

The Resonator



A Word from Our President:



Inside this issue:

Events Listing	2
Ravine Lunch Info	
September "Virtual Pub"	3
Chapter 4—Donald Healey	
BaT Experience	4-6
Election Tour 2021	7
Donald Healey Cont'd	8-9
Healeys in Muskoka	10-11
Classifieds	12-16
Mike's Funny Bone	17
Club Info/Pictures	18



Hi everyone. So as I write this it is August 24 and September is just around the corner. And how about this heatwave! Tomorrow the forecast (in my degrees!) is a high of 91.

How about a little club news. We had a great lunch event at the Old Marina Restaurant on the shore of Lake Puslinch near Cambridge.

Mal organized a fun time attended by 14 members. You will also be hearing about his planning for the Ravine Vineyard Estate Winery Lunch on Sept 15th. This is always a great event that you don't want to miss. You will need to purchase your lunch tickets in advance. Call Mal B.

An upcoming Member Event. For those who made plans to attend Healey Summit in

Rhode Island, it looks like Covid will prevent border crossing. Good news though is that Mark Doust is organizing a Healey trip to Ottawa for a few days. Way to go Mark! The soon to be famous "Austin Healey Election Tour of 2021" is ready to go! Check out the EVENTS section below for more information. It starts on Sept. 19th. Contact Mark D.

ROCKTON BRITISH CAR SHOW & FLEA MARKET Oct. 17, 2021. That's right, we are going to do it this year. Plan to be there. Bring your LBC and show it off. The weather will be bright and sunny, I promise! This is one event you just don't want to miss.

CLUB MEETINGS will continue in the Zoom format.

All comments indicate this is very well received. Yes, from time to time we will meet somewhere for a meal or other type of gathering and of course the time and place will be announced. In the meantime, if anyone has a great idea for where to have a club meeting please let me know.

And, the Donald Healey Story is back. Later in this issue look for Chapter 4 of The Cars and Boats that Donald Built.

Cheers! *Mike*



Events & Activities—AHCSO & Of Interest

- Wednesday September 8—ZOOM Meeting—7:30
- Wednesday September 15— AHCSO Lunch—Ravine Winery
****pre-purchased tickets required to attend this event****
- Healey Summit—
September 19-23, Newport RI
- Wednesday October 13—ZOOM Pub Meeting
7:30
- Sunday October 17, 2021 9:00AM
ROCKTON Car Show & Flea Market
- Southeastern Classic XXXIV—
Oct 21-24, Safety Harbor, FL
- **ENCLAVE 2022**—September 18-23
Pocono Mountains, PA

Len & Martha Thomas &
John & Wendy Bridgeman
on the Muskoka Tour @ Bala



Ravine Winery Lunch *Submitted By: Malcolm Bruce*

Ravine Vineyard Estate Winery

1366 York Road

St. David's, ON

Wednesday September 15 at 1:00

Pre-purchased tickets required.

Limited to 40 participants

**Please contact Malcolm Bruce 289-242-0485 or
malcolmbruce11@gmail.com**


September “Virtual Pub”

WEDNESDAY
September 8, 2021
@ 7:30PM

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

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

COME JOIN THE FUN!



'The Cars and Boats that Donald Built, Little Nuggets, Nuts and Bolts'

A series of articles submitted by Mike McNeely: Chapter 4

In December of 1949, Donald Healey was seeking more powerful engines for his cars. He booked passage on the Queen Elizabeth ocean liner and set off for the United States and a meeting with Ed Cole, Cadillac's chief engineer, later the father of the small block Chevy V8. While on board the ship, Healey, a photography buff, noticed a tall, rather fat gentleman taking pictures with a 3D rig, most likely a Stereo Realist camera, which were popular in the late 1940s and early 1950s (coinciding with the 3D movie craze of that era). Healey approached him to talk about photography and the large man with the interesting camera turned out to be George W. Mason, president of Nash-Kelvinator, on his way back to Kenosha from the European auto show circuit. Both of them being in

the automobile business, albeit on different scales, Mason invited Healey for dinner, where Healey told him of his planned meeting with Cole in Detroit. Mason cautioned Healey that Cadillac was selling every V8 powered car it could make and suggested that if things didn't work out for him in Detroit, he should give him a call in Kenosha.

As Mason expected, at the meeting with Cole the GM engineer told Healey that they had no capacity to spare him some V8s for his Anglo-American sports car project. While Nash didn't have a V8, they did have a 235 cubic inch six, so Healey went with plan B and a trip to Wisconsin. In Kenosha, Mason made Healey that proverbial deal



Continued on Pages 8 & 9

Bring A Trailer Firsthand Experience

By: Glen Paterson, Submitted via Laurie Wilford

This article addresses the recent experience I had with listing the Daimler SP250 for Lori on the Bring a Trailer (BaT) auction site. Some of the information presented is directly referenced from the BaT website and I add my comments to enhance the information available.

Firstly, it is important to note that the Daimler was successfully sold on the site going to an enthusiast in Fort Lauderdale, Florida.

Step by Step and a Few Mis-steps

1) Register with BaT

This is a relatively easy process and whether you are planning to sell or bid or just want to follow along on auction action for hundreds of vehicles monthly you are encouraged to do this. You can click on bidder's profiles and gain information about what other listings they have bid on, what success they have had in purchasing and what listings they have commented on and what they have said. **Note, you could spend days on end checking out all of the information available.** What I found most useful was being able to get details about the specific folks that were bidding on the car during the actual auction. For example, it seemed that one of the bidders seems to pride themselves in starting the bidding action on numerous listings just by throwing in a low- ball bid and then not bidding again.

2) Planning to list your car

BaT has what they refer to as three service levels. When registering a vehicle for auction you are prompted to select a service level. After choosing a service level, sellers answer questions on the submission form and upload photos so the auctions team can evaluate if it's a good fit for the BaT audience. Not all vehicles are accepted for auction, "We choose which vehicles to list based on a number of factors including condition, quality of information, quality of photos, requested reserve price, and similar vehicles currently for sale."

The review and acceptance of the initial submission took about two weeks the first time and about one week the second time for the Daimler. If a vehicle is accepted, the seller then pays the listing fee – Classic costs \$99.00 US - and BaT works with the seller to gather all necessary information (including videos, maintenance records, vehicle history, and service documents).

With the information and photos provided by the seller, the BaT Auction Specialist (assigned to your specific listing) crafts the listing for the vehicle. BaT greatly encourages the seller to be as honest and up front with details of the vehicle, including the flaws, to best represent the vehicle to the potential buyer. In most cases there is no chance for potential buyers to inspect or test drive the vehicle – the description, photos, videos and other information provided form the basis upon which to make a decision to attempt to purchase.

3) The Auction Process

It can take a couple of weeks to a month or more from the time you initially submit a request to list the car and when it actually will go live. During this time you are provided a chance to review what the “Auction Specialist” has assembled as a description of the listing based upon what you provide. In my case I was back and forth with my “specialist” a couple of times asking to reword some sections and finalize the Reserve Price. This price is initially requested as a part of registering the car for the auction but BaT will challenge the amount if they feel it is unrealistic. I originally set the reserve based upon previous sales of similar vehicles but with so few Daimler SP’s sold Lori and I made a compromise the second time with BaT to come up with a realistic reserve based on the current market conditions. In following many auctions between the first listing and the second it appeared to me that auctions that ended close to the end of the week always had more action than those that closed on a Monday or Tuesday. The second time when I was informed that the listing was ready to go “live” I asked for a delay, since I was in Edmonton, and then aligned my “going live date” so that the auction would finish on a Thursday or Friday. Auctions never close on a Saturday or Sunday and the “Classic Service” level listings are live for 7 days.

Each auction has a comment thread where the BaT community discusses the vehicle and asks the seller questions. Sellers are encouraged to be active participants in the comments section—the suggestion is that answering questions and engaging with the community increases bidder confidence. For those of you that follow auctions on BaT you recognize that often the “BaT Community” is comprised of some knowledgeable and many not so knowledgeable commenters – many of whom just want to see their comments on the screen. It is a bit of a challenge, as the seller, to disregard the “superfluous jabber” and interact with those that are genuinely offering something of substance to the discussion. One of the other interesting things is that commenters get to comment directly with others on the site during the auction – this kind of interaction between potential bidders would not generally occur in a live on-site physical auction.

“Potential bidders can use the Contact Seller button to ask the seller questions, schedule a viewing, or set up a test drive.” I was contacted directly a couple of times but felt that responding to questions this way was not always fair to others on the site who might benefit from the sharing of information – so informed them that I would address their questions on the auction site so others could see the answers.

Each seller has the ability to lower their reserve while the auction is live and BaT contacted me a couple of times during the action to ask if I was going to lower reserve. Lori and I both felt that the reserve was already below what the car was actually worth in comparison to others previously sold on the site so stuck to our guns and eventually the reserve was met and was surpassed. Those that bid on BaT are required to register using their credit card whereby when a bid is made 5% of the bid is registered to be paid to BaT – all that is cleared when the auction ends with the successful bidder paying 5% of the final bid to BaT up to a max. of \$5000.00 (min. of \$250.00)

One of the exciting aspects of selling the car on BaT is what happens during the final minutes of the auction. “**Sniping protection**” extends the auction clock by two minutes each time a bid is placed in the auction’s final moments. The auction isn’t over until two full minutes have elapsed since the highest bid was placed. This means that someone can’t just jump into the auction at the last minute and best the highest bidder without a chance for others to battle for what they are keen to get. I have seen some auctions continue for more than an hour past their scheduled closing time inching along a few hundred dollars at a time. In our case cheers went up with each new bid once we were over reserve.

BaT Continued...

4) The Post-Auction process

If the auction reserve is met when the listing ends (or the auction is no reserve), BaT immediately provides the seller and winning bidder with each others' contact information.

Within a few moments I called the buyer, Mike, and congratulated him and we discussed completion of the transaction and arrangements for shipping. The BaT website has information about importing a vehicle and what is required.

All shipping costs are the responsibility of the buyer but I spent some time on-line and on the phone to get more information about potential shippers for him. Eventually a company called US/Canada Auto Transport was contracted and took care of all the cross-border paperwork requirements. I was contacted by the driver who was coming in from Saskatchewan hauling a 48' enclosed car hauler, he had a 69 Camaro on board for delivery in Thunder Bay and then would pick up the Daimler. He runs his own hauling company during his retirement as a cross-border trucker. An interesting aside – the driver (Ron) told a story about a Barracuda that he had collected from an older gentleman in Alberta who had owned the car since new and was very saddened to part with it. It was also going to Florida and when he was dropping off the car to the buyer they said they were really happy to get it since they wanted to strip it for the engine and a few other minor bits. Ron told them the story of how the car was a one-owner original car and the seller really hoped the new owner would treat it well. A short while later the shop contacted Ron and told him in light of what he told them they decided to keep the car all together and restore it. He really does enjoy his job.



Election Tour 2021

Submitted by: Mark Doust



****This is to replace Summit seeing as we are locked out of the USA*

SEPT 19 TO SEPT 24 2021

This plan is subject to change, but let's give you heads up.

SUNDAY Sept 19 Find your way to Bancroft Ontario, check into your Hotel.

MONDAY SEPT 20 Leave on scenic drive through the Ottawa Valley to National Capital

We'll spend three days tripping out of Ottawa.

Take in the city, go for a drive into Quebec (Montebello, Mont Tremblant)

Explore more of the Ottawa Valley or take in a museum or two.

Depending on numbers in group we could do a dinner river cruise or spend the evening out in little Italy, Preston St or ByWard Market.

THURSDAY SEPT 23 Check out day

Thursday, we could do further touring through Quebec and end back in Ottawa Valley for overnight.

FRIDAY SEPT 24 - head back to cottage country or make your way home.

Let me know if you are interested by email mark@abarth.ca or text/call 416-779-0967.



A series of articles submitted by Mike McNeely: continued

he couldn't refuse. Not only would Nash supply Healey with engines, transmissions, overdrive units, and rear axles, they would do so on credit, and, putting the cherry on top, the American company would distribute the finished cars via Nash's dealer network. This deal was perfect at the time for Donald Healey.

Though the Nash six was heavier than the Riley four, it had great low speed torque and it was durable. Production Nash-Healeys featured a special aluminum cylinder head, fitted with twin SU carbs, that had higher compression. Nash-Healey engines also featured a hotter cam. The improvements lifted horsepower from 115 to 125, with 210 lb-ft of torque at just 1,600 rpm. The prototype was entered at LeMans in 1950 and did fairly well, third in class and fourth overall, beating Briggs Cunningham's Cadillac powered entry.

The first production car, called the Nash-Healey, was revealed at the 1950 Paris auto salon in October. It had a newly styled aluminum body that unlike the Silverstone's cycle fenders, was an envelope design with integral fenders. It was designed by Donald Healey and Len Hodges and the body was made by Panelcraft

Sheetmetal in Birmingham, England.

Regular production of the Nash-Healey began in December 1950, going on sale in the U.S. in the spring of 1951 after being introduced at the Chicago Auto Show. The roadster was available in two colors, ivory and maroon, with leather upholstery, and whitewall tires

WHAT CAME NEXT?

A year after his chance shipboard encounter with Donald Healey, George Mason had his protégé George Romney hire Battista "Pinin" Farina, of Turin, Italy as a style consultant. Though very little of Farina's styling suggestions would end up on production cars, Nash promoted the association and the company's cars bore the Pininfarina badge.

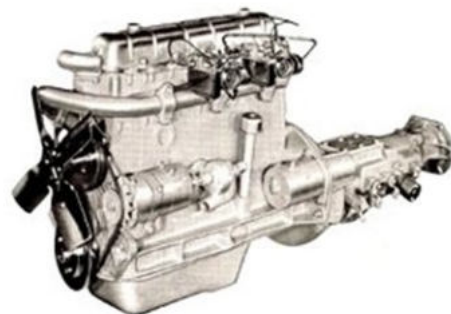
The 2nd generation Nash-Healey was a convertible, not a roadster, with wind-up windows, and later a coupe version was offered. The bodies were made of steel, instead of aluminum, resulting in significantly more weight and lower performance.



Let's talk about the powerplant

Nash Ambassador LeMans Dual Jetfire Engine Offers Top Performance with Outstanding Dependability

The only American power plant with 7-bearing, 100% counter-balanced crankshaft, the Nash Ambassador LeMans Dual Jetfire engine gives the Nash-Healey blazing power coupled with amazing economy. This is the engine that has enabled the Nash-Healey to top all American cars for two successive years in the famous Grand Prix Road Race at LeMans, France. Outstanding features of this great power plant are the high compression (8 to 1) aluminum cylinder head . . . dual horizontal carburetion . . . deep-breathing overhead valves for maximum efficiency.



A series of articles submitted by Mike McNeely: continued

Healey G-Type- really the last Nash Healey model

The **Healey G-Type** was a two-seater sports car made between 1951 and 1953. 25 cars were produced. The G-Type was in reality a [Nash-Healey](#), but with an [Alvis](#) 2993cc six-cylinder OHV engine and a four-speed gearbox (instead of a three-speed box). The engine produced 106bhp with the help of its twin-carburettors. The car was front-engined with rear-wheel drive. The car had a top speed of 108mph and could go from a standstill to 60mph in 11.5 seconds.

OTHER DIFFERENCES- Note the Donald Healey design influence.

The headlights are back on the fenders. The windscreen is again split. The body shape is more Healeyesque. Note the trafficator on the side of the car.



Nash Healey Production

A total of 507 production Nash-Healeys were built during its four-year model run:

- 1951 - 104 roadsters, LHD N-Type plus 1 G-type G525 plus 30 G-type cars were sold with Alvis or 3 L Healey engines.
- 1952 - 150 roadsters and convertibles
- 1953 - 162 roadsters, convertibles or coupes
- 1954—90 coupes only

COMING SOON.....THE AUSTIN HEALEY'S

Healeys In Muskoka

By: Laurie Wilford

Although the August long weekend was forecast to be cool and raining, three Southern Ontario Healeys started the weekend with the sun shining at Mono Mills on Highway 9 at 12 noon. Tops were down and large smiles were worn by all. Because the three couples had long drives to Bridgeman's cottage in Bala (Orrs 312 kilometers, Yules 278 kilometers, and Wilfords 271 kilometers), we were invited to spend Saturday night with John and Wendy before the Sunday tour.

We drove mostly back highways until Highway 400 at Coldwater. In Elmvale the threatening skies had started weeping, so all three cars put the hoods up. That was a good move, since from there to Bala we had showers that continued all afternoon and into the night. John and Wendy had lasagna prepared and we spent an enjoyable afternoon and evening basking in the freedom afforded from double vaccinations.

Sunday morning was forecast to be rain, but the Healey Gods were smiling and we enjoyed

dry drives until the tour was over. The Chapples and Orillia Thomas' met us at the Bridgeman's; Bob and Valli in their freshly restored Tri-carb and the Thomas' in their Morgan. Unfortunately, their BJ8 is not yet ready, but the Morgan made a beautiful addition to our group. We then drove to the Bala Sports Park to meet the Sault Ste Marie Thomas', Dousts and Turls in their BJ9s.

The 121-kilometer, three-hour tour around Muskoka was wonderful. The roads were winding and scenic and there was very little traffic. The Bridgemans had put a lot of effort into this tour with printed three-page prepared instructions and clipboards for all. Mileage and descriptions were included for each turn and other than Diane and I adding about ten kilometers to our route because of one missed instruction, the drive and the route questions were easy to follow. I think we have found a new official tour preparer for the club! The original plan was to have the

drive end at Cranberry Marsh for a wine tasting. Because of the increased demand due to COVID opening, there were not enough spots for our group so the rally ended at Bridgeman's cottage for a pizza lunch. Not long after arriving the rain started again and continued for a couple of hours. The BJ9 with the Dousts and the Sault Thomas' won the rally with 79 points, while the Wilfords came in second with 78 points. All agreed it was a great day and were told that the Rally Master is always right!

Although the weather was too cool for swimming, John took people on a boat tour of the Moon River and we went for a walking tour of Bala. John and Wendy had invited everyone to stay for a pot luck supper with the Bridgemans supplying the burgers and the corn and others bringing salads and deserts.

Too soon, night was upon us and friends had to depart. A great time was had by all and thanks were given to John and Wendy for their hospitality. We can't until our next Healey adventure.

Laurie and Diane





Muskoka Weekend Rally Winners

By John Bridgeman

Rally took place without a hitch. 5 Healeys and 1 Morgan.

Winners were Pauline, Rick, Heather and Mark



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.*



1960 Austin Healey BT7



RED & READY TO GO!!

Restored in the late 80's, this Healey is still a real head-turner. Bright chrome, restored factory hardtop, original tool kit & jack, this one is ready to be enjoyed.

NEW PRICE: \$45,000 Open to reasonable offers.

Please contact Autofarm Ltd to set up a viewing appointment.
healeyparts@autofarm.net or 519-356-2427

Miscellaneous Parts



100/4 louvered bonnet: \$500
100/4 Grille & Surround \$120
Late BJ8 Rear shocks: \$200
BJ7/8 Windscreen Glass
Contact:
John Barron
eddog@sympatico.ca

Badge Bar for BN4-BJ8



New badge bar for 100/6 & 3000

Asking \$150.00

Contact: Mal Bruce

289 242 0485 or malcolmbruce11@gmail.com

Luggage Rack & Vintage Competition Seat Belt



Reproduction of the original factory optional rack. (Does not have the original hardware and is secured directly to the trunk with the hardware provided).

Very good condition, no rust.

Asking \$220 CDN.

Vintage Competition Seat belt (driver).
Good Condition. Asking \$100 CDN.

Please contact Jeremy Clarke
intlclarke@hotmail.com

Miscellaneous Parts



Two chrome roll bars that are ~15inches high for sale. Asking \$50 for the pair and can be picked up in Guelph.

A set of 1 1/8 inch SU carbs, manifold and heat shield for sale. Asking \$400 for everything OBO. Can be picked up in Guelph.

Head for 948 for sale and asking \$100 OBO for it. Can be picked up in Guelph. It is complete to the best of my knowledge.
For any of these items, please contact: Bud Hepburn – phone or text 416-949-2778, or rdhepburn@yahoo.ca

Items For Sale Continued

Knock-Off Spinner Tool

Please contact stevehall@cogeco.ca

This high quality tool allows the installation and removal of the eared knock-off spinners common to the Austin Healey 3000. Use your torque wrench to remove and install your wheels without bashing your chrome knock-offs with a lead hammer. This tool is very easy to use and will not harm your chrome knock-offs.

This kit comes with the tool, and adapter for 1/2" sockets and an aluminum carry case. I paid \$500 for it 12 months ago. Asking \$350.



1947 MGTC

A beautiful example of the T series MG's, this TC is looking for a new home! Restored throughout the 1990's in the US, it has been driven very little since coming to Canada.

Finished in black with a tan interior and top, it comes with all the documentation pertaining to the restoration. 22615 miles showing on the odometer. Comes with the original UK registration plates. Recently serviced and had the brake master cylinder and fuel sending unit replaced, this piece of automotive history is ready to be enjoyed.

Please contact Autofarm at 519-356--2427
or email at: healeyparts@autofarm.net

Asking price: NEW PRICE: \$35,000 OBO



Items For Sale Continued

1960 Austin Healey BT7

Here's a Healey that is a little bit different, but in a great way! Healey blue over navy blue coves makes it an eye-turning combination. This BT7 has been lovingly cared for for many years by it's owner.

During the restoration there were some modifications that add to the driveability of this car. The engine and gearbox have been changed to a BJ8 set-up as have the carbs. This offers the driver a centre-shift transmission instead of a side-shift. The seats are also BJ8. It has a brake booster and matching hardtop as well. The 4 fenders are fibreglass and while not original, the build was done very well!

Mechanically sound and ready to enjoy. Ideal for an entry level car to get into Healeys

Asking Price: \$42,500

Contact: Amanda/Tom 519-356-2427 or healeyparts@autofarm.net



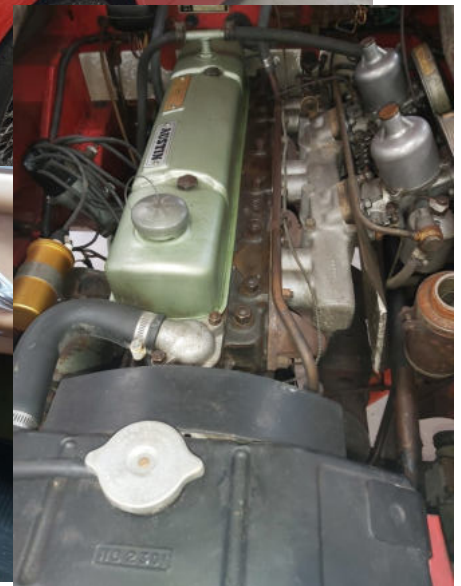
1960 Austin Healey BN7

The BN7 MKI is one of the more rare "Big Healeys". The majority of 6 cylinder engine Healeys have 2 front seats and 2 'jump' seats in the rear. Not the BN7! With only 2 front seats and a 6 cylinder engine, this Healey is one of only roughly 2300 made.

Restored at some point in its life, this Healey is a great entry level Healey for someone looking for something a bit more rare and an investment. Some items could use attention to bring it to its full potential, but this Healey is a great starter. The carpet has faded to a shade of green, but can be seen under the seats that it was a dark tan colour in it's prime. Comes with the soft-top and nearly new side curtains.

Asking Price: \$43,000

Contact: Amanda/Tom 519-356-2427 or healeyparts@autofarm.net



Items For Sale Continued

1959 Austin Healey Project Car

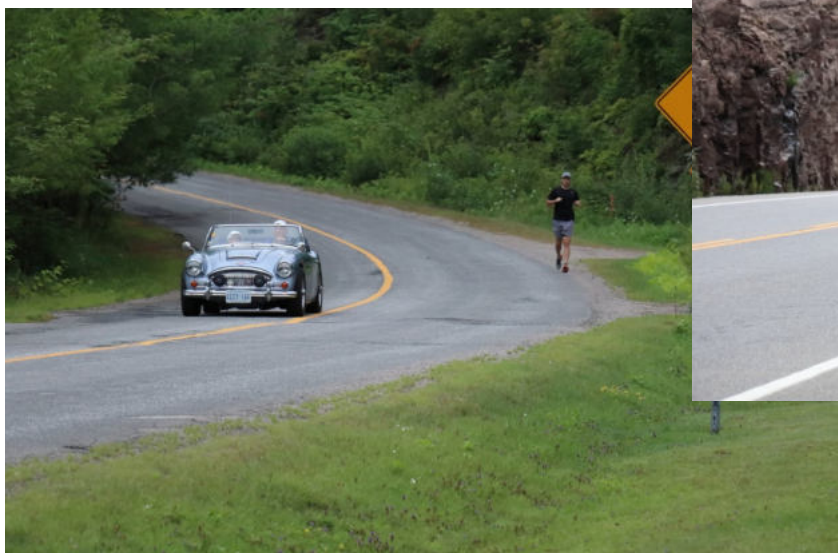
This is an early model 3000, 4 seater, 4 speed with electric overdrive. It has dual carburetors.

The original owner owner decided to sell as he was short of cash and my husband Bill (working at a gas station at the time) scooped it up and planned to restore it and drive it. Needless to say, life got in the way. It has been stored inside all this time. At 70 Bill has decided to let someone do it justice. The price is \$6500. We are located in Arnprior, ON 40 minutes west of downtown Ottawa. Contact **Judy Gardiner** at: admin@treedoctor.ca



Muskoka Tour Pictures

Ed & Anna Orr



Laurie & Diane Wilford

Mike's Funny Bone Strikes Again

From: Mike McNeely

A man and his wife were awakened at 3:00 am by a loud pounding on the door. The man gets up and goes to the door where a drunken stranger, standing in the pouring rain, is asking for a push.

"Not a chance," says the husband, "it is 3:00 in the morning!"

He slams the door and returns to bed.

"Who was that?" asked his wife..

"Just some drunk guy asking for a push," he answers.

"Did you help him?" she asks.

"No, I did not, it is 3:00 in the morning and it is pouring rain out there!"

"Well, you have a short memory," says his wife. "Can't you remember about three months ago when we broke down, and those two guys helped us?"

I think you should help him and you should be ashamed of yourself!"

The man does as he is told, gets dressed, and goes out into the pounding rain.

He calls out into the dark, "Hello, are you still there?"

"Yes," comes back the answer.

"Do you still need a push?" calls out the husband.

"Yes, please!" comes the reply from the dark.

"Where are you?" asks the husband.

"Over here on the swing," replied the drunk.



Austin Healey Club of Southern Ontario

Monthly Club Meetings: (Being held virtually for now)

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 West: Malcolm Bruce: malcolmbruce11@gmail.com

Events East: Michael Salter: michaelsalter@gmail.com

Regalia: Ron Redshaw

Marque Distribution: Ed Orr: eorr@cogeco.ca

Webmaster: Steve Hall: stevehall@cogeco.ca

Newsletter: Amanda Yule: smileygirl322@hotmail.com

Club Delegate: Bob Yule: autofarm@wightman.ca

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

Find us online at: www.ahcso.ca

Facebook:

[https://www.facebook.com/groups/
485593945108748](https://www.facebook.com/groups/485593945108748)

More Club Healeys Out & About on Facebook!

Tom & Amanda's Healey at
Milverton Car Show



Heather & Mark Doust BN1 at
Elora, Grand River Raceway



Mark's Innocenti C at
Elora the next week!



Bob & Levina Yule &
Paul & Robin Hurdle spotted
in Goderich on one hot
Saturday! (with Tom Yule)