



The Resonator

January 2023

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



*Cover Photo:
Mark & Heather Doust with their Innocente and BN1*

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Austin Healey Club of Southern Ontario *Executive & Volunteers*

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Flea Market Assistant: Larry Moffat



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

We welcome all levels of expertise and all tastes.

Together we accomplish and appreciate more!

Club Meeting Information

Monthly Club Meetings: 2nd Wednesday of each month via Zoom

Meeting Time: 7:30PM

Where: Via Zoom in the comfort of your own home

In Person Meetings: Please check the Events Page of the Newsletter & Website

Website: www.ahcso.ca

Facebook: <https://www.facebook.com/groups/485593945108748>

Past President Award

As is tradition, when a new President is elected, he or she then becomes our "Past President".

At our most recent gathering in December, Mark Doust graciously passed that particular torch on to Mike McNeely.

Many thanks Mike for your years serving as our President and to Mark for filling the role of Past President.



Mark Doust, left
Mike McNeely, right

A Word from Our President

Happy New Year!

First, I would like to thank Mike McNeely for his hard work as President of the AHCSO over the past 3 years and for his continued efforts in the position of Flea Market Chairman.

Second, I would like to introduce myself for those of you that don't know me, I love to drive the Carmen Red Austin Healey 100-4 BN1 that my husband brought home in June 2010 and I decided to call mine!

I have driven this car from Toronto to Quebec, New Brunswick and Prince Edward Island; Poconos Mountains and Gettysburg Pennsylvania, Ohio / Kentucky area and Indiana; and many local drives.

I hope to bring my love of driving my Austin Healey to help the Executive Committee of the Austin Healey Club of Southern Ontario continue our fun events with our common interest in these wonderful cars.

I would like to point out that even if you are not on the executive committee, we still welcome any member of the club to put forward a suggestion of a local event in your community that you would like us to know about and maybe help arrange a drive to attend.

At our Club Christmas party, the Dave Koch driving award for 2022 went to Tom and Amanda Yule, who had a wonderful year attending many events within Southern Ontario.

I look forward to seeing everyone soon.

*Heather Doust, President
Austin Healey Club of Southern Ontario*

Carol Turl at the left & Heather on the right with her BN1



Events & Activities—AHCSO & Of Interest

January 11: AHCSO Zoom Meeting

February 8: AHCSO Zoom Meeting

February 15: CUT-OFF DATE FOR MEMBERSHIP RENEWAL

March 8: AHCSO Zoom Meeting

March 24-26: Texas Healey Roundup

April 12: AHCSO Zoom Meeting

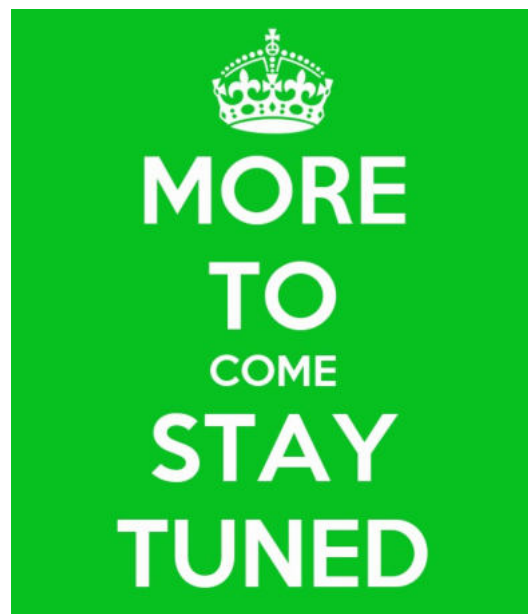
April 23: Ancaster British Flea Market & Car Show

May 10: AHCSO Zoom Meeting

May 21-26: Conclave 2023, Crystal River, FL

June 1-4: Austin Healey Spring Thing, Kentucky

September 21-24: Southeastern Classic, Asheville, NC

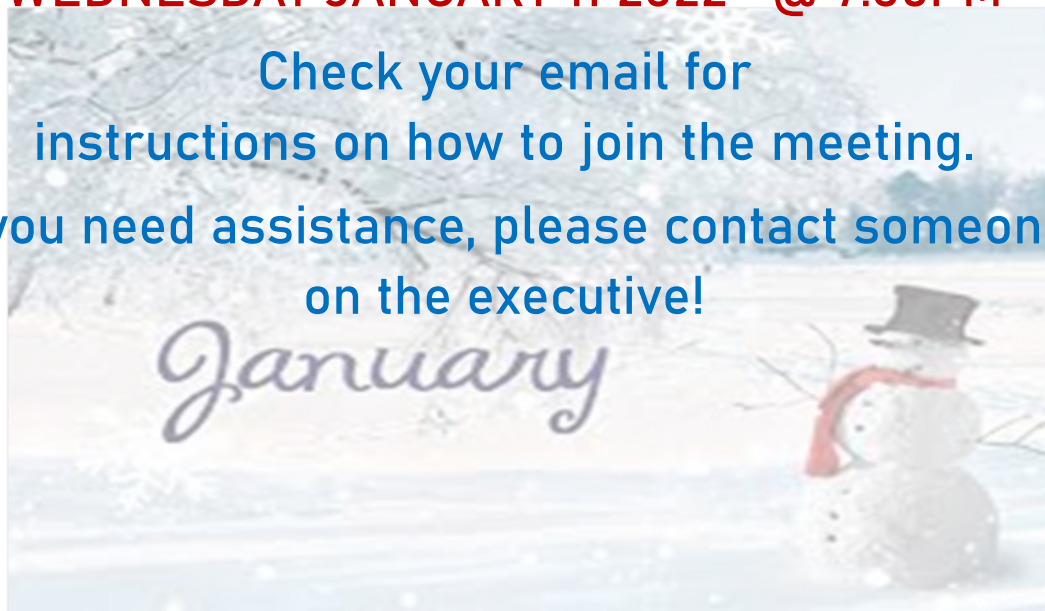


AHCSO Zoom “Pub Night”

WEDNESDAY JANUARY 11 2022 @ 7:30PM

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

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



Recollections Of Our First Enclave

Submitted by: Dave & Fiona Cressman

I was excited to register for the 2022 Healey Enclave in the Poconos. This would be my first lengthy trip in my 1956 Austin Healey 100. I've owned the car for over 50 years. I must admit that there was some trepidation because of that very fact. Club members were very supportive and encouraged my participation. Adding a little stress to this situation was the fact that my wife, Fiona would be joining me and I wanted to make it an enjoyable experience for her. Most of the summer was spent at the cottage but whenever at home I prepared the car for the trip. The day before we left, I was still trying to address battery charging issues. I purchased a new battery and a battery charging pack which came in quite handy later.

We met at Laurie and Diane Wilford at their place in Cambridge Saturday morning, then proceeded to Ed and Anna Orr's place in Stoney Creek. There we met up with the rest of the group that we would be traveling with. The plan was to stay off the major highways and take a scenic route to our accommodations in Elmira, NY. We travelled together on the QEW and crossed the border at the Lewiston-Queenston bridge. The weather was decent, and we drove top down; which accounted for our wind and sunburned faces at the end of the day. As an aside, I had never had the car out in any kind of significant rain. I have heard of the "wonderful" stories of traveling in a 100 in the rain and the various places where water would be entering the car. We were prepared with our raincoats, duct tape etc. but didn't have to deal with any precipitation on our drive to the Enclave. About a few hours into our first day, we stopped for lunch as a group and gassed up for the next leg of the journey. It was an enjoyable ride where we met the other group and checked into our accommodations. We walked to a restaurant and had a great meal together; came back to the hotel, prepped our cars for the next day's journey and then off to our rooms for the night.



It was cooler the next morning, but we continued our trip with top down and had wonderful drive through eastern New York and into Pennsylvania. Beautiful fall scenery and lots of hills and valleys. Lunch again together and then on our way to Kalahari Resort in the Poconos. As described, the facility was massive. Registration was an adventure for us as; foolish me I left our US credit card at home, but we were able to get things taken care of.

The car did not run well the second day performance wise which I attributed to maybe some bad gas. I also had some extra exhaust system noise. We decided to check it out the next day. Laurie Wilford pulled the plugs and found out that cylinder three and four plugs we're a bit fouled. After cleaning and rearranging the placement of the plugs the car ran as it should. The muffler noise was caused by a nut that had come off the fastener attachment. The rest of the week was spent attending various seminars, participating in various activities, looking at all the wonderful Healey's, group dinners, meeting fellow Healey enthusiasts and most of all just enjoying time with fellow club members and others in the hospitality room.

One of the most exciting opportunities I had was to participate in the Stock Car Experience. I haven't had a chance to thank Paul Hurdle personally but here it is in print. Unfortunately, Paul took ill and contacted Laurie to see if he would take his place. Laurie chose not to, but graciously offered me the chance, which I jumped at. Paul had registered for a 3 lap ride with a pro driver and then a solo 10 mile drive. After a classroom session (close to an hour) outlining driving and safety

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Enclave Continued

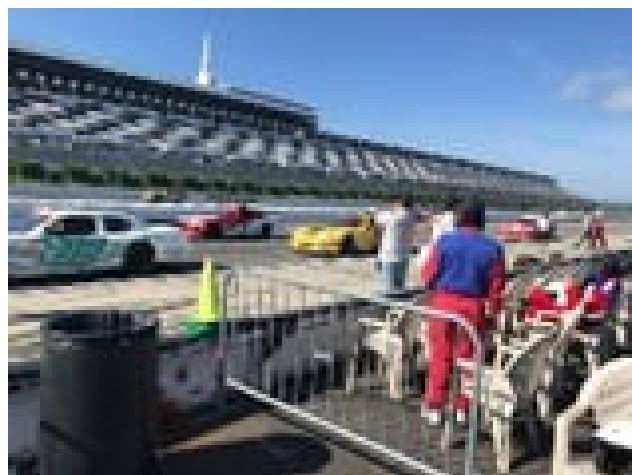
instructions we were given a driving suit and led out to the Pocono Raceway. We were fitted for our helmet, HANS device and then assigned a car; mine a Chevy #1. I joined a pro driver for 3 laps, who gave instructions for my upcoming drive on the banked track. All I can say is what an exhilarating experience! One of my bad driving habits is, as my wife will attest to, is following too close. Well, that fit right into my drive on the course and after



the first lap the car in

front of me was flagged to drop down on the track (something we learned in the classroom) so I could pass safely and away I went pursuing a pro driver in front of me. There are no speedometers in the cars just tachometers.

According to my tach readings I would have been going 150 to 175 miles per hour on the straights. The centrifugal force on the banked corners was an awesome feeling. After my 10 miles were up, I did not want to pull into the pits! I would guess that most participants would have wished the same and could have stayed out on the track longer.



Afterwards Laurie and I then had the opportunity to join 160 other Healeys in a parade lap on the track which must have been quite a spectacle. Thank you so much Paul and Laurie for affording me the opportunity! After the Pocono Raceway experience, we joined all the other Healeys in the Enclave car show in the town of Stroudsburg. What a collection of beautiful, historic automobiles that filled the downtown. The Awards Banquet on Thursday night was an opportunity to recognize the award winners and again socialize with friends during a delicious meal. Preparations were made for leaving the next day which turned out to be cooler. Rain had been in the forecast for that evening so I had put the top up and attached the window screens. We left mid morning and after about a half hour we stopped for breakfast and enjoyed a country breakfast. The car was running well but little did I know what lay ahead for us.



Laurie had planned a 3-to-4-hour scenic drive for the first day of our trip to the hotel we had booked on Bath, NY. After about an hour and half I told Fiona there was an engine issue and we couldn't keep up with the group. I tried to get their attention and fortunately there was a stop light ahead. Meanwhile, billows of white smoke were surrounding the car. Anna Orr, driving with Ed in front of us thought we were on fire! I believe it was the intersection of PA highways 6 and 120 where we got everyone's attention. Luckily there was a gas station/fast food establishment where we could drive into and park. All indications pointed to a blown head gasket! What to do now? We decided to somehow get the car to our accommodations in Bath. Thank

goodness for CAA! They came through and arranged a pickup by Plummer's Towing. A flatbed truck arrived and winched the car up and Fiona and I were able to accompany the driver to Bath. Steve was exceptional and we had a good time conversing in the two-hour ride to the hotel following Laurie and Diane who led the way. It had been decided that once at the hotel we would pool our resources and attempt to repair the car. We were certain that it was a blown head gasket but where do we get a replacement? Prior to our leaving on the tow, I had called Moss Motors and try to have a head gasket delivered to the hotel the next morning. Kudos to Moss as they came through and the package was delivered at 10:00 a.m. the next day. Meanwhile, the other group had arrived at the motel. Conveniently Mark Doust had a head gasket kit in their 100 so we knew we could start the job. It was mid afternoon when we



arrived, and the car was dropped off the truck and we started the task of replacing the gasket. We drained the remaining coolant from the rad as well as the tell-tale milky oil indicative of a blown head gasket. We removed the cylinder head and discovered that the gasket was "blown" between the 3rd and 4th cylinder. (see pic). That finished we planned to complete the repair next morning. Later we enjoyed a meal together and then settled in for some well-deserved shuteye.

When I say we, I include Laurie Wilford, Rick Thomas, Mark Doust and Mike Salter. Mike was helpful in supplying Whitworth tools and suggestions based on his vast experience but had to leave Saturday morning. Laurie, Rick and Mark stayed around for a good part of the day. I did my best to help wherever I could and did a lot of running around for a new oil/filter and some other tools we needed. Fortunately, Mark and Heather's group had booked the hotel for the Saturday as well because they were doing some site seeing in the area. Our wives could use their rooms while the car was worked on. I learned something that I did incorrectly which added a lot of extra time on the repair. When removing the push rods (I'll take responsibility for this) a couple were not removed properly. So, when replaced into their original position and everything put back together a couple of the rods did not operate! Somehow a couple of the tappets had flipped and so the rod and tappet did not mate properly. More work, more time to fix this. Wasn't easy and very time consuming. The carburetors had to be disconnected to allow access to the tappets through the tappet cover which was loosened at the top. Rick was instrumental in rearranging the two tappets in order to mate properly with the push rod. This was done with a flashlight, magnetic telescoping tools and lots of patience. With Mark Doust's gasket, the cylinder head etc. were reassembled and prepped in order to get the car running.



Enclave Conclusion

I mentioned that I purchased a battery booster pack/jump starter, and it came in handy starting the car as my battery had been drained. It also was helpful at on our trip down and at Enclave when Ed Orr encountered charging issues with his alternator and was able to use the pack to start his car before replacing it. Laurie, who as most of you know is a Healey guru was the lead hand and stuck with us until the repair was finished.

My wife was assured by Heather Doust that “No one left behind” and was certainly ready to head back home Saturday evening. We (Laurie and Diane) were ready to leave but of course another issue arose. When the car was idling in the motel parking lot, we detected antifreeze on the pavement below the engine compartment. What next! We discovered that the heater valve on the cylinder head and developed a leak. Leave it to Laurie; he just happened to have some plumbing tape/wrap and was used liberally to stretch and tighten around the valve making it watertight. We drove through the dark and some light rain for a few hours towards the border. I was very happy when we crossed into Canada. We stopped for a bite to eat in St. Catharines and eventually made it home by midnight.

We are so grateful to the club members that helped us and I’m especially thankful for Anna Orr and Diane who stayed with Fiona throughout this whole experience. Fiona is not too excited to return to a Healey event in the States; however, the Southeastern Classic is being held in Asheville, North Carolina next year. Our oldest son and family live in Greensboro; a few hours drive from there. Fiona may reconsider! If we go, we may have a Healey 100 with a steel head gasket and know no matter what, ‘No one left behind’.

Again, our many, many thanks to all the amazing people who supported us during this memorable journey.

Newsletter Update

Submitted by: Amanda Yule



As 2023 has just begun and the AHCSO has welcomed a new President, the Executive met this past weekend to discuss the year ahead.

It has been decided that for the ‘off-season’ (roughly November-March) the Resonator will be a reduced version pending submissions from the membership. You will still receive a monthly newsletter, but it will be a smaller edition with any club updates, reminders and important information you may need. Of course, if I receive any articles, I will happily include them.

Once our driving season starts back up in April (hopefully), we’ll transition back into our regular newsletters again and be sure to include lots of pictures and stories of all the great events we have planned for the year ahead.

If you have any article ideas, pictures or would like to submit a story to me, the monthly deadline is roughly the 3rd weekend of the month.

Cheers, Amanda

***As a side note—my contact info for submissions is listed on page 2!*

Membership Renewal Info

Submitted by: Amanda Yule



Just a friendly reminder in case you haven't renewed your AHCA membership for 2023 yet.

Eoin has passed along information regarding the absolute last cut-off date for renewal as being February 15th 2023. If you have not renewed your membership by then, your subscription to the Healey Marque magazine will be suspended and your membership to the AHCA and the AHCSO will also be suspended.

AHCA has sent several emails and reminders to folks who have not yet renewed, but if you have any questions about the process for renewal, please reach out to Eoin. He can guide you through this simple process. His contact info is on page 2 of every newsletter. Please don't continue to put this off. Time is of the essence now!

The Dave Koch Driving Award

Submitted by: Amanda Yule

In 2010 the AHCSO Executive created an award in memory of Dave Koch. Dave was very much a car guy who was more into the mechanics of the hobby than the social scene, but was still very active in the Club.

After re-building their 100M, Dave and his wife Janet drove it to Conclave San Antonio where it achieved a high Level Gold Concours judgement. On their return to Ontario, Dave proceeded to modify the car to be a reliable long-distance driver and put many, many miles on it before his passing.

This award is voted on by the Executive and presented annually to the driver(s) who best represents their love of driving their Healey in that year.

This year Tom and I are proud to accept this award and fondly remember Dave and his love of actually getting out and driving these cars. While we didn't drive the 'most' miles of our membership, we certainly put a LOT of miles on our BN7 and had it out as much as possible to many, many different events. By just driving it locally and doing a couple of longer distance trips, we put on over 2600 miles this season. We truly believe that these cars are meant to be driven and enjoyed, just as Dave would have wanted!



Items For Sale

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

AH Hubcaps



We have the Hub Caps shown above for sale.
\$120 Canadian plus shipping.
We are located in Regina, Saskatchewan,
Canada.
Please contact: Lynn Bourget
(mlbourget@sasktel.net), phone 306-530-9239

Parts Bins



Three high quality parts bins from
Multi-Line Fasteners. Steel case
with hard plastic bins, which holds
parts and nuts/bolts firmly in place.
\$20 each or \$50 for all 3. Pickup is
in Oakville.
Please contact:
stevehall@cogeco.ca

Austin Healey BN6 Project



A GREAT winter project if you need
something to do!

Completely disassembled at Autofarm,
frame, panels and substructure have
been sandblasted.

Comes with some new metal.

Complete car, only thing missing are
the old carpets.

Located at Autofarm in Monkton
Asking \$14,500 OBO

Contact: healeyparts@autofarm.net

1959 Austin Healey BN6

A ground up restoration with new frame etc in 2018
Many more photos available
Also have a number of restored motorcycles for sale.

Please contact Richard Taylor
416-223-8196



1967 Austin Healey BJ8

Restored, with few miles since.
Asking \$85000.
Please contact:
Sue Allison
sallison35@gmail.com
905-727-8115



Parts for Sale

Brand New Steering Wheel – Classic Gold Adjustable. (Moss #853-796) New 399.99 USD+Tax (\$565 CAD), Sell for \$400.

Refurbished Generator (new brushes) – Make an offer

Refurbished Starter (new brushes) – New \$470 USD+tax, Sell for \$250 CAD.

Please contact: Jeremy Clarke
cell phone 613 572 3845 or
email... intlclarke@hotmail.com

