



February 2004 Vol.30 No.2

# WINGS

AUSTIN HEALEY OWNERS ASSOCIATION OF BRITISH COLUMBIA

## THE RISE OF THE PHOENIX I



**Vol. 30, No.2 February 2004**

**WINGS** is the official publication of the Austin-Healey Owners Association of British Columbia, a non-profit organization incorporated under the Societies Act of B.C. It is published on a periodic basis and is provided at no extra charge to all members of the A-HOABC.

**Membership Categories:**

Membership..... \$25 per year  
 One category only... due by April 1st of each year  
 early payment will be rewarded with Knells Cup points

**Editorial Contributions**

Contributions to **WINGS** are welcomed. 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. No fees are paid, but members can score big points in the annual **A-HOABC** competition for Nell's Cup and your name will actually appear in B.C.'s most popular Austin-Healey publication!

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**Cover:** Going to be another one of Earl Kagna's stunners .BJ -8 getting ready to rise.

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"To promote the preservation and enjoyment of Austin -Healeys in the manner for which they were intended"

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**WEBMASTER**

**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 for exact location for each month.

EVERYONE WELCOME! Hope to see you there.

## PRESIDENT'S REPORT

Mike Long

The February meeting was very interesting, Nigel Matthews, I.C.B.C. Manager of Specialty Vehicles Licensing / Insurance Department attended as a guest speaker. A little back ground on Nigel, he was born and raised in England, very close to the BMC Abington auto plant. Worked in the autobody shops as a bodyman before going to I.C.B.C. as an estimator. (I do not know if he work in England as a bodyman). He currently owns and drives a MG Midget and no I did not give him a hard time about that.



Nigel first gave us some back ground on the collector plates and insurance and why it was first introduced. Then noted some of the later changes that have been made and why. He went onto explain Collector Vehicle Agreed Value Policy, Declared Value Policy and went onto answering questions. Although the meeting was two hours long, those who attended left with new information that should be invaluable for future decision making. As long as Nigel is the Manager of this department at I.C.B.C. we should feel re-assured we have someone there that we can contact, someone who enjoys talking cars and is knowledgeable about the system we have to deal with. If you have any questions for Nigel feel free to email me and I will send them on and then have the question and answers printed in Wings.

The March meeting will be at the UBC Golf Club on the 17<sup>th</sup>. Remember that the go-kart races are in April, so if you want to attend contact Lawrence Robertson, this is a pay up front event.

Hope you all enjoyed this meeting. Any feed back is always appreciated.

Regards  
Mike

## Minutes— Feb Meeting

Meeting was called to order by President Mike Long.

Vice-president Brian Drab and Secretary Rick Bjordahl were absent. Treasurer Lawrence Robertson was present.

A few quick announcements before our guest speaker takes the floor;

- The shop crawl for this days meeting is to be re-scheduled. This would allow for a longer question and answer period with our guest speaker.
- Mike Chandler won last months quiz. Mike Long will provide the answers somewhere in this issue.
- Next months meeting will be at the University of B.C. Golf Course Westward Ho Bar and Grille, March 17<sup>th</sup> at 7 pm. Wear something green if you dare, it is St.Patrick's day. Bonus points for green Healeys in attendance? How about green Capri's?
- Date correction for the calendar of events; the All British Field Meet at Van Dusen Gardens is Saturday May 22<sup>nd</sup>.
- We would like to welcome potential new member Al Wood visiting with us today. Al has a BJ8 in need of restoration. He and Ken are looking for a third car for restoration purposes....brave fellows.
- The club is hosting the 2005 North West Austin Healey Meet. Mike Long and Andy Jones are looking for suitable venues. We have scouted Harrison Hot Springs already. Tighna-mara Resort, Parksville, Vancouver Island is next. If you have any suggestions please forward them to [Mikes100@shaw.ca](mailto:Mikes100@shaw.ca) or [aw-jones@telus.net](mailto:aw-jones@telus.net)
- We are also looking for additional suggestions for other venues for Monthly club meetings. Again, please let Mike have your suggestions.
- Ivan Lessner who is our vintage racing resident member-in-standing with the Vintage Racing Club forward onto the club, VIP passes for this years' Vintage Racing's Events. They could be awarded to the next Austin Healey Quiz winner.

The floor was then open to our guest speaker; Nigel Matthews, Manager of Specialty Vehicles Licensing / Insurance department with ICBC.

- Nigel touched on the topics of Collector Plates, Vintage Plates and Modified Plates available

**“For What It’s Worth”**  
**Information picked up off the net**

**Subject: Re: Antiseize**

John:

Well ----- don't know what to say - anti seize works well for unscrewing, the other I leave to you! Anti seize might be a little counter-productive there, no? Hmmm, on the other hand ----

To be serious, common sense is the best way to go - I use the stuff on most fasteners when I'm building up a car, or doing repairs to an already built car - it's messy, but it really does help the 'next' guy, who might even be you!

Some known trouble spots on Healy's - exhaust manifold nuts (always use brass nuts + anti seize), all other exhaust mounting fasteners - especially the nuts that are on the chassis studs, all heat shield mounting screws ( these thread into captive nuts on the chassis), the coolant temp gauge probe in the head under the thermostat (don't over tighten this!), rear fender mounting screws (the machine screws / nuts that secure the fender to the shut pillar), brake / clutch pipe fittings - use very, very sparingly here in order not to contaminate the brake fluid, suspension fasteners, bumper / over rider fasteners, windshield corner bracket screws - very effective here, the list goes on and on - you get the idea.

There really aren't too many places that I can think of that you would cause damage if you use anti seize. There is nothing to be gained using it on the fender flange bolts that thread into speed nuts, and of course, as another lister pointed out, don't use it on fasteners where you will use a thread locker liquid - those have to be completely free of grease, etc. to work. also don't bother on things like oil pan bolts - the engine will keep those areas well oiled with leaks!

As for tighter is better - surely you're not the guy who torques British bolts by the rule of: 'tighten it 'till it snaps, then back it off a quarter turn'. Better not do that - it'll rattle like hell on railroad track crossings!

Earl Kagna  
Victoria, B.C.  
BT7 tri-carb  
BJ8

**Subject: Re: Antiseize**

Greg -

Permatex Anti-Seize is formulated to be used on boiler parts and high temperature steam applications. It does not deteriorate in high heat or moisture. It is perfect for use with manifold components and gaskets.

We used to use it all the time when I worked as a Roustabout at the Geysers for Union Oil... we did all the Geothermal steam piping for PG&E. That stuff... no matter how long it was on a gasket or bolt... always stood up to that nasty steam (which is full of sulfuric acid).

Regards,

Alan -53 BN1 '64 BJ8

**Subject: RE: 100M starter**

Hi Lynn,

Although I'm sure others have different methods of checking I have found that the best way to ensure that your starter is getting full voltage, lack of which is the usual cause of your problem, is as follows.

Presuming that you have a known good battery with a known good ground to the car. (If you are not sure of the ground put a booster cable between the ground battery post and a good chassis connection, this may actually fix the problem in itself.) Get a digital 12 VDC volt meter with very long leads (make some up if you need to) then attach one voltmeter lead to the battery post which is not grounded and the other to the stud on the starter where the cable from the solenoid is connected. The connections should be right on the battery post and right on the starter stud.

Now crank the engine and watch the volt meter. The reading on the meter will be the voltage drop between the battery and the starter. If it is much over 3 volts there is a problem with one of the components involved in getting the power from the battery to the starter. You can check the voltage drop across each one, or if you crank the engine for a while, say 15 seconds then go around and check the temperature of all the connections you will usually burn your hand on the faulty one!!

Michael Salter

[www.precisionsportscar.com](http://www.precisionsportscar.com)

*Cont pg-5*

From pg-4

**Subject: RE: Asbestos?? Heat Shield Material**

I'm familiar with that backer board stuff - it's water-proof and pretty tough, but would seem to fit the bill as an asbestos replacement. I used it as "siding" to trim the bottom of a garage mounted on wood piers, because it can be in direct contact with soil or water. I don't know if it's as heat-resistant as asbestos, though.

It cuts pretty easily with a cutting disc mounted in a circular saw, or I assume a metal jigsaw blade would do the job.

-Graham

**Subject: Re: Unidentifiable Noise**

Here is another dumb trick the emergency brake cable can do. I bought a new BN7 in 1960, and was having a ball w/ it, when it developed the problem of shifting out of overdrive momentarily when going over humps in the road.

Drove me crazy until I discovered that the factory had not installed the clip that holds to cable to the bulkhead behind the passenger seat. The cable was looped over the right side battery, and was shorting out a battery terminal, killing the electric system.

John Snyder

**Subject: Re: Horn wiring question. related issue**

One tip that I have used successfully on about 1/2 dozen cars with adjustable steering and accessory steering wheels / hubs:

Simply shim the trafficator assembly outwards a bit (towards the driver) with a bit of scrap plastic - I think I used the bottom of an ice-cream tub last time, or something similar from the recycle bin. Lightly glue it into the recess in the hub that the trafficator plate sits in.

This will keep the bakelite from dragging on the steering wheel trim ring, but still allows the set screws to grab the trafficator's plate without re-drilling / tapping the set screw holes. It has solved the problem every time I've tried it.

Earl Kagna  
Victoria, B.C.  
BT7 tri-carb BJ8

From pg-3

through ICBC.

- He talked about the availability of the new Agreed Value policy (AVP) which compliments and goes one step further then the present Declared Value policies (DVP).
- What are the limitations of these policies, how does AVP supplement your current coverage?
- How are the values arrived at, minimum values, inspections of vehicles, type of storage required for vehicles and who is allowed to operate your vehicle.
- The charges and fees associated with these policies, deductibles, renewals, change in vehicle appreciation and making claims.

Air Care was another topic Nigel lightly touched on and it sounded like the Wayburne Street Inspection Centre (just off Boundary) might be the place to go to have your car air tested next. Ron Levitt who works for ICBC in the Head Office is at this location and is accustomed to the tougher problems we face trying to get our cars to pass.

All in all it was a very informative talk. Nigel is a car enthusiast like the rest of us, so the many questions directed His way got logical answers as well as the thinking that went into determining certain policies and ideas. Further questions can be address to Nigel Matthews at:

[nigel.matthews@icbc.com](mailto:nigel.matthews@icbc.com)

We would like to thank Nigel for taking the time for us. It was a good talk.

**Club Reports:**

Treasures Report: the club is in good standing and numerous memberships were being paid during the meeting. Membership is at 30 as of today.

Regalia Report: new hats and vests are now available.

Web Site: look for the Newsletter to be available through the web site ([www.healeys.ca](http://www.healeys.ca)) sometime in April. It should be accessed via a secured code or password given out to "Paid Members".

Andy Turner moved to adjourn the meeting, Andy Jones seconded it.

Meeting adjourned

Recorded by Andy Jones on behalf of Rick Bjorn-dahl

# ARIZONA AUCTIONS HEALEY SALES

## 2004 Results

Thanks to: Nigel Matthews

### BARRETT-JACKSON

Lot # 638: 1964 Healey MKIII 2+2 BJ8 Ser # HBJ8L26182 Very nice Colorado red paintwork, 60 spoke stainless wires, Kurt Tanner nut and bolt restoration, 4 speed overdrive, heater, adjustable steering, excellent gaps almost perfect. Over restored if anything! No Reserve SOLD \$73,017.00 CDN inc 10% buyers premium



Lot# 451: Healey MKIII 2+2 Ser # HBJ8L26888 Green Another Kurt Tanner restoration to exacting standards. 60 spoke stainless wires, heater, adjustable steering, 4 speed overdrive, No Reserve SOLD \$93,366.00 CDN inc 10% buyers premium



Lot # 352: 1961 Healey HBT7L5727 Ice blue, 60 spoke stainless wires, New Engine with 800 miles, respectable engine compartment, original covering on the dash. Restored but not over done and not a nut and bolt restoration. SOLD \$44,582.00 CDN



Lot # 360.1 1967 Healey BJ8. Red, freshly painted, so fresh all the wheel wells are red, pity did not take the time to black them out!. Painted wires, HUGE door gaps! Chrome was not removed for painting and sander marks in the chrome from sloppy prep work whilst sanding, original untouched interior, weather strip missing from convertible top at the door glass fit to roof, I would say a low #3 and SO-SO condition. SOLD \$34,473.00 CDN



### RM VINTAGE CARS IN ARIZONA

Lot # 136: 1966 Healey 3000 MKIII BJ8 Ser # HBJ8L36115 Green, black interior, twin carbs, frame off restoration a number of years ago, and driven very little since then. Very nice low #2 car SOLD \$58,528.00 CDN

Lot# 114: 1964 Healey 3000 MkIII BJ8 Ser # HBJ8L27746 BRG, painted wires,twin carb, Good caps, not over restored and had a nice patina to it. SOLD \$37,306.50 CDN

Lot# 071: 1966 Healey 3000 MkIII BJ8 Ser # HBJ8L27337 Ice Blue, Navy blue interior and top, and boot in the correct everflex material. Nut and bolt restoration, panel fit is excellent,60 spoke stainless wires, VERY NICE Sold \$76,076.00 CDN



## Healey Quiz # 2

Mike Long

This Healey was for sale on eBay read the description and look at the photographs to answer the questions correctly, note not all of the questions will be related to the car in the ad just to make it interesting.

### Description

1963 Austin Healey 3000 MK III

Year 1963

Miles 0

Doors 2 door

Transmission Auto

Ext. red— Int. black

Engine 6 cly.

Warranty no

Title other

Condition used

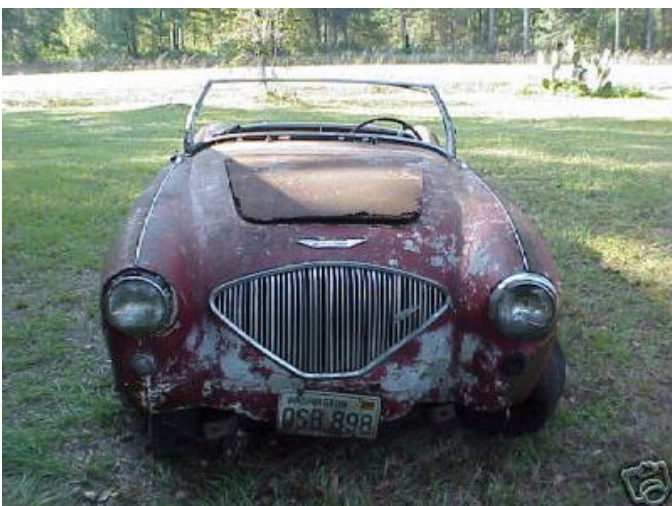
### QUESTION'S

1. Where was this car last licensed
2. If this is not a 3000 mark III, what model is it,
3. The production dates for this car would have been
  - (a) Sept. 1952 – May 1953
  - (b) May 1952 – Aug 1955
  - (c) Aug. 1955 - July 1956
  - (d) Jan. 1958 - Jun. 1962
4. The engine in this car has how many cylinders
5. Where would you find the body number on this car
  - (a) On the fire wall
  - (b) On the engine

- (c) On all body parts
- (d) None of the above

6. Is the horn button correct for this car
7. Would this car have had locking doors, if not what was the first model to have locking doors?
8. Is this car a true Roadster?
9. What model was the first to have roll up side glass windows
10. What Healey models would have used Lucas type 9H horns?
  - (a) BN1 – BN2
  - (b) BJ7 - BJ8
  - (c) BN4 – BN7
  - (d) All of the above
11. In what years were Healeys produced with 3 carburetors?
- 12 In what year did the Healey go from the side shift gear box to the centre shift gear box

Good Luck, send your answers to Mike Long at [mikes100@shaw.ca](mailto:mikes100@shaw.ca) before Marches





## Januaries Quiz #1 Answers

First let me thank those of you who took the time to answer the questions and send them to me. There were questions that you had to know the answers to or they would have been very hard to find, this was done so that no one would get a perfect score. The question were also made to cover as many Healey models as possible for a level playing field.

The main question – what are the 5 main benefits of oil in the engine.

- 1 Cleaning – this answer was given in so many different forms that I can not cover them all
- 2 Seal – i.e. piston rings & valve guides
- 3 Cooling
- 4 Lubrication
- 5 Corrosion Inhibitor
- Tie Breakers

1 According to the 100 factory service manual at what KM's should you check the shock absorbers ? ( ok in later cars they are called hydraulic dampers but in the 100 manual they are called shock absorbers ) ( Answer 9600 km – if you said 19200km as later model service manuals or in miles I marked this as correct also.)

2 Name 5 other Austin-Healey clubs ? – everyone had this question correct.

3 Name the model of Austin-Healey that is a true roadster ? – A true roadster has only 2 seats with no side windows, no mounted roof or hood and the big one no boot or trunk.( The Frogeye or Bugeye Sprite.)

4 Margo Healy was Donald Healey's ? –(Daughter in law )

5 On the boot the script reads Austin-Healey, Austin of England or both depending on model year? –( Both )

6 How many spokes would a model 3000 Mk. 3 have come with from the factory? ( 60 spokes )

7 What is different on very late Austin-Healey's from all the other big Healey's ? The key to this question is very late! ( Very late production Healey's came with octagonal safety knockoff's )

Also had to award correct answer for – ( 3000 Mk 3 hood badge painted red not enamelled ) I forgot about that.

**The Winner is -Mike Chandler— Congratulations**

**Runner up -Bob Corfield**



## AUSTIN HEALEY CLUB GO-CART RACE

SUNDAY APRIL 18TH AT 9:30 AM, TBC IN-  
DOOR RACING & EVENTS CENTER  
2100 VICEROY PLACE RICHMOND

In order to keep cost under control you must pay in advance to Lawrence Robertson, the cost of this event will be \$ 45.00, this will be for two hours of track time divided between 40 members. If we only have 20 members pay in advance then it will be one hour of track time, which will work out to about the same amount. This is a fun event that I hope will be a little different this time around, we are going to change the format of the race's this time and make it a little more competitive, teaming faster drivers with slower drivers and middle of the pack drivers with middle of the pack drivers. This will be an endurance race, where at timed intervals carts will come into the pits for a driver change. I believe this will make it a little more interesting for every one, more of a team sport.

The monthly club meeting will be held after the race's on site unless I find a place close by that we can have lunch and refreshments, I will keep you posted.

Mike,

## PHONIX II

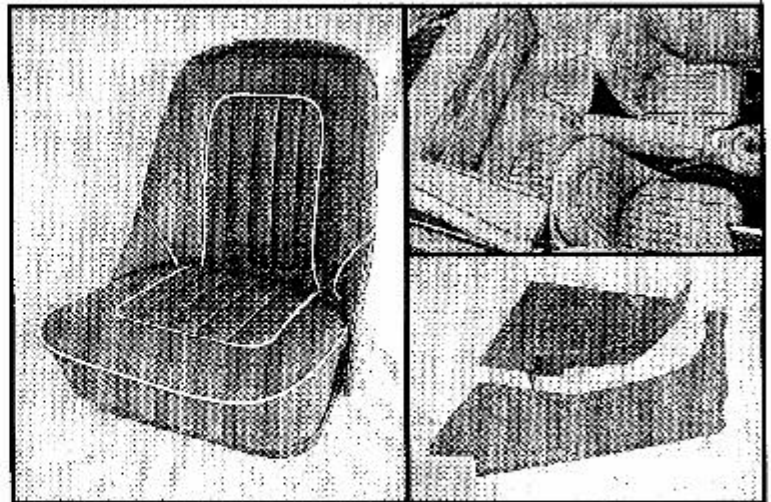


**Mark Norris** soon to be rolling chassis and destined for many happy miles down the road for it and it's owners. Looking goood!

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## 2004 — EVENTS CALENDAR

Month	Day	Event	Details
<b>March</b>	17	UBC GOLF COURSE MEETING	7:00 PM— University of B.C. Golf Course Westward Ho Bar and Grille For Info Contact—Mike Long (604) 7860256 or E-mail mikes100@shaw.ca
<b>April</b>	18	AHOBC MEETING & CART RACING	TO BE CONFIRMED TBC indoor cart racing. Meeting after race. 2100 Viceroy Place Richmond. Contact—Mike Long (604) 7860256 mikes100@shaw.ca
<b>May</b>	22	ALL BRITISH FIELD MEET & FOLLOWED BY BBQ	A.B.F. at VanDusen Gardens 5251 Oak St. Followed by BBQ at Mike Longs after 4pm All food provided with beer and wine at \$1.00 glass. Bring a guest all invited. #4 Ar- cadia Circle, Vancouver. Contact—Mike Long (604) 7860256 mikes100@shaw.ca
<b>June</b>	3-5	HEALEY RENDEZVOUS 2004	Open Roads at Lake Tahoe. Contact: <a href="http://www.goldgatehealeys.com">www.goldgatehealeys.com</a>
<b>July</b>	2-4	RALLEY IN THE VALLEY	Held in Penticton, B.C., Get your registra- tion in early and your hotel accommoda- tions. <a href="http://www.obcc.ca/registration.htm">www.obcc.ca/registration.htm</a> For more info go to the <a href="http://www.obcc.ca">www.obcc.ca</a>

## Classified Ads

**Robins Convertible Top New:** Fits BJ7 or 8 made from Stayfast material. Replacement price \$975 + tax asking **\$500**. Used clutch and pressure plate good shape \$25.  
Contact Barry West (604) 943-5399

**BT-7 Bare Frame:** BT-7 frame good shape asking \$2500, for details contact — Ken Cupit at (604) 929-2590 or email Nanken@telus.net

### CLASSIFIED POLICY

(The "Fine Print")

Classified Ads are free to members of ANY bona fide Austin Healey club who do not deal in autos or parts for commercial gain. Unless otherwise instructed, WINGS will run ads for three consecutive issues only. At that time, advertisers must renew by mail or phone to the editors if the ad is still required (no charge), Asterisks (\*) appear after each ad to indicate the number of times the ad has run.

Advertisers who buy and/or sell autos parts as a commercial activity (ie for other than "personal" cars) will be charged \$2.00 per line and the ad will run for three issues if desired.

A-H.O.A.B.C. Members - please let WINGS know promptly if your ad is no longer needed. Help us keep the listings fresh.

### WINGS DISPLAY ADVERTISING RATES

	SINGLE ISSUE	FULL YEAR
Full Page	\$ 35	\$ 150
Half Page	\$ 25	\$ 100
¼ Page	\$ 20	\$ 75
Business Card	\$ 12	\$ 50
Classified	No charge for non-commercial classified ads.	



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Healey Rings

# Invitation

# Northwest Meet 2004

September 17-18-19

## Take the Passing lane to Coeur d' Alene

**Location**  
Templins Resort and  
Hotrod Cafe on the Spokane  
River in Post Falls, Idaho

**When**  
Sept 17,18,19/2004

The Northwest Meet is a relaxed meet. It starts on Friday evening with registration. There will be back road tours on Saturday and a dinner at the Hotrod Café on Saturday night. The meet ends Sunday.

More detailed information will be available as it gets closer to the meet.

## Join us for 3 fun filled days



### **This is what owning a Healey is all about**

We are planning several scenic routes just to get you to the meet. That is why we say that "It's the journey as well as the destination as you discover the Inland Empire, the best the Northwest has to offer." With so much to see and do you'll say this is the best meet ever.

[www.cascadeahc.homestead.com/home](http://www.cascadeahc.homestead.com/home)



The 2004 NW Meet is Hosted by the Cascade Austin Healey Club of Washington

**2004 DUES INVOICE**  
**Austin Healey Owners Association of**  
**British Columbia**



**Member Name:** \_\_\_\_\_  
**Spouses Name:** \_\_\_\_\_  
**Address:** \_\_\_\_\_ **Postal / Zip:** \_\_\_\_\_

**Email Address:** \_\_\_\_\_  
**Phone Numbers :** \_\_\_\_\_

**DUES:** Regular Membership ⇔ \$25 per year (Apr– Mar)

**PAYMENT:** Please enclose Cheque or Money Order Payable to:  
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Or provide **VISA** information: (outside Canada please use VISA if possible)  
Name (as on card) \_\_\_\_\_  
VISA Card Number: \_\_\_\_\_ Exp. Date \_\_\_\_\_

**Please help update our records:**  
What Healey(s) do you presently own? (use back for additional cars and info.)  
Car 1 Yr. & Model: \_\_\_\_\_ Serial Num.: \_\_\_\_\_  
Car 2 Yr. & Model: \_\_\_\_\_ Serial Num.: \_\_\_\_\_  
Use back of form for additional info.

**Members**

Once again we are fast approaching dues time (APRIL 1) and as you may have noticed there have been some changes.

1. There is only one type of membership, which is family. For clarification both spouses have voting privileges and Nell's cup points awarded for activities that he or she attends.
2. Membership fee has been reduced to **twenty-five dollars**. This can only be sustained if we have your current and correct email address (preferably) or fax number. If you have neither and are unable to receive electronically, your WINGS will be mailed. As WINGS is the greatest expense the club has, the more successful we are in electronic distribution, the greater our chances of keeping the dues down. Give it your best shot and insure we have correct info.

Also for those that have not been able to attend monthly meetings due to time and location, we are hoping to change the venue. We are going to try and have some of our meetings in conjunction with a weekend activity. This means that meetings will not necessarily fall on the second Wednesday of the month. Again insure we have the correct contact info so we can keep you informed.

This year members will be receiving club name badges, would you please insure that you supply the club with the names as you would like them to appear on the badges for you and your spouse.

Hoping for a great Healey Year