

The Resonator



A Yule



A Word from Our President:

Inside this issue:

Events Listing	2
Membership Renewal	
November "Virtual Pub"	3
Friendly Warning	
Member Car Photo Share	4
Healey Winter Storage	5
A Wiper Motor Rebuild	
Member Share Cont'd	6/7
Another Member Share	8
Delegate Report	9
Wiper Motor Con'td	10-12
Tech Tip	13
Classified	14/15
Club Info/Editor's Note	16

So, let's begin with a hearty Merry Christmas and a Happy New Year! Since this is the last Resonator of 2020, why not a little review of this special year.....

Hey, what a great time to be elected President. We were able to have three actual club meetings and one executive meeting before the Hammer dropped. Then I was able to preside over cancelling events, cancelling pub nights, cancelling the Ancaster Car Show/Flea Market, cancelling the Rockton Car Show/Flea Market, and by the way, no Christmas Dinner this year either. If you really want to know how much fun all of that has been, we should have that discussion in private!

OK, moving along. Covid 19 is still there with a vengeance. There are enough people telling us what to do. Many without qualification; my thought is easy, listen only to experts you trust, follow the common sense rules. Especially with Christmas and family gatherings. (masks, wash hands, distance). You know, between Covid 19 and the US Federal Election, I

cannot decide which is worse.

What about our club events? So going into 2021 we now have two event coordinators. One west, MALCOLM BRUCE, and one east, MICHAEL SALTER. Awesome and both have prior experience at handling events so this is great. I feel strongly this move will help our club be more regionally inclusive, a personal goal. Thank you both for stepping up to the challenge. Importantly, there have been a couple of actual events this year. Mike Salter did organize a great run to the Healey Lakes and it was a smash. It was well organized, was done safely within Covid guidelines. Events are still possible if well planned and done right.

This year we very successfully introduced Virtual Pub Nights using Zoom. Monthly attendance is growing as we get better at this. It seems our Tech Talks are very popular. We are looking for more ideas for these 'meetings' to increase participation and success. Let us know. If you have **not** joined our Zoom Meeting yet, give it a try. It really is just as easy as logging in to your email. Steve Hall coordinates

these meetings, and Ken Giffen has volunteered as his assistant. Thank you both.

We have spent a lot of time on Membership records and accuracy, plus work on Healey Marque mailing. That has been a ton of work so many thanks to Eoin Galvin, Bob Yule and Laurie Wilford. Keeping track of all of you is actually hard work.

Incredibly we have made it all the way to December! I can tell you that I will remember 2020.

Let's talk soon. Our CHRISTMAS ZOOM MEETING is Wednesday,

In closing, Moira and I want to wish all of you a very Merry Christmas and the Happiest of New Years in 2021.



Mike



Events & Activities—AHCSO & Of Interest

- December 9: Virtual Pub—see next page for details
-
- **2021—Just in case there is some sort of new 'normal' next year!**
- Southeastern Classic XXXIV—April 22-25, 2021, Safety Harbor, FL
- Conclave 2021—May 16-21, 2020, Big Bear Lake, CA
- Healey Summit—September 19-23, Newport RI

Membership Renewal Information

From Eoin Galvin's Email



This is just a reminder to all regarding our membership renewal and it is the first time some of our members will receive emails as we have been working hard updating our records. So please forgive me for resending the following.

To all those who have already paid thank you.

Our club membership which is based on the calendar year from January 1st through to December 31st.

Once again our annual membership dues are \$70.

Recently, the AHCA contacted you suggesting that you pay the USA based club. Because we are in Canada that causes some real complications for us and especially for you. Our dues are \$70.00 Canadian Dollars, but if you pay to the Austin Healey Club of America directly you would have to pay in US Dollars. Eventually they do pay us back but in Canadian Dollars. Ultimately this costs you extra money and slows everything down.

Please ignore the instruction to pay the National Club.

We have set up two ways to pay your dues. Payment is due by Dec 31st.

METHOD 1) Email transfers. Please send your dues to ahcsomembership@gmail.com

Note: A security question and answer is not required but please include your name and any new information in the message area. I will then be notified by email from the bank informing me that you have completed the transfer

METHOD 2) If you still prefer writing and mailing a cheque, that works also.

We are making some changes to the member registration form, it will now contain a check box asking you if you are a new member or a renewing member. Please print off this form and mail it along with your cheque. All mailing information is on this form. The form is on our web page, the following is a link to that form
<https://ahcso.ca/about-the-club/join-us>

Please note if payment is not received by March 31st we cannot guarantee you will receive your Healey Marque Magazine.

Thank you, Eoin Galvin

December “Virtual Pub”

WEDNESDAY

DECEMBER 9, 2020

@ 7:30PM

Check your email for
instructions on how to
join the meeting.

If you need assistance, please
contact someone on the
executive!

COME CHECK IT OUT!



*If you are looking for the icon to download
Zoom—it will look something like this and can
be found in whatever 'store'
you download programs from on your phone,
Ipad, computer, etc.*

A Small Word of Warning

Courtesy of Mike McNeely

Have you ever heard anyone say this?

I WAS HACKED!

Well, I was hacked! It happened to me last week. Several friends and fellow club members started to receive emails from me asking them to pay for gift cards, pay other bills, all on my behalf since I was not available. Not real! Big Fake! It is a big SCAM.

To be clear, none of you will ever receive a message like that from me and you should absolutely never respond to those emails. DELETE, DELETE, DELETE. If you feel you must confirm, do it only by telephone.

I did consult with the Police Computer Fraud Division. Detective Parker advises this is very hard to catch or stop. I was given some advice.

I followed their advice. In self defense, I have changed a lot of email and other personal passwords. I increased security settings on my computer and other devices. It became very obvious and important to have different passwords for your email and any on-line banking, credit card or investment accounts. To be honest, I used to do the simple thing and have only one or two passwords for everything. Found out how dumb that is, fixed it. Lastly, for any of you who received those messages from me I am very sorry. You should keep a careful watch over your computers and consider changing passwords too. Hope you don't mind this little public service announcement.



Member Share

Submitted by: David & Mayumi Goadby

My passion for British sports cars, and Healeys in particular, began in my early teens (circa 1962). Having been British born before my family emigrated to Canada in 1953 may have also had something to do with it! My favourite uncle, a former Sergeant Major in the British Army Bomb Disposal Squad, was a serious BMC/Ensign Motors devotee. He'd incrementally purchased amongst the first examples in Canada of each of: a red MGB, with off-white factory hardtop; a dark blue Wolseley Vanden Plas with a gorgeous light tan leather interior; a BJ8 Healey; and then an opalescent silver blue Jaguar E-Type 4.2. Each of his cars were always meticulously maintained, but it was his '66 Healey (all silver blue) BJ8 with blue interior that I always admired the most.

My personal journey with big Healeys began in 1968 when I acquired a 'well-used' '66 BRG BJ8 3000 Mk. III from the infamous former New Car Trade Centre at Bay St. & Davenport Rd. I was 19 at the time. My mildly "hotted-up" '62 Austin Cambridge was my partial trade-in (off-white with red side insert). I subsequently learned that the Healey had been traded-in against a '67 Plymouth Hemi Satellite. That told me something about its previous owner!

The motor on that '66 had obviously seen some 'rode hard and put away wet' usage, with not enough care. Nonetheless, it was an attractive buy for me at the time with NCTC's infamous 'easy financing'. Within a few months of buying the car I made the decision to spend more of my then meagre salary than I could afford on a complete engine

rebuild & upgrade by a well-known Scarborough machine shop; the name escapes me. The rebuild included mildly shaving the cylinder head; cylinder honing & new one-over pistons; a comprehensive valve job; a mild camshaft upgrade; Weber side draft carbs; a tubular exhaust manifold & complete black wrinkle finish Stebro exhaust system. Likely another sign of some prior abuse of a relatively new car the O/D gearbox had an excessively noisy 1st gear which was also replaced. I had the car repainted a lighter shade of BRG and added a well-sized, white triple rally stripe up the center. I also elected to remove the complete front bumper ass'y, which was legal in those days; remember, I was 19!. In my eyes at the time, the car was 'reborn' and a joy to drive. I recall loving the changes in the deep new exhaust note resulting from the ultra-smooth electric O/D upshifts & downshifts, particularly during top-down driving.

Alas, having spent more than I could afford on the motor & other

work, and not wanting to use the car in upcoming winter, I made a fateful decision. I parked and covered the car in our Don Mills apartment garage and I foolishly suspended all insurance coverage on the car. This was to avoid the late Fall insurance renewal cost that included a huge rate increase ('Facility Insurance') resulting from my excessive indulgence in 'spirited driving' of the car. As bad luck, or perhaps just plain inevitability would have it, the car was hotwired and stolen from that garage in the middle of the night several weeks later. During a police pursuit, the thief drove the car off-road at excessive speed and eventually plowed into a heavy gauge wire rope barrier cable suspended between two large steel posts. The impact penetrated & almost completely collapsed the soft aluminum front end, even driving the engine and gearbox back by about 4" in the car. The thief managed to escape capture on foot. Upon recovery of the car and a full assessment of the



Continued on page 6 & 7

Healey Hibernation

Submitted by: Mike McNeely

So, thanks to the great tech talk during the November meeting, I know how to put my precious BJ8 to sleep for the winter. Filled the tank to at least $\frac{3}{4}$ full, added fuel conditioner. Disconnected battery. Checked tire pressure, all fluids, especially anti-freeze, put the top up and put the car to sleep in the upper berth with a nice warm blanket.



And, sadly, here is my new recreational drive for the next several months! I am sure it will not be nearly as much fun and fuel mileage is terrible!

A Wiper Motor Re-build

By Peter LoRe

I'm wading through spare parts leftover from the Healey restoration competed in 1986. 'I said I would eventually get to it.' I'm repairing, rebuilding and restoring parts that were left over from the parts car, a '66 BJ8. It's satisfying to put away clean, painted, tested and ready for use parts. So far I've resurrected a Lucas starter, a Smith heater (complete blower and heater box), steering idler, Girling calipers and many miscellaneous small bits.

The latest project has been a Lucas wiper motor. I discovered that they are difficult and very expensive to get – especially the gear mechanism. They must be made of the proverbial

un-obtainium. The motor alone is near £200, on an *exchange basis only*. Some bits like brushes, racks and wheel boxes are available. All this is to say that it's worthwhile to service and maintain the one in your car. I know the wipers on our cars don't get much use or exercise these days but all the more reason to make sure they will work when you need them.

The wiper unit seems to be rather robust and reliable. I found an excellent article on rebuilding one at:

<https://mgaguru.com/mgtech/electric/et217.htm>

If you haven't yet discovered this website, I'm sure you'll



Photo 1.
Lucas DR3A model wiper motor

Continued on page 10-12

Member Share...continued from page 4

extensive body and engine damage, I then had to make the agonizing decision to sell my first beloved Healey at almost scrap value! It was a hard lesson, but I vowed to one day own another big Healey. In the meantime, I needed to get on with establishing a career somewhere within 'automotive'.

Fast-forward to 2004. By then I'd determined the time was right for me to acquire another big Healey. At that point in time I'd become involved with the owner of the later-to-become Oregon-based US builder of Ariel Atoms (Brammo Motorsports). As an interesting aside, that collaboration was originally established to design and build an American-based supercar for the road. The British Stealth B6 racecar that we were racing here in Canada at the time was part of the inspiration for the new supercar. The car was to be named the "Rogue" (after the Rogue Valley in southern Oregon). However, almost immediately after we legally protected the name within North America, Nissan approached us to sell the name to them. The offer was hard to refuse and it's now the name of a popular Nissan SUV! We subsequently abandoned the supercar development project in favour of that company's pursuit of initial North American Ariel Atom manufacturing and sales.

An extended US search in '04 lead me to a nicely restored BJ8 Healey out of North Carolina. In its pre-restored condition, it had never seen snow or salt. Once again it was a '66, originally BRG, but it'd subsequently been repainted gleaming black with a silver-grey side flash as part of its full restoration; unoriginal of course but attractive to me. Upon inspecting and test driving the car in the US, I found everything to be in order on this one and I bought it on the spot. I then arranged for the unexpectedly costly importation of the car into Canada +

Ontario registration, whereupon we initially joined the AHCSO. I had also acquired a nicely restored '60 AN5 Sprite Mk. I from the US in '05, with the typical Mk. II engine, gearbox and brake upgrades. This Bugeye also had the argent wire wheels. I considered it to be the BJ8's 'little brother'. Precision Sportscar did some initial tuning and mechanical detail work on both cars for me at that time.

But, the story of our newly acquired BJ8 continues....

My involvement with Ariel Atoms then led me to develop a relationship with its UK originator, Simon Saunders. Some may remember the infamous (at the time) internet video of Jeremy Clarkson's 'flapping jowls' track testing of an original UK-built Atom 3. At that time, I was happily operating a travelling Ariel Atom Experience ("AAE") with a group of racing buddies. We had a fleet of 8 of the new-to-North America, Oregon-built Atom 3s that we transported to racetracks all around Canada and the US, like a travelling circus! It was a 'hobby business' and a passion following a number of years involved in amateur and professional road racing in Canada and the US, as a team owner only. I was subsequently approached by Simon to consider taking over the US manufacturing, assembly and sale of Ariel Atoms for the North, Central and South American markets, in a US location more readily accessible to the UK than Oregon. Having recently taken an early retirement from a career in OE auto parts design and manufacturing, I determined this to be a potentially interesting and timely new business opportunity. We decided to proceed and put together a small business team here in Toronto. We also decided to set up the new venture in the Business Park at Virginia Int'l Raceway. It was a facility that had impressed us when we'd previously operated our AAE events

there. This also necessitated purchasing a 2nd home in the area, for practical reasons and, of course, then justifying exporting my 2 Healeys back into the US! The home purchase was made just across the southern border of central VA, in North Carolina. Our BJ8 Healey had therefore truly returned 'home'. The virtually endless miles of smooth, quiet and twisting backroads all around VA and into NC were perfectly tailored to almost year-round, top-down driving of the big Healey. Great stuff!

Upon applying for an NC title and plate registration for the BJ8, it was immediately determined that the car's serial number was still registered with the NC DOT, under another name. Sure enough, its original registration had never been cancelled by its original NC owner, a retired USAF Colonel, going back to his pre-'04 ownership. With that hiccup relatively easily sorted out through the NCDOT, my wife (Mayumi) & I were then able to enjoy 8 years of limited, but regular, pleasure driving of Healey down there. But never being one to leave well-enough alone, and admittedly not being a "purist", I arranged for numerous upgrades to be made to our BJ8, including:

- Rebuilt Toyota SR5 gearbox/clutch conversion (former Smitty's)
- Complete uprated custom alum. rad./electric fan cooling system
- 12V negative/alternator electrics
- Gear reduction starter
- Full-floor + firewall thermal/sound deadening
- LED lighting
- Moto-Lita wood wheel
- Etc., etc.

Butch McKenzie (Burlington, NC), and subsequently Flying Circus English Cars (Durham, NC) did most of the work, including some of

Continued on the next page

our own work at our AA facility.

I also registered and plated the Bugeye Sprite in NC. It saw very little use, but I did manage to locate a good 'factory' hardtop for it; have its hood reworked for safer full forward tilt opening; & add a set of the replica Minilite centerlock-adapted wheels.

But the story of our BJ8 Healey continues.....

Perhaps as somewhat of a subconscious 'political statement', but initially economically ill-fated, we'd started up the US Ariel Atom manufacturing business in early 2008, right at the start of what quickly evolved as a major economic recession. We recovered well but in late 2016 we decided to start seeking a buyer for the business, which by then also included Ariel Nomad manufacturing. It took a long time to find the right buyer, but the business sale eventually closed in late 2019. We'd previously sold our NC home, then deciding upon central Mexico as a 2nd home

location. It was time to fully retire and start enjoying Ontario summer living a lot more than during the prior 10+ years. So, we've recently re-imported our BJ8 Healey back into Ontario, after selling the Sprite in NC (kept the wire wheels), and we've rejoined the AHCSO.

I'd never actually contemplated returning our Healey to Canada, but luckily, I'd retained all the necessary original importation documentation to substantiate that our BJ8 was "Canadian Goods Returned". This made the re-importation a simple matter of arranging for the enclosed transport via Reliable & Thorsons and an easy CBSA clearance via S.M. Hewitt, but with none of the costly HST or other charges applicable this time around.

I'd also held onto the original Ontario personalized plates ("BJ8-66") + a photocopy of the original Ontario ownership. When the car was registered in NC, I was required to hand in the original permit portion of the ON. ownership. This should have resulted in the ON. ownership automatically being cancelled via a

so-called 'reciprocal agreement' on vehicle ownerships. I suspected that it had never happened, which proved to be true. I was easily able to get the original ON. ownership updated to our new address & apply for the new sticker for its original ON. plates. We're now looking forward to some great Healey drives in & around Ontario next summer.....or, will we ship it to Mexico next?!

Since buying our BJ8 in the US 16 years ago, it may well have accumulated more total transport miles than actual road miles driven!

At some point we'll likely get around to selling off the various excellent original BJ8 take-off parts, including the O/D gearbox & driveshaft, etc., etc., but for now they all remain stored in the US.

So goes this little story of our BJ8 Healey & its travels.....to date.

Member Contribution

Submitted by: Chris Sainthill

Editor's Note:

Over the past few issues, I have included a link or 2 that Chris Sainthill has been so kind as to send me for distribution to our membership.

This month, I will include them here too so they won't be missed!

I hope you take the time to have a look !

Many thanks to Chris for his contributions each month. They are great articles and your help is much appreciated!

LINK #1: A Healey History Lesson

<https://hymanltd.com/vehicles/6805-1955-austin-healey-100s/>

LINK #2: A Timely and Interesting Article

https://www.hagerty.com/media/maintenance-and-tech/is-your-fuel-stabilizer-actually-hurting-your-car/?utm_source=SFMC&utm_medium=email&utm_content=20_November_4_Newsletter_NewDD

****To view these links, copy and paste the highlighted section and paste them in your browser bar*

Member Share

Submitted by: Jeremy & Mary Clarke

Please allow me to introduce myself, although I've been a "phantom member" for over 4 years. We live north of Kingston and had no driveable car!

Mary and I are high school sweethearts and after attending U of W we set off for the Wild West. We spent 4 years in Calgary until returning to a position with P&G in Brockville, ON.

After 11 years, we relocated our growing family to Southeast Asia for a 3 year assignment in Malaysia. Our assignments grew until ultimately we spent 20 years in 6 countries in Asia.

I retired in 2014 and promptly built a 3 bay coach house to house my Healey, which had been in storage waiting for a full nut & bolt restoration since purchasing in 2002.

Mary has continued consulting to fund my restorations. I started the restoration in 2016 and like many, have loads of stories about the project.

I completed the (although never really complete) restoration this past summer by myself, with the exception of the exterior paint and re-boring the cylinders.

The Healey restoration continues to be a learning experience and I certainly have made my fair share of mistakes. Troubleshooting is a valuable skill!

I'm very happy with the restoration and look forward to driving with the club next spring.



AHCA Delegates Report: Nov 7&8 2020

Submitted by: Bob Yule

The meeting started with the roll call and there were 55 Delegates, officers and guests on the Zoom conference/meeting.

The committee reports followed and regalia reported jewelry was now available

Conclave Committee reported that due to Covid-19 the 2020 event was cancelled and AHCA had to reimburse the Florida Club about \$4000 as per the standing agreement, for expenses already incurred, mostly credit card fees. The hotel offered full refunds also.

Conclave 2021 has 168 registrations to date which is more than were expected in total. The host hotel is sold out but an alternate is available, and some of the events have had to be doubled up to accommodate everybody who wants to participate. So far only one registration is from Canada & that is from Manitoba.

Conclave 2022 is a joint meet with the Sports & Touring Club and will be called Enclave. It is to be held at the Kalamari Resort in the Pocono Mts of Pennsylvania from Sept 18th – 22nd. The room rate has been negotiated at \$149-\$162 per night and no resort fees. The Pocono race track is close by and Nascar experience will be available as well as lapping in your Healey. This event will celebrate the 70th birthday of the Austin Healey and a large turnout is expected. A web site has been set up, but will not be active until after Conclave 2021. It is www.enclave2022.org

AHCA also saved considerable travel expenses over the year, although some airline tickets had already been purchased and vouchers were issued instead of refunds.

Commercial advertising has been taken on by Vince Barnell from Texas, following Laurie Wilford who had the position for seven years. Laurie was thanked and praised for his work with the advertisers. It is proposed that QR codes be

incorporated into the commercial ads so readers could scan and go straight to the advertisers web site or other documents.

The DMH Memorial fund awarded two scholarships in the past year each for \$3000 to study at McPhearson College in Kansas, a college offering courses in auto restoration. It is hoped that members who pass on will remember the fund in their wills. There was also a fund set up in 2000 to enable the club to pay for special guests to attend Conclave etc. These guests were mostly Healey family members, but since the remaining members of the family had very little to do with the cars, it felt that the money held in this account \$9700, should be transferred to the DMH fund. The fund currently has \$29439 in the bank. Selected guests could still be financed from the DMH fund account if deemed worthy.

Membership currently stands at 2944, up by 50 from last year. There will be no mail out renewal notices this year, just in the Marque and e-mail to members.

It is imperative that members send changes of address, phone & e-mail to Mike Snyder as soon as they occur in order to keep the membership list current. It was also suggested that the Club check out "Club Express" as a means of handling memberships and other club activities. The membership directory was delayed due to Covid delaying the layout process and mistakes were also made, so a directory will be printed in 2021 even though it is not a directory print year.

The Pensacola Club was suspended due to the fact that their only member had died. If any people are interested in a Club in that area, then the suspension can be lifted.

Insurance continued to be a big issue and a new carrier was selected through the brokerage of Hagerty, but it was discovered that the policy was not valid in Canada so a different

company was selected and all clubs are now covered. However, although all car shows, rallies and other like events are covered for \$5million liability, all speed events, hill climbs, speed runs, gymkhanas and funkhanas will have to have a separate certificate which will cost \$180 a day. Any event location asking for a certificate can be given one free of charge. The new premium for AHCA is \$18400. In view of this all clubs that allow "local only" members will now have to pay \$10 per local member, up from \$5. This does not apply to us as we don't have any local only members.

Honorary memberships were awarded to several worthy people including our own Laurie Wilford for his work in advertising. A lifetime membership was awarded to the curators of the Healey Museum. Donations are still being sought for the museum and AHCA is once again going to match any amounts donated by local clubs.

Some minor bylaw changes were approved for the nominating committee.

There will likely be a dues increase in 2022. The last increase was 2011.

Officer positions were elected as follows:

President: Gary Feldman. This is his fifth year and his last. Only one other president has served for five years,

V.P. Club support: Cliff Huggins
V.P. Peter Sturtevant
V.P. Safety: Jeff Porada
V.P. Conclave: Neill Anderson
Secretary: Edie Lowery
Treasurer: Bev Sealand

The next fall Delegates meeting will be held in Indianapolis from November 5th -7th all being well with Covid and this will be a Hybrid meeting, both live and on Zoom.

Wiper Motor...continued

enjoy it. As the name suggests, he's an MG guy but there is so much useful information applicable to Healeys and other British cars. You'll be amazed at the depth and breadth of his articles complete with pictures and diagrams. I therefore see no reason to rehash the rebuilding of the wiper motor here. Following his instructions, I found the disassembly, inspection, cleaning and re-assembly easy to follow.

However, here are a few insights I had with the overhaul in no particular order.

- 1) The motor housing on this unit, removed from a '66 BJ8, was hammertone grey, as seen in Photo 1 above. The unit in my BJ8 Phase I is crinkle black. There are several variants of this wiper motor. If concours is your thing, you may want to investigate this further. I painted mine black because that's what I had at home, I wanted to complete the job and the coronavirus self-isolation finalized the decision.
- 2) What I found surprising was how the internal grease had hardened beyond its useful life; 54 year old grease. Cleaning and reapplying fresh grease would preserve and extend the motor's useful life.

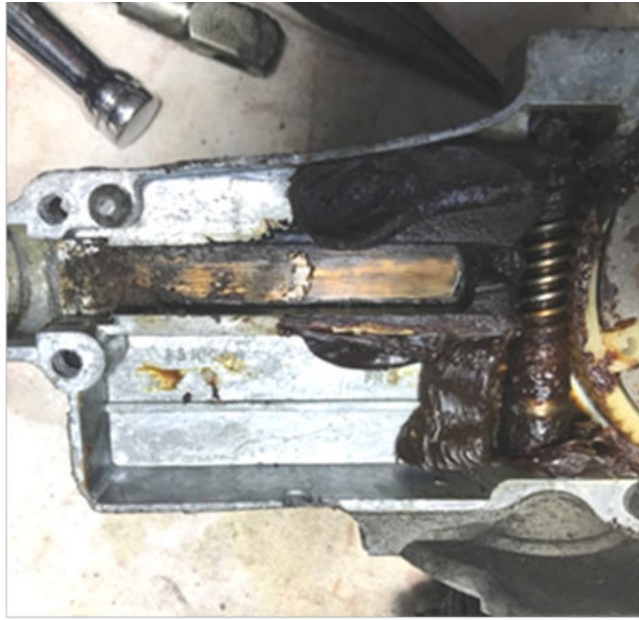


Photo 3. Rack slide 'before'



Photo 4. Gear casing 'after' cleaning



Photo 2. Gear

- 3) Any kink or dent in the tubing which houses the flexible rack, will strain or even prevent the motor and gear mechanism from working. I was quite surprised how small an irregularity in the tubing would prevent the rack from sliding back and forth smoothly. The small dent in Photo 5 below may not even be visible in the printing.



Photo 5. Tiny dent obstructed the movement of the rack

- 4) However, there is a solution to new rack tubes. I discovered that you can fabricate new tube sections from 5/16" steel fuel line. (Boy, that fuel line has come in handy twice now. I used it to fabricate the dual fuel pump connections, mentioned in a previous article.)

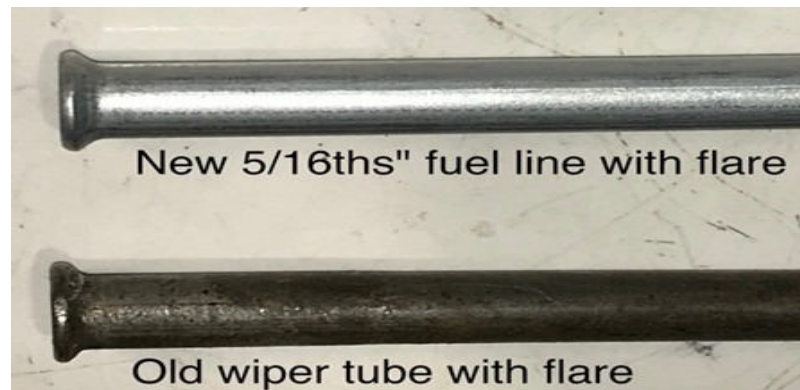


Photo 6. Make your own replacement wiper tubes

- 5) You will need to cut the tubing to length and flair the ends, just like brake lines, to connect to the wheel boxes. Below is a diagram with the measurements. I have included the distances between the wiper motor and wheel boxes and also the total length of the individual tube sections from flair to flair. Note that section C is the tailpiece where the rack ends. (Again, these measurements are for a BJ8 but the tube lengths can be cut to fit your Healey model.)

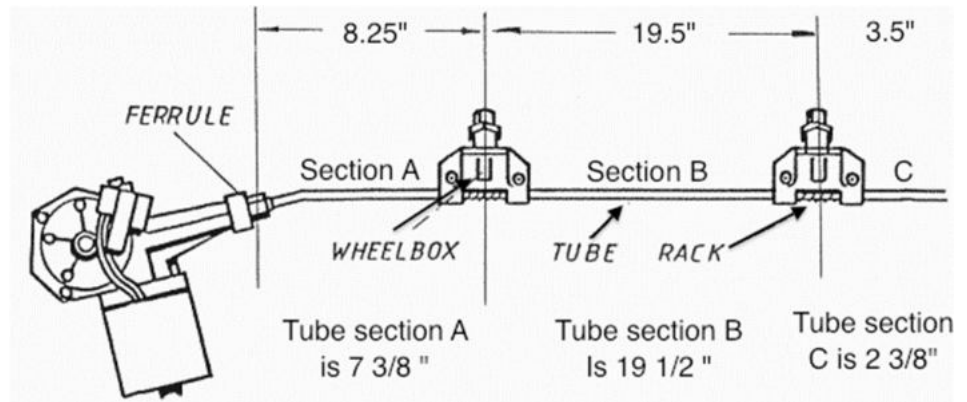


Diagram 1. Wiper mechanism measurement

- 6) After trying a number of rust removal methods, I found a product that works very well – VAPO-RUST. It removes surface rust easily by just soaking and stubborn rust by wire brushing and soaking over a few days. It's available at Princess Auto in quarts, gallons and 5 gallon pails. You can see the results in photos 7 and 8.



Photo 7. Round parking cover, outside, after cleaning



Photo 8. Round parking cover, inside, after cleaning

Wiper Motor...continued

- 7) Based on questions I found on the Internet, photos and some explanation of the parking mechanism may help. The motor is not started by supplying power to it, as you might think. Instead, power is constant and when the dashboard switch is turned to 'ON', the ground circuit is completed to start the motor.

To stop the wiper motor and open the ground circuit, both the dash switch must be turned OFF *and* the contact arm (Photo 9), attached to the rotating parking gear (Photo 10), must reach the space on the contact plate (Photo 8).



Photo 9. Contact arm



Photo 10. Parking gear with contact arm attached

- 8) In conclusion, the wiper motor was easy to overhaul. Even though this was a spare motor that sat on a shelf for 41 years, it was surprising how it was constricted by old grease. It made me wonder about the condition of the units in our cars, especially since they don't get much use. Even a cleaning and re-greasing would ensure their proper function.



Photo 11. Everything ready to re-assemble

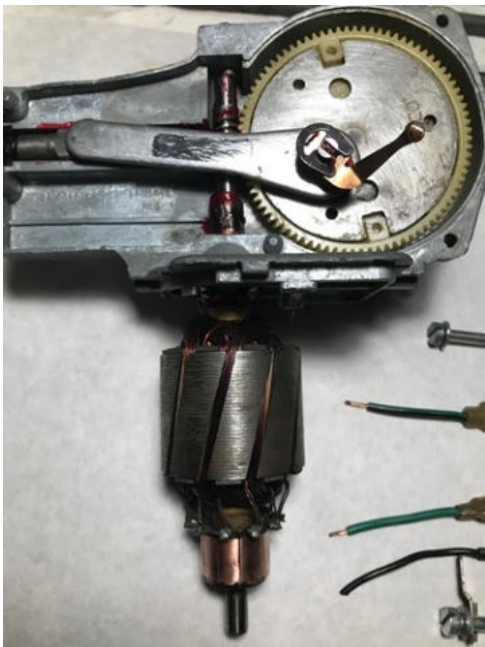


Photo 12. Motor partially assembled



Photo 13. Motor completed

A Follow-up Tech Tip From The Last Zoom Meeting

Submitted by: Jeremy Clarke

To answer Mike's question from the last newsletter and having recently timed my engine during the final tuning stage of my restoration, I'll describe how I went about it.

Keep in mind timing specs differ across the models as do pulley/balancer diameters/circumferences.

1. Turn the engine until the mark/groove on the crankshaft pulley is visible. (You may need to put the car into 3rd or 4th gear and give it a push until two marks are aligned)
2. Measure the circumference of the pulley or harmonic balancer with a flexible tape measure ("borrowed" mine from the sewing kit). In my case, it was easier to measure the circumference (versus diameter) of the harmonic balancer to avoid the fan belt, and to avoid the crankshaft starting nut. Ideally, I would have measured the pulley specs prior to installation and used it (rather than the harmonic balancer), since the mark would have been closer to the pointer for a more accurate reading in step 5.
3. My harmonic balancer circumference is 60cm. My desired timing mark is 16 degrees BTDC (again, other models are different).

The formula for the timing mark location measurement is:

Desired Timing Degree x Circumference

360 Degrees

Therefore, my timing mark location measurement = $16/360 \times 60 = 2.67\text{cm}$. In other words, 16 degrees equates to 2.67cm along the circumference of my harmonic balancer. (Obviously, the formula can be used for all desired timing degrees and pulley/balancer circumferences)

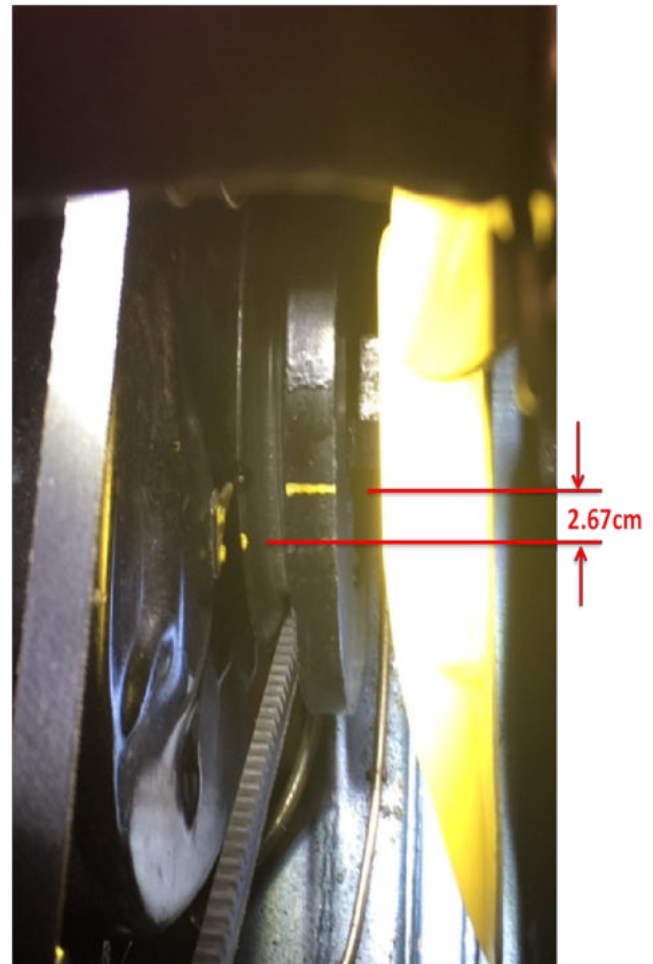
Measure 2.67 cm along the harmonic balancer to the **RIGHT** (since the engine turns clockwise) of the mark/groove on the pulley. Paint a thin line at 2.67cm and paint the pointer to aid the timing light during Step 5. (See attached picture).

5. Attached a timing light to No.1 spark plug lead/plug, loosen the distributor clamp nut, and fire up the engine. Set the RPM to 600rpm, per the manual. Let the car reach operating temperature, then shine the timing light towards the pointer and turn the distributor either to the left or right until the newly painted line aligns with the timing cover pointer.

6. Once aligned, turn off the car and tighten the clamp nut, remove the timing light and reinstall the No. 1 spark plug HT lead.

Note: If you'd rather use the diameter of the pulley or harmonic balancer use the following formula to calculate the circumference, then use the formula in step 3:

Circumference = Diameter x 3.142



Items For Sale

Be sure to keep an eye on the "For Sale" page at www.ahcso.ca too!

New Healey Book on the Market

After more than ten years of working on it, I finally got it out there. It's not polished, but I suppose that is all part of its charm. It has been a huge expense and I am unlikely to recover the costs, but putting down some of my experiences in a book has been a long standing ambition of mine, and which will hopefully encourage other Healey owners to have a go. How would it be best to get the ad to your members? Would it possible to mention it in on your webpage?

The book went online a couple of days ago and can be purchased at Amazon etc. Please bear with the printers as they are just gearing up the supply chain.

"A great fun read" – *Robert Coucher INTERNATIONAL EDITOR – Octane Magazine*

"... if you've ever wondered about where the time goes on such events as the Alpine Rally, Mille Miglia, Targa Florio and more....here's your answer." – *Books Review Issue 210 December 2020 – Octane Magazine.*



A light-hearted, easy afternoon read, to encourage classic car owners to take part in those retrospective historic rallies in Europe, which most closely reflect the notorious International Rallies and Road Races that took place in the mid-1950's. This book gives the reader an insight into what might be expected of new entrants, how the original rallies and modern day events compare, some initial guidance on rally preparation and describes one or two adventures the author had when competing in his Austin Healey 100M and Ferrari 330GT. To capture the spirit of those rally books written in period, this book has illustrations to match the era and will be a fun addition to any classic car owner's library.

AVAILABLE ON AMAZON, WATERSTONES, BARNES AND NOBLE, FOYLES, BLACKWELLS AND MANY OTHER ONLINE RETAILERS.

1959 Austin Healey Bugeye Sprite



This one-of-a-kind Bugeye has gone through a no-expense spared, nut & bolt restoration. Completed in 2013 and only driven 800 miles since completion.

Several upgrades were done during the process.

This Bugeye now sports a 1275cc engine and a 5-speed

Datsun gearbox. It comes with a new tonneau, soft-top and hard-top.

Please contact Autofarm Ltd to set up a viewing appointment and learn more about this exceptional Bugeye.



519-356-2427

healeyparts@autofarm.net

Asking Price: \$59,000.00

1965 Jaguar E-Type Series 1 4.2 Litre Roadster

A car this special doesn't come along every day!

The second owner of this Jaguar is ready for it to find a new home. With the exception of new paint in 1987 (re-painted the original colour), this beautiful example of a Jag is all original. It is rust-free and all numbers match.

There are 54,000 miles showing on the odometer and it is accident and damage-free. The car has been very well

maintained and sports a stainless steel exhaust and new clutch.

The original tool kit and jack as well as a never-used spare wheel are included.

This excellent vehicle drives and shows very well.

Asking Price:
\$150,000.00

Contact Autofarm for an appointment to view.



Luggage Rack for BN4-BJ8



Luggage rack for BN4 through BJ8 for sale. Moss Part Number 644-730.

Moss Price is \$439.99 USD

Asking \$325.00 CDN.

Contact Gary Stokx at (705) 738-4851 or
gwestokx@nexicom.net.

Healey Pic of the Month:



We dedicate ourselves to the **PRESERVATION** of the marque through continued use, **MUTUAL ENJOYMENT** and **SUSTAINED** support.

Austin Healey Club of Southern Ontario

Monthly Club Meetings: (Being held virtually)

2nd Wednesday of each month

Meeting Time: 7:30PM

Where: Via Zoom in the comfort of your own home

****Stay tuned for the return of 'real' pub nights!**

Executive Contact Info:

President: Mike McNeely: mmcneely@ymail.com

Past President: Mark Doust: mark@abarth.ca

VP: Geoff Turl: gturl@sympatico.ca

Secretary/Treasurer: Laurie Wilford: healeymk3@hotmail.com

Membership: Eoin Galvin: eoingalvin@cogeco.ca

Flea Market Co-ordinator: Mike McNeely: mmcneely@ymail.com

Flea Market Assistant: **OPEN**

Events: Malcome Bruce—West; Michael Salter—East

Wednesday Lunches:

Regalia: Ron Redshaw

Marque Dist: Ed Orr: eorr@cogeco.ca

Webmaster: Steve Hall: stevehall@cogeco.ca

Newsletter: Amanda Yule: smileygirl322@hotmail.com

Club Delegate/Past President: Bob Yule: autofarm@wightman.ca

Website: www.ahcso.ca

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!!)

Well this issue is chock-full of great contributions from our membership!

Many thanks to Jeremy Clarke for sharing his Healey history with us and also providing a "Tech Tip".

Also thanks to David Goadby for a great story of the Healeys he's had in his life and his travels.

Peter LoRe also contributed a great 'how-to' again, that will hopefully help a few members out there with a project of their own! By the way, we have met the "MGA Guru" fellow here at Autofarm that Peter speaks about in his article. He is a walking encyclopedia of all things British cars—especially MGA's!

We also had the great pleasure of meeting Dave & Pam Jamieson at Autofarm a few weeks ago too. You might remember them from a recent issue! Always a great pleasure to meet folks from far and wide!

This has been an interesting year for everyone and I'm glad to see that so many of our members are taking the time to share stories, links, introduce themselves and so much more with me. It makes a world of difference in producing the newsletter!

If there are any other members who would like to introduce themselves, please get in touch!

And most of all, Merry Christmas and best wishes for a Happy New Year to all our members.

From my family to yours,
Amanda, Tom & Kids

