic-vehicle-plate-crackdown>

### **Warning! Are Your Ontario Licence Plates Illegal?**

Posted by Robert McJannett on May 16, 2017

Historic Licence Plate CRACKDOWN

It appears the the **police have decided to clamp down on the use of Historic Licence Plates in Ontario**. I have already heard from a couple of folks who have been pulled over. Vehicles more than 30 years old and substantially unchanged since manufacture may qualify for a "Historic" registration. Annual fees are much lower (\$18 vs \$120) for a passenger car in 2017, **but Historic Vehicles may not be used as conventional transportation.**

*Ontario Highway Traffic Act*

Here is the information that I have printed from the current Ontario Highway Traffic Act. The bold print is mine:

*Historic vehicle plates can be purchased for a vehicle that*

*(a) is at least 30 years old, ( So currently 1987 and back!)*

*(b) is operated on a highway in parades, for purposes of exhibition, tours or similar functions **organized by a properly constituted automobile club** or for purposes of repair, testing or demonstration for sale,*

*(c) **is substantially unchanged or unmodified from the original manufacturer's product.***

*(3.1) Where the number plates attached to the vehicle are year-of-manufacture plates, and only one plate was issued by the Ministry in that year for display on a motor vehicle, that plate shall be attached to and exposed in a conspicuous position at the rear of the vehicle.*

<https://www.ontario.ca/laws/regulation/r01331>

<https://www.oswca.org/uploads/highway-traffic-act-r-r-o-1990-reg.pdf>

### **Ontario Street Rodders Speak Out**

Here is an excerpt of an email I received:

**"The law on Historic Plates is defined to going to a registered repair shop, sanctioned car show, sanctioned cruise night and test drive for sale. The vehicle must not be modified from the vehicle identification number as well.**

**We, and many of our friends, go out for drives to see the fall colours etc, this is illegal to do with these plates.**

**Nearly every car show and cruise night is not sanctioned and is illegal. Unless the event is a registered automotive business or has event permits for a car show with the city, which also requires the approval of zoning and appropriate insurance, it is an illegal event, private property or not.**

**The officer that pulled us over allowed us to have 48hrs to get regular plates or pay the \$170 fine for improper use."**

I also spoke with Jason Wilson of the Vintage Auto Insurance program at Reeds in Lindsey. While he agrees that those running historic plates should be aware that if their vehicle is modified, historic plates are not correct for the car, his insurance carrier would not use that against the insured if there was a claim.

### **Ontario Historic Plates NOT for Modified Vehicles**

So if you are asked if you should run Ontario Historic Plates, this is the situation as I know it. The short answer would be, No. Why put your special vehicle in danger for the \$102 savings? Especially if there is a \$170 ticket waiting for you outside of the Cruise Night. If you want to drive your modified vehicle, get a regular plate and get out on the road and drive! **Bob McJannett**

### **LINKS**

<https://www.ontario.ca/page/register-vehicle-permit-licence-plate-and-sticker#fees>

<http://www.wheels.ca/news/vehicles-must-be-30-years-old-for-historic-plate-designation/>



## Austin Healey Club of Southern Ontario

### Monthly Club Meetings:

2nd Wednesday of each month

Social Hour: 7:00PM

Meeting: 8:00PM

Where: Ned Devine's Pub, 575 Ontario St S, Milton

### Executive Contact Info:

President: Mark Doust: mark@abarth.ca

VP: Mike McNeely: mmcneely@ymail.com

Secretary: Carol Turl: gturl@sympatico.ca

Treasurer: Geoff Turl: gturl@sympatico.ca

Membership: Phil Jarrett: pgjarrett@me.com

Flea Market Co-ordinator: Mike McNeelymmcneely@ymail.com

Flea Market Assistant: **OPEN**

Events: **OPEN**

Wednesday Lunches: Mal Bruce

Regalia: Ron Redshaw

Magazine Dist: Ed Orr: eorr@cogeco.ca

Webmaster: Steve Hall: stevehall@cogeco.ca

Newsletter: Amanda Yule: smileygirl322@hotmail.com

Club Delegate/Past President: Bob Yule: bob@autofarm.net

### Healey of the Month:

1959 AUSTIN HEALEY BT7

OWNED BY: MIREK & GWEN SHARP



**Send in your Healey pic to be the next  
Healey of the Month!**



We dedicate ourselves to the preservation of the marque through continued use, mutual enjoyment and sustained support.

## The View From The Navigator's Seat

*(In keeping with Anna's contributions to our club, I will continue sharing the view from the passenger side of the car....unless of course I'm driving!!)*

*By: Amanda Yule*

A sure sign of Spring is the sighting of the familiar robin. In our neighbourhood, a good sign that nicer weather is finally on it's way, is the arrival of several hundreds of tundra swans! If you've never seen this spectacular sight, it is something to behold! They flock by the hundred into local farmers fields to rest and feed before moving on to the north. So needless to say, when we saw them

arriving last week, we were excited to go down the road and see them.

Be sure to read over the events listing on page 4. If I catch wind of a new event, I'll add it in with a notation just so you can easily identify another potential driving opportunity. Gary Stokx emailed about the Lindsay show, Brits in the Park, so it has been added.

I'm looking for any stories about your Healey! How

you came about owning it, exciting trips you've taken in it or anything you'd like to share!

A big conversation we've had around here lately has been what colour Bob's new BJ8 will be!! We believe we finally have a winner! Stay tuned...it's something different, but SO nice.

And it's NOT white!!!  
See you in Ancaster!



**Need one of these for  
your Healey??**

