Happy New Year

January 2015

Volume 41, No. 1
WINGS is the official publication of the Austin-Healey Owners Association of British Columbia, which is a non-profit organization incorporated under the Societies Act of B.C. It is published on a monthly basis and is distributed, online, at no charge to all members of the AHOABC.

Membership: One category only, due by April 1st of each year, $25 per year
Early payment will be rewarded with Nells Cup points

Application Form: www.healeys.ca (in “about us”)

Editorial Contributions: Editorial contributions to WINGS are welcomed and encouraged. Members (and, in fact Healey enthusiasts everywhere) are urged to share their knowledge and experience with WINGS readers. We would appreciate technical articles, reports on Healey events and activities, humorous items (including cartoons), and letters to the editor.

Advertising: Rates and policies are available upon request. Support by advertisers is greatly appreciated.

Classifieds: A club member may advertise parts or a car for sale in Wings as well as on the website. Parts and cars wanted ads are also accepted. eMail a copy of the ad, with pictures, if desired, to editor@healeys.ca

The content of the articles in this publication are not necessarily the opinion of the editor, executive or members of the AHOABC.

Executive Officers and Committee Members

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<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
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</tr>
</tbody>
</table>

MEETINGS:
The Austin-Healey Owners Association of B.C. meets once a month. The location varies and is often combined with an event. See the Events Section of our web site www.healeys.ca for exact location for each month.

Out with the old and in with the new
PRESIDENTS MESSAGE

GOOD 2015.......

Happy New Year....

Well I have a challenge ahead of me - 2014 was such a great year - now I must continue to improve and give value to our members..... it's your the membership that makes this a great little club and I will continue to strive to make it better - more drives - club meetings with speakers - BBQ's - 2 great meets this year in our back garden - Rendezvous at Hood Canal and the Northwest Meet in Florence - all the old faithful meets will be back Van Dusen - Vintage racing and just a lot of fun and good times -

I appreciate your support - and look forward to a great 2015

Your President Adrian
Welcome to 2015

Dues for 2015 are now due. Still $25 for a family for the year. To renew your membership, you have several choices.

1. On the website (www.healeys.ca) go to “Membership”, click on “Online Renewal” and complete the form. Please note, if there has been any change in your vehicle status please indicate on the form. Then hit “Submit” and you are done.

2. On the website, click on “Mail In Form” You may complete the form on your computer and print it, then either complete your credit card info or enclose a check and mail to the address indicated.

3. Complete as above except print the blank form and complete by hand, then enclose your credit card info or enclose a check and mail to the address indicated.

It doesn’t get much easier!

The December AGM and Christmas Party was held on Saturday Dec 20th at the Accent Hotel in Burnaby. There was a good turnout with approximately 32 members in attendance. All enjoyed an excellent meal and everyone enjoyed themselves. Following the Meal the Secret Santa event was held which provided a bit hilarity and excitement.

The AGM portion of the meeting was held and the nominations, well really, acclamations were dealt with. Adrian Percival was again brought back to the position of President, Brian Drab to the position of Vice President, Lawrence Robertson continues as the Treasurer and Andy Jones took over the position of Secretary.

The Nels Cup winners were special this year. The Boecker family (of late Vice President Uwe Boecker) has donated 4 tickets to the Scenic Rush - a very popular exotic car drive from Vancouver to Whistler. Thom Boecker, Uwe Boecker’s son, runs the business and the Boecker family generously donated the 4 tickets.

Scenic Rush supplies four performance cars. The drive starts in West Vancouver and goes up to Whistler on the Sea to Sky Highway. Each participant gets the opportunity, at different times, to drive the four cars.

Scenic Rush has 4 cars - 1. A Ferrari F430 Spider, 2. a Lamborghini Gallardo LP560.4, 3. an Audi R8 4.2 FSI, Quattro and 4. a Nissan GTR.

The four winners for the tickets were selected by their Nels Cup Ranking. Brian Drab won the cup this year, followed by Adrian Percival, Mike long, and Chris Poole.

The date for the run has yet to be determined.

The Christmas party was a good social event and this year was held much closer to Christmas.

December Minutes Continued

For more information on Scenic Rush go to: http://scenicrush.com/

The Christmas party was a good social event and this year was held much closer to Christmas.
Follow up to the Article on Scuttle Shake and Brake Drum Balancing in the November issue.

Club member Roger Grace took his brake drums into the Lordco Machine Shop in Langley, the only facility we have been able to find in the lower mainland that balances brake drums.

A common complaint amongst Healey owners is that when the brake drums were cast and then machined something was way off centre. See the photo below.

This apparently contributes to some of the brake drums being quite out of balance.

When Roger took his drums into Lordco, one of the drums was dramatically out of balance and required a major rebalancing. Unlike wheels and tires, weight it is not added, it is removed to balance a drum. It is removed from the lip around the exterior of the brake drum. The photo below shows the amount of material required to be removed to balance the drum.

If you are experiencing a scuttle shake problem, a trip to the Lordco Machine Shop in Langley may be your solution.

An added plus is that the people at Lordco know what they are talking about and what they are doing.
Because "scuttleshake" is a very common complaint amongst Healey owners and in the interest of looking at it objectively, the following "Healey List" thread is being published. It offers differing views on the subject and, in my opinion, proof that there is not one easy solution to the problem.

Editor - Brian Drab

I'm well familiar with the (in)famous 'scuttle shake' in the 6-cyl cars; do the 4-cyl cars suffer from this as well? Our BN2 has a bit at the typical speeds -- 55-60MPH -- but it's not as bad as my BJ8's. My wheels are not especially true and I'm wondering if I can expect the shake to diminish or even go away entirely if I can find someone to true them.

Bob

Bob,

I have probably posted this before and forgive me if I have. But I found much of my "shake rattle and roll" was eliminated by balancing the brake drums. Especially a concern with 4 on your 100. Find a bubble balancer (borrowed one from my mechanic) and some weights and you should be able to do it yourself. Made a big difference on my BJ8!!!!!!

Keith

Bob/all--

What is often charged off to "scuttle shake" seems to come in at 60 mph which corresponds to what happens when wheels are out of balance -- and btw I have seen cars of all types -- not just LBC's -- where when traveling at this speed the wheels are literally bouncing off the road. My experience and belief has always been that having wheels/tires well-balanced seems to eliminate this bounce/shake or whatever you will call it.

Prior to my recently having mounted a set of Michel-in XAS's my 100 experienced a bit of "shake" at 60 and the car was at that time wearing a pretty old set of XAS's that last saw a balancing machine around 10 years prior. After having the wheels checked and new tires mounted and balanced by Allen Hendrix the car is bounce-free at all speeds, and I did nothing else save mount up the new suit of rubber.

I will let you form your own conclusions but my feeling is that -- assuming a sound and strong car -- the wheels/tires are often the culprit and thankfully this can easily be addressed.

Best--Michael Oritt

Thanks, Keith. The drums have been balanced. I think it's untrue wheels.

Bob

Bob, my BJ8 had the front end shake until Allen Hendrix at Hendrix Wire Wheel trued my wheels, shaved the tires to round, and balanced them. No shake now at any speed and the change in the ride and comfort was truly remarkable.

I also did the "Bill Bolton Anti-Scuttle Shake Modification" to my firewall when I had the engine out, but I think it is the wheel work that does more to get rid of the shake.

Steve Byers

As many others have said, get tires, wheels, brake drums balanced, tires shaved, front end aligned and your Healey of any model will run smoothly. If not, consider drive-line balancing, frame alignment and chassis repair!

I've used Allen Hendrix exclusively for almost 20 years. None better.

Gary B
What's the Difference?
Agreed Value or Stated Value

If you have an exotic, modified or classic car, and you are nervous about any potential insurance settlement, chances are you have good reason to be concerned. If a classic car is totalled by the insurance company, will you receive a fair value for it? Is there a way to lock in an answer of "Yes"? Fortunately there is.

There are three different bases that an insurance company can use to value an insured auto. Let's first look at the one that almost everyone has on a typical insurance policy:

Actual Cash Value (ACV)

ACV translated means "What its worth in cash, today (just before you crashed it)." After your accident, an insurance company adjuster will go out to the tow yard and look over your vehicle. After that, using sources of their choosing, they will look up what the typical value should be for your car, and this will be their settlement offer. They may adjust this offer if you object and have some evidence to back up your claim. Or they may not. If the disagreement is strong enough you may need to hire either a lawyer or a mediator. Needless to say this is not an ideal position to be in. You buy insurance so you can be taken care of when suffering through a difficult situation. You don't need to be researching classic car values, making angry phone calls, firing off letters and certainly not hiring - and paying for - attorneys.

Agreed Value

If ACV is the problem, Agreed Value is the solution. If you have a classic insurance policy - from a dedicated company that only issues this sort of policy - this should be the kind of coverage you have. Instead of the above scenario with ACV, what happens instead is you and the insurance company agree on the vehicle value when you sign up - before the policy is issued and any money changes hands. In the event of a disaster, the insurance company guarantees to pay the value that the two of you agree upon before shaking hands. No ifs, ands or buts.

We said this "should" be the kind of coverage you have. You might not. To find out for sure, look in the physical damage section of your policy. Somewhere in there it will say what is going to happen if your classic car is a total loss. The exact statement should be very close to this:

"In the event of theft or a total loss we will pay the Agreed Value."

That's it. Short and sweet. No wiggle room. No more words. Agreed Value is a simple idea and if the coverage is what it claims to be it should be written up simply in the policy.

So that's the good news. An Agreed Value guarantees you will get the protection you paid for. We're done, right? Sadly no. We have to cover one more valuation basis. This is the one that spells trouble for the consumer. It masquerades as Agreed Value but it most certainly is not.

Stated Value

Your typical Big Auto Insurance Company sells policies that pay out on an ACV basis. We covered that above. Those same Big Auto Insurance Companies have customers with collectible autos who want something better. Unfortunately, Big Auto Insurance Companies are typically not set up to handle this sort of thing properly (for reasons too complex to go into here). What winds up happening is consumers often get offered a Stated Value by the typical Big Auto Insurance Company.

Remember the short/sweet payout clause for an Agreed Value? This is what Stated Value says about a total loss:

"In the event of theft or a total loss we will pay the Stated Value or the Actual Cash Value, whichever is less."

Yikes. Stated Value has an escape clause that lets the insurance company fall back to ACV... and its the default action, to boot. Chances are thats not what you had in mind when you paid extra for the Stated Value endorsement.

So is Stated Value designed to rip people off? No. It can be a good thing in some narrow circumstances... the kind that likely will never do you any good.

• Stated Value exists to decide how much premium you pay. Not how much you get paid.
• Stated Value lets you insure the car for less than what it's really worth in exchange for a lower premium.

Clear as mud so far? Thats understandable. This is something that even professionals who do this for a living get wrong fairly often. Let's give an example that should explain how its supposed to work (for simplicity's sake we will ignore the concept of 'co-insurance' in this example):
You inherit a classic Ferrari from a relative, who bought it new many years ago and never really drove it. Its a masterpiece that is now worth 1 million dollars. It falls to you to insure this classic car, and you have a problem: The insurance for a $1,000,000 classic masterpiece is more than you are willing to pay. The price is livable down around $300,000. So you take out a Stated Value policy for $300,000 on the car. After all, you won't be out of pocket $1 million if the car is stolen, but you certainly want all the protection you can afford.

Now the Stated Value payout clause makes perfect sense. And its completely fair and reasonable. This is Stated Value done right, and its almost never going to be what you want or need. In fact, if you want to limit your recovery and manage your premiums, an Agreed Value policy for a lesser value will do the same thing, except the value you receive is guaranteed.

If you want to guarantee yourself the value you expect on your classic car, refuse to settle for anything less than an Agreed Value on a classic insurance policy.

Article by Matt Robertson
Managing Partner at Leland-West Insurance Brokers, Inc.

You might see the term 'Guaranteed Value' in your insurance travels. What is that? 'Guaranteed Value' is just a marketing-savvy way of saying 'Agreed Value'. The two are the same.

However, its the actual language in the policy contract that spells out what and how you get paid; not an ad headline. If they can't... it isn't.

Every year Hemming's Motor News puts out a calendar. This year you have your choice of 8 different versions. Their Sports and Exotic Car Issue shows good taste for there cover car.

For information on how to purchase one (if you are interested) please go to:

http://www.hemmings.com/store/calendars.html

A Little Levity

A lawyer was cross-examining the doctor about whether or not he had checked the pulse of the deceased before he signed the death certificate. "No," the doctor said. "I did not check his pulse."

"And did you listen for a heartbeat?" asked the lawyer.

"No I did not," the doctor said.

"So," said the lawyer, "when you signed the death certificate, you had not taken steps to make sure he was dead."

The doctor said, "Well, let me put it this way. The man's brain was in a jar on my desk but, for all I know, he could be out practicing law somewhere."
The price is going up!

Sold at the Bonham’s Auction in late November for $1,059,400usd. Interestingly, a 1963 Aston Martin DB4 Vantage Series Coupe also sold for the same amount.

A similar 100S sold at Bonhams in 2008 for $450,000usd. They are very definitely appreciating!

Only in Australia!

One does definitely not want to run into a Kangaroo down under but if you happen to, this front bumper is a necessity. I guess really it would be no worse than running into a moose or a deer but this type of equipment is very common on Aussi vehicles. It is, however, the first time I have seen it on a Healey.

North West Meet 2015

The Oregon Club will be hosting the NW Meet 2015

DETAILS

Driftwood Shores Resort in Florence, OR
541-997-8263
Sept. 23,24,25,2015

Thurs. night dinner is at a local restaurant (TBA)
Fri. night is cocktails and appetizer social
Sat. night is a dinner buffet and bar

There are single and king rooms available for $121 per night+10% tax
Room types are limited so make your reservation early.

Phil Daniels, a Washington State resident and member of the AHOABC as well as the Cascade Club and the Oregon club received the Cascade Club President’s award for outstanding achievement in 2014. Congratulation Phil.
1949 MG YT (TOURER) YT 3342

Fairly complete original and ready for restoration. I have had this auto stored for over twenty years awaiting restoration and believe it has been under cover all of its life.

I have most of the very interesting history of this rare auto. It is believed that five of this model came into British Columbia in 1949.

With creeping age, time and circumstances has made it impractical for me to continue this restoration. So I’m looking for a good home for this special auto.

Price $9000.00.

Offers will be entertained

Please call me for further details. Ken Finnigan 250 573 5222

Email <klfinn@telus.net>

Feb 14
1958 Bugeye Sprite

A fully restored 1958 Bugeye Sprite in superb condition. Vehicle purchased in 2002 by the current owner in essentially the condition it is in now. It was purchased from Doug Ingram a former AHOABC member. Originally bought for his wife, whose, it turns out, interests lie elsewhere.

It has won about 20+ 1st in shows when Doug Ingram owned the car, he also drove it south of the border and won a 2nd place in a big show out of about 50+ bugeyes.

The electrical system has been upgraded with an alternator and it has been converted to electronic ignition.

This car needs absolutely nothing. It is ready to go.

It was appraised for $30,000 in 2002.

$19,900 Cdn

For more information please contact : Gary Fraipont at gary.fraipontteam@gmail.com

or phone 604.240.3948
Complete BJ8 Engine - Totally Rebuilt including new clutch

A/H Engine Rebuild Parts List  Approx. Prices (2008)

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Price</th>
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<tr>
<td>Rocker shaft bushings (12)</td>
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<tr>
<td>Tappers (12) refaced or new</td>
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<tr>
<td>Upper gasket set</td>
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<td>Cam bearing set</td>
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<td>Timing chain tensioner</td>
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<td>Connecting rod bush set</td>
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<td>Connecting rod bearings</td>
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<td>Main bearings</td>
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<td>Thrust bearings</td>
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<tr>
<td>Clutch unit (3 parts)</td>
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<tr>
<td>Ignition parts</td>
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<tr>
<td>Rear seal kits</td>
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<td>Front oil seal</td>
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<td>Oil Filter</td>
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<td>Water Pump</td>
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<td>Thermostat</td>
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All clearances checked (blueprinted) as assembled, inside block painted with ‘Glyptal’ oil resistant paint, exterior with single stage enamel original A/H colour Zinc primer. Comes with intake and exhaust manifolds, distributor assy, rocker cover with new decals and oil filler cap, engine breather/hoses. Block is a late BJ8 with high dip stick location.

$5,500.00 Outright, no exchange.

Contact: Nick Woodhouse  nick@woodhouseav.com  Phone: 604 818 3278
Mike Long has number of parts, primarily non roll up window models but there are some BJ7 and BJ8 parts in the selection. If you see something, give Mike a phone call at 604 764 7374 or email at mikesah100@gmail.com and make an offer.
Paul Grehan has been modifying his BJ8 to a Sebring Replica. As a result he has a lot of parts, removed from his BJ8, that are no longer needed.

A lot of the parts have been sold but those listed below are still available:

- Front Bumper & Badge Bar: $200
- Tonneau Cover & Bag: $150
- Headlight covers with brackets: $20
- Radiator: Free for taking
- Hood - no trim: $400
- Pulley Keys: $10
- Voltage Regulator

All parts are open to reasonable offers.

For more detailed photos please go to:
https://plus.google.com/photos/114109475966603976384/albums/5481558289984578449?banner=pwa

Contact Information:    Paul Grehan   604-377-7095 or paul@thegrehans.ca
There classified ads are for the use of club members and are available at no charge. If you have items left over from a restoration or parts from another car are whatever, and are wondering what to do with them, put them up for sale here. Please notify editor@healeys.ca if the item or car has been sold, located or is no longer wanted or for sale, or if you have items for sale.

FOR SALE

**Austin Healey 2600 cc Engine**
Professionally rebuilt engine ready to go complete with carburetors, oil filter, distributor, manifolds, balanced and painted. Asking price - $8000.00 OBO.
**Contact Graham:**
email - grahammitchell@shaw.ca Phone - 604-820-1432

-Six port **AH3000** head- it's a bare head that has been degreased and pressure tested. Tests OK $500
-Wind Wings-As new $60.00. Moss #240-150
**Contact Neil Trefenberg** e-mail – neilberg@telus.net phone – 604-274-7530 Cel – 604-838-7530

WANTED

No “Wanted” Parts
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<th>Date</th>
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<tr>
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<td><strong>January Meeting – ABC Country Restaurant</strong></td>
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<tr>
<td>February Meeting</td>
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<td>March Meeting</td>
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<td>April Meeting</td>
<td>To be Announced</td>
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<td>May 16th Saturday</td>
<td><strong>Van Dusen 2015 ABFM</strong></td>
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<td>May 16th Saturday (After ABFM)</td>
<td><strong>May Meeting and Annual BBQ</strong></td>
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<td>May 17th Sunday</td>
<td><strong>Vancouver to Whistler Run (ABFM)</strong></td>
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<td>June Meeting</td>
<td>To be Announced</td>
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<tr>
<td>July Meeting and BBQ</td>
<td>To be Announced</td>
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<td>August 16th - Meeting and Pemberton Tour</td>
<td><strong>Tour to the Big Sky Golf and Country Club in Pemberton for the August Meeting and Lunch.</strong></td>
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<td><strong>2015 North West Meet, Florence, Oregon</strong></td>
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<td>October meeting</td>
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<td>November Meeting</td>
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<td>December Meeting. Christmas party and AGM</td>
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UPCOMING EVENTS OF NOTE

Saturday May 16th
30th Annual ABFM
Van Dusen Gardens
For Details go to:
http://www.westerndriver.com/page_id=7885