

THE RESONATOR

Official Newsletter of the
Austin Healey Club of Southern Ontario



A Message From Our President

I hope you are enjoying the summer and taking advantage of the many car shows and driving events the season has to offer.

Colin and I recently attended the Minden Canada Day Car Show. Although the temperatures were very hot, there was an excellent turnout of vehicles, including another member's BT7, as well as MGB, MGTD, and a Jaguar. It was a wonderful way to celebrate Canada Day!

Thank you to everyone who attended our 50th Anniversary Weekend Event in Picton this past June. The weekend was a tremendous success, and through the generosity of our members and guests, we raised \$1,500 for the Picton United Church Food Bank through our raffle and silent auction held during the banquet dinner. Your support is greatly appreciated and will make a meaningful difference in the community.

As part of the anniversary celebration, registered participants received a commemorative 50th Anniversary Grille Badge. If you were unable to attend and would like to purchase one of these special keepsakes, please see the details on page 12.

Our 50th Anniversary celebrations continue with a BBQ and Valve Cover Race on Saturday, August 29, 2026, from 12:00 noon to 3:00 p.m., at the Atwood Lions Park and Community Centre, 251 Main Street, Atwood, ON NOG 1B0. Lunch will be served first, followed by the valve cover races. We hope you will join us for what promises to be a fun afternoon. To help with planning, please RSVP to Mark Doust at mark@abarth.ca or 416-779-0967.

Wishing you continued enjoyment of the summer season, and as always, safe and happy motoring.

Tata for now,

Heather Doust, President - AHCSO

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Club Meeting & Socials Information

Monthly Club Meetings:

Please check the Events Calendar to find our club events.

Website: www.ahcso.ca

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

AHCSO Next Zoom Meeting

Zoom meetings are on hold until the driving season is done.



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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!



Canada Day Car Show - Minden

SUBMITTED BY: HEATHER DOUST

Brits on Show in Minden



Colin & his “Fresh” Sprite





Blossom Run

STORY SUBMITTED BY: LAURIE WILFORD

Niagara British Car Club Blossom/Memorial Run

Early Saturday morning May 9th Ed Orr and I met with Rob Chanona for a Blossom/ Memorial drive to Niagara Falls and Niagara on the Lake. Pete and Linda Moffett from the Niagara British Car Club had invited AHCSO members to join them on this spring drive.

It was cool but sunny in the morning, but warmed nicely during the day and tops were soon down. We met the group of 19 British Cars in Chippawa, where they discussed the route (attached) and Linda handed out deceased member information cards to ride with us for the Memorial portion. This had me thinking about all the Healey Club members who have passed, and how nice it would be to have them join me on a drive. I picked a former Healey 3000 owner's information card to ride with me for the day.

We had a wonderful 50 kilometer route along the Niagara River Parkway, past Niagara Falls and the Floral Clock. After coffee at Niagara on the Lake Library we went along Lakeshore Drive to the Sandtrap Restaurant for lunch. It was a 120 kilometer drive home and while I normally prefer back roads, it would be 4:00 by the time I was home even using the highways.

The Niagara British Car Club were wonderful; welcoming and informative. It was well worth the drive to join them. We will do that again and invite them to drive with us.

Please plan on joining us for that.





Celebrating 50 Years of Healey Enthusiasm in Southern Ontario

STORY SUBMITTED BY: JAMES HARTSHORN

PHOTOGRAPHS: TOM HAUBERT, HEATHER DOUST & AMANDA YULE

In 2026, the Austin Healey Club of Southern Ontario proudly celebrated a remarkable milestone — its 50th anniversary.

Founded in 1976 by a passionate group of Healey enthusiasts, including Richard and Lyn Chrysler, the club has grown into a thriving community of more than 90 members spread across Southern Ontario. From Windsor in the west to Kingston in the east, and as far north as Sault Ste. Marie, club members are separated by hundreds of miles but united by a shared love of Austin-Healeys and the friendships that come with them.

Finding a venue for such a geographically diverse group was no simple task. The organizing committee needed a location that was central enough for members travelling from across the province, offered great driving roads, and could comfortably host a large gathering of cars and their owners. Prince Edward County proved to be the perfect choice.

The Waring House in Picton, nestled among wineries, breweries, beaches and charming villages along the shores of Lake Ontario, became home base for the celebration. Over 45 members, their guests, and cars made the pilgrimage, arriving between June 18 and 19 and staying through June 21.

As with any gathering of vintage automobiles, there was some mechanical drama along the way. One member arrived minus a rear wheel that decided to part company with the car without prior notice, while another suffered a differential failure on the journey home. Fortunately, no one was injured and both cars escaped serious damage — a small price to pay in the world of classic motoring.

The festivities officially began Friday evening with a warm welcome from Club President Heather Doust. Members gathered for a wine-and-cheese reception where they received commemorative gift bags filled with anniversary keepsakes. Thanks to the efforts of Peter LoRe and the organizing committee, attendees took home insulated mugs, T-shirts and grille badges featuring a specially designed 50th Anniversary logo — souvenirs certain to be treasured long after the weekend ended.



50th Celebration Continued

Saturday dawned under clear blue skies, providing ideal conditions for a car show on the front lawn of the Waring House. An impressive collection of Healeys, as well as a few non-Healeys, lined the grounds where we were also joined by members of the local Boot 'N Bonnet British Car Club who came out to support the show.

The club was also pleased to welcome guests from the Austin Healey Club of Quebec, including former AHCA President Roger Hamel, who made the trip with his well-travelled BJ8.

As always, friendly competition was part of the fun. Award winners included:

- BN1-BN2 Class: Gil and Maria Melo
- BN4-BT7 / BN6-BN7 Class: Brad Marsland
- BJ7-BJ8 Class: Steve and Dianne Burrage for their beautifully restored BJ8
- Best Non-Healey: Gil Melo and his Jaguar E-Type
- Best in Show: Colin Doust and his recently restored 1965 Sprite, whose paint was reportedly still drying!

The day continued with a scenic drive through Prince Edward County to a local winery where members enjoyed lunch, tastings and plenty of camaraderie before returning for the evening's gala celebration.





Mark & Mike talking BN1's no doubt



50th Continued

The gala dinner was a fitting tribute to five decades of Healey ownership and friendship. Guests enjoyed a wonderful buffet meal, a silent auction, raffle draws and plenty of laughter. Some attendees even embraced the "Golden Anniversary" spirit with appropriately themed attire.

Through the generosity of club members, all auction and raffle prizes were donated, helping raise more than \$1,500 for the Picton Food Bank.

As Master of Ceremonies for the evening, the author had a front-row seat to what made the event so special. Beyond the cars, this celebration was about people – old friends reconnecting, new friendships forming, stories being shared and memories being created.

By night's end, smiles were everywhere.

Sunday morning saw most participants begin the journey home, although a few enthusiasts extended their motoring weekend with a visit to the VARAC Vintage Grand Prix at Canadian Tire Motorsport Park near Bowmanville.

Events such as this do not happen without dedicated volunteers. Special thanks go to the organizing committee of Heather Doust, Peter LoRe, Jim Phythian, James Hartshorn and Pauline Thomas, whose hard work created a truly memorable celebration. Thank you also to Autofarm Ltd for organizing and sponsoring the Car Show and awards.

Fifty years after its founding, the Austin Healey Club of Southern Ontario remains what it has always been – a group of people brought together by exceptional cars, enduring friendships, and a passion for the open road.

Now, with a successful 50th anniversary in the rear-view mirror, attention naturally turns to the next milestone. See you all in 2036 for the 60th.



Rick & Pauline (aka "Pot of Gold") looking spiffy!



Mike & Judy got the memo about dressing for the occasion!



50th Commemorative Grille Badge

SUBMITTED BY: HEATHER DOUST

As these special grille badges were a limited run for the 50th Anniversary celebration, there are only a few leftover from the event.

If you are interested in purchasing one, please reach out to Heather to make arrangements.

Cost is \$40.





It Paid Off

SUBMITTED BY: PETER LO RE

Back in 2020, I wrote an article for this publication about installing a dual fuel pumps in the BJ8. It included notes and pictures on how to plumb and wire a simple arrangement.

Well, it paid off. On our way to the Club's 50th Anniversary in Picton, we chose to drive the 407 across the top of the city. Shortly after entering the toll highway, the Healey sputtered and died – no power, nothing. A bit disturbing and scary with cars doing 120 kph around you. I managed to pull off safely and our friends, the Galvins in their Lotus, pulled up behind with emergency flashers on. (Another useful safety addition for a Healey.)

Within seconds, the car started again; revving and idling fine. So, reservedly, I thought I'd give it another try while remaining in the right lane close to the shoulder. Sure enough, it happened again. The on-off and the sputtering to a stop had me wonder if it was a fuel problem. I switched over to the second pump and all was good for the weekend. That was a lot easier than having to change the fuel pump on the side of the 407.

As a result, here is an abbreviated version of the article to help those who might want to do this.

Backup Fuel Pump

By Peter Lo Re
February, 2020
dual su fuel pumps.docx



Photo #1 SU fuel pump

Instead of carrying a spare fuel pump in the trunk, this spring I plan to install a two pump system controlled by a three-way, on-off-on SPDT (single pole, double throw) switch. It's true that carrying a spare pump is better than none, but swapping a fuel pump by the side of a road, possibly at night, would not be pleasant.

There's a lot written on this subject – parallel or series connections (?), SU or aftermarket pumps (?), two SU pumps or twin pump (?), using MG T series braided fuel lines or soldered copper pipe connections (?), two-way or three-way switching (?) – you get the picture.

All the ideas and methods work, and all have advantages and disadvantages. You can simply Google the subject and find articles about how and why a particular method was, or should be, used to install a backup fuel pump. All that considered, here is my take on the subject and what I plan to do.

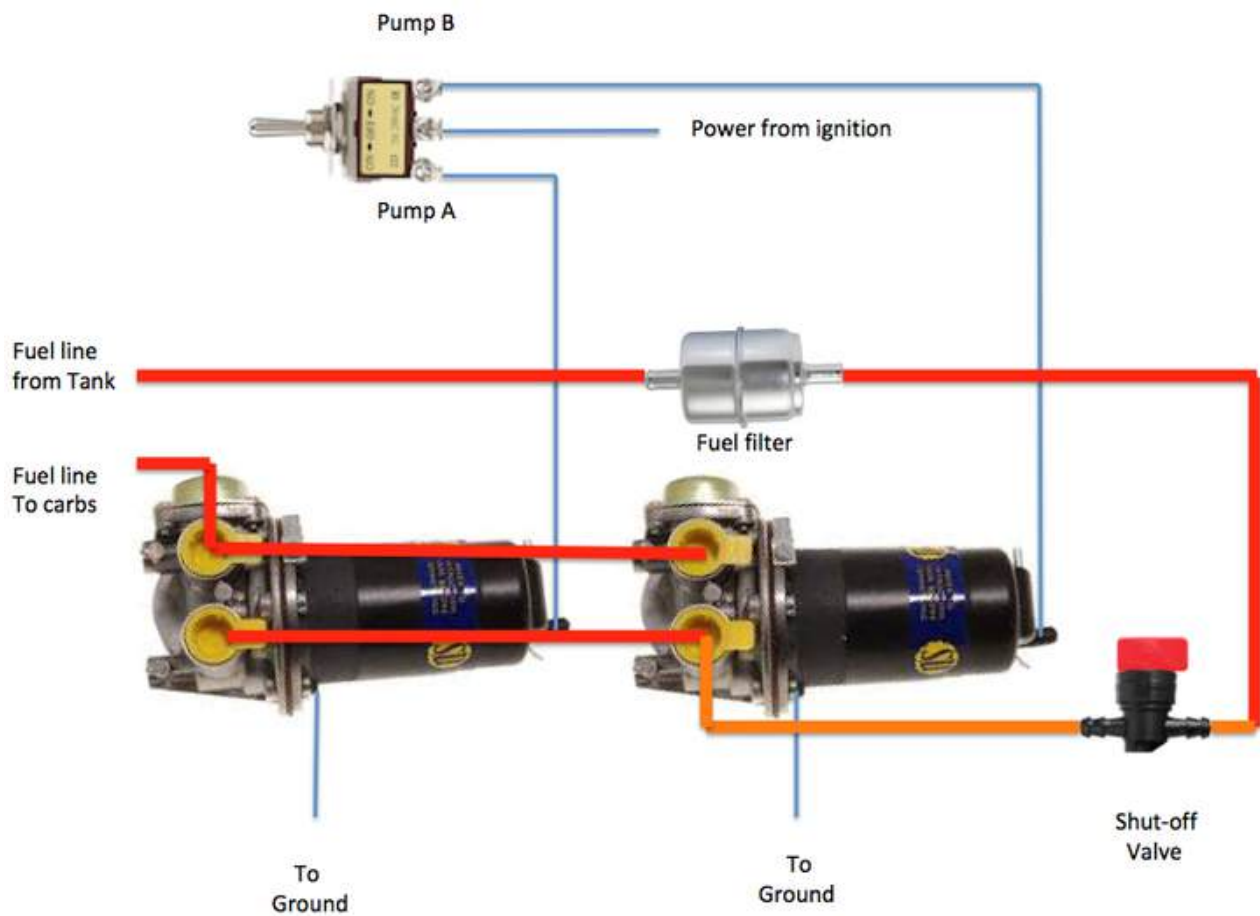


Diagram #1 The planned layout

I like the idea of using SU pumps for the following reasons:

- They can be repaired and rebuilt and parts are available
- They employ backflow valves allowing for simple parallel connections
- I like the sound of the pump ticking to tell me it's working
- I want the installation to easily fit the existing pump and fuel line locations
- I want the installation to be simple and serviceable

I also like the idea of using a SPDT (ON-OFF-ON) switch as it can be concealed and act as an additional security measure. You can switch between pumps from time to time to ensure they are working properly.

Two years ago, after over 31 years of dependable service, my original SU pump began to act up so I replaced it with my spare SU pump. The following spring, I purchased a FuelFlow ECCO diaphragm pump at the Ancaster Flea market from AutoFarm as a spare. The ECCO pump was touted as a direct replacement for the SU. It uses solid-state electronics (no points), it has the same proverbial ticking, has BSPP (British Standard Pipe Parallel) ports to accommodate standard SU banjo unions and fits the original SU fuel pump brackets. The pump body is also made of high-grade plastic similar to that used in gun stocks. If interested, you can read more about the FuelFlow ECCO pump at <http://www.mossmotoring.com/ecco-mgb-fuel-pump-review/>.

Since I haven't yet repaired the original SU pump, I will incorporate the Ecco pump in this installation. I plan to rebuild my original SU pump and retain it as a spare.



Photo #2:
FuelFlow ECCO fuel pump

If you look online, the ECCO fuel pump outlets have been reported to crack or split. When I investigated the claims, it seems that the source of the problem was that people were using NPT (National Pipe Thread) fittings, which have tapered thread, instead of parallel or straight threads on the original banjo bolts. This would spread the straight threaded plastic outlets to the breaking point.

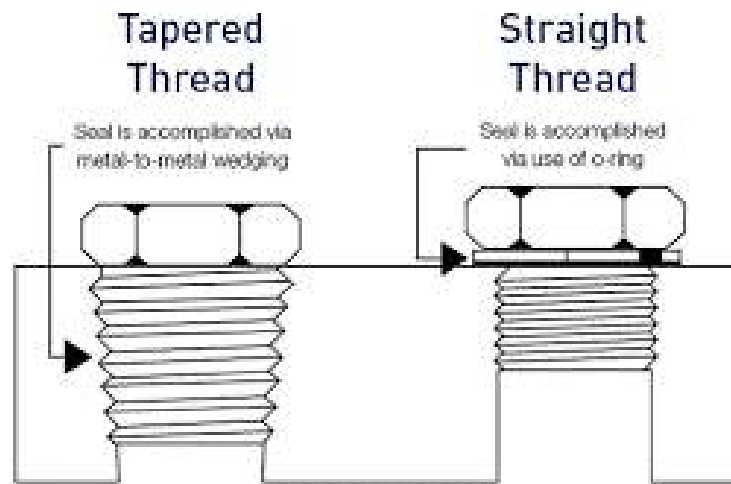


Diagram #2 Tapered vs. straight thread

I want to use standard SU banjo unions and bolts. I also want to connect the pumps together using standard rubber fuel line so that I could service/swap pumps easily.



Photo #3
Single Banjo union



Photo #4
Double banjo union



Photo #5
Banjo bolt and washers

Conferring with Tom Yule at Autofarm, I tested the outlets of the ECCO pump using banjo unions, banjo bolts (straight thread) and fibre washers and they worked perfectly. I was cautious not to cross-thread the plastic housing. Note: you need to have the fibre washers 'in place' for everything to tighten down properly.

To make the necessary fittings, I used common 5/16" steel gas line. I drilled out the banjo unions in order to match the gas line diameter and soldered them in.



Photo #6:
Close-up of soldered fittings



Photo #7:
Dual pump mock-up on the workbench.
Hose connections will be made using spring clamps.
Lower left is the new pump bracket

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Submitted by : Peter LoRe



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