

Austin Healey Club of New England

2015 Calendar of Events

9/1/2015

Events in **BOLD** are AHC of New England events

<u>DATE</u>	<u>EVENT/TIME</u>	<u>LOCATION</u>	<u>CONTACT</u>
Sat Sept 12 Rain Date Sun Sept 13	John Deere Gymkhana	Roy & Betty Balthazard Belchertown, MA	Roy Blathazard roybaby34@yahoo.com 413-687-8178
Fri, Sat, Sun Sept 18-20	British Invasion Austin Healey Featured Marque	Stowe Event Field Stowe, VT	Bob Britton healeybj7@hotmail.com 603-381-3158
Sat Oct 17	Fall Foliage Train and Boat Tour	Essex, CT	Jud Perkins judperk@comcast.net
Sat Dec 5	Holiday Party	Sturbridge, MA	Len Bach summitm9@aol.com

Please remind your members or pass this along to the correct person. BRITISH WHEELS ON THE GREEN will again be held on the Madison town Green on Saturday September 26th from 10 - 3. Go to British Wheels on the Green, Madison, CT or JCSNE.org for details and to pre-register.
Bob Aldridge, Jaguar Club of Southern New England

Essex Steam Train Fall Foliage Tour

Mark Saturday October 17 on your calendars for our 2nd annual Essex Steam Train <http://essexsteamtrain.com/> and river-boat fall foliage tour followed by lunch at the Gelston House <http://www.gelstonhouse.com/home.aspx> on the Connecticut River. Leaves should be near their peak for this ride on a wonderful two 1/2 hour classic steam train and boat cruise on the Connecticut River. In addition to seeing the fall foliage in its glory, we'll see the Goodspeed Opera House, Gelston House and Gillette Castle from the water. We'll meet at the train at 10:30 am. Be sure to bring a camera.

Cost of the train and boat tour is \$28 pp but if we are more than 20 people we will get the group rate of \$22 pp. Our group will be all be able to sit together on the train. For planning and reservation purposes please send an email to Jud Perkins jud-perk@comcast.net if you plan on joining us for this fun event.



John Deere Funny Gymcana Sept 12th.

Save the dates: Sept. 8, rain date Sept. 12th for the second annual John Deere Funny Gymcana hosted by Roy and Betty Balthazard. Featured for this 2015 event, we have new and improved challenges and tricks.

Plan on arriving at 10am for coffee and donuts. Following the competition, we'll be enjoying a pot luck dinner, visiting with old friends and making some new ones. Call Betty with the type of dish you will be bringing. 413-213-1096 or 413-297-9409.

As usual, after dinner, there will be awards and fabulous prizes!

Directions: On your GPS dial in 148 Gold Street Belchertown, MA. From the East, West and South find your way to the intersection of MA Rte. 202 and Rte. 9. From that point travel north on Rte. 202 for 3 miles. Turn left onto Munsell St. for 1/2 mile. Turn right onto Gold St. for 1/2 mile to a private drive sign on right. Turn right at sign. Roy and Betty are second house on left. From the north take Mass Rte. 202 South through New Salem and Pelham. After you see the sign for Belchertown, travel a few hundred yds. to find Munsell Street on Right and turn there, and Follow above directions.

Please contact Roy or Betty with your RSVP at the above numbers or at roybaby34@yahoo.com.

We have one guest room available for "far out" guests. First come, first served.

From Roger Hamel, Quebec Austin Healey club on his visit with Don and Della Factor. Don was involved in a tragic accident in February 2014. We all wish Don the best as he continues his slow but steady recovery.

"We spent last week-end touring Maine from Bangor, Bar Harbour, Camden and finally Freeport. It was a glorious week-end that went like a "clock". Speaking of clocks, we visited James Lea and were treated to a very warm welcome. He gave us a very interesting tour of his garage and clock workshop. Previously, we met Don & Della Factor in Bangor. Della treated us to a delicious lunch along with a great carrot cake. For me, it was very emotional to see Don since his accident last February. I've known Don for many years having travelled together in many tours, being one of the first ones parading in the F-1 event, meeting him at various Summits in Canada and the States.

I asked him if he would like to go for a Healey ride and he promptly agreed. So we left for a ride in Bangor in Lise's Healey. He rubbed the dash, listened to the engine roar. We were crying most of the time! He needs to replace his second knee, wears a hearing aid and is blind. But I think the ride did him good.

They are going through rough times and without insurance. So far, their cost is over 1/2mm. Della had the cars started recently. She is extremely busy taking care of Don. She also said that she needs to get them insured and evaluated. She probably needs help to take care of that."



Della, Don, and Roger in Lise Hamel's BN4

Sergio Franchi Concert

August 29 dawned cool and clear. Five Austin Healeys met at our house in Stonington, Ct. for a short run to the 250 acre Franchi Estate. We needed to be on the grounds by 10:00 AM which gave us the opportunity to set our picnic up at the best seat in the house. Unfortunately we had to guard it aggressively from late comers who felt it OK to plant their chairs right

The concert was a huge success with an estimated 3500 to 4000 guests. The 5 Healeys were brought by Tom and Barbara Klin, Jud Perkins and Pat, George Grieder and Gayle Kranz, Dutcha Sliker-Hersant and her friend Ahna (an acronym for Austin Healey North America) and Judi and me. Rafe and Thalia Loosigian from Chelmsford, Ma. joined us with their BJ 9. Four friends of members rounded out the gathering. We collected \$70.00 from our members for JDRF. The consensus of our group was that it was a huge success.

I can't imagine any other venue which could match the caliber of talent, Eva Franchi's grace with the beautiful grounds of the Franchi Estate. Our cars attracted a lot of attention and were definitely an asset to Eva's event. Of course, there is always the possibility of attracting new members. We hope to see you at this one of a kind event next year.

Ted Stanton



Healeys on the Green July 15, 2015



New members Wil and Victoria Cook's 1st. Healey event

With much anticipation our car arrived after 15 years of off and on restoration via the Horseless Carriage Transport on July 7. My father bought the 1957 100-6 Longbridge in 1960 after not being able to get parts to repair his 1950 Singer. He drove the car year round until 1972 when he put it up on blocks thinking he would restore the car. Years went by, the car rusted and basically fell apart with no attention. Then in 2000 Wil and I had the car hauled away to be restored. Never in our wildest dreams did we think it would take so long or be so expensive but it was my Dad's dream to bring her back to life and so it became mine. Now that we have had her for five weeks it was worth the wait and every penny.

Saturday August 15th was our first introduction to the New England AHCA. It could not have been better or more fun as the rally was at Mystic Seaport just around the corner from us followed by a delicious clam bake at the Carvell's in Weekapaug. The morning of the meet Dutcha graciously contacted us and swung by our house to have us follow her over. The next hour Wil and I picked other members minds about the car and boy was that helpful! We learned what spare parts to have on hand, precautions we should take to not break down, along with scores of general information. Pete was helpful in giving us a list of maintenance requirements we should follow regarding specific fluids to use and much more. Then today due to our car failing to start up after the meet Ted brought over another member Jay Statts to work on our distributor. We knew we had a new distributor cap but everything else was original at least pre '72. I can even figure out why it was so hard to start. She is good as new now until the next problem which now we know we have lots of friends to reach out to for help! It doesn't get any better than that. Wil and I look forward to many more AHCA of NE functions and going places together in our cars. We'll be seeing you on the road! Victoria and Wil



"Leader of the pack" Our club president
Bob Britton



Victoria Cook receives her 3rd place award
from Pete Sturtevant

I'd like to add what a delight it was to welcome Victoria and Wil Cooke and Tom and Barbara Klin as new members at our Healeys on the Green meet at Mystic Seaport on July, 15. After a minor threat of a late day shower, the weather turned out to be hot and clear. In spite of a total closure of both North and South I 95 lanes in East Lyme, twelve cars managed to show up by 10:30. We paraded onto the green arranged from oldest to newest models (not owners). We were well received by seaport visitors who were excited to vote for their favorite car.

Dutcha Sliker-Hersant's BT-7 took the prize for most favorite with 31 votes.

Bob and Betty Bender got 2nd with 28 votes.

Victoria and Wil Cook took 3rd with their newly, wonderfully restored BN-7 with 23 votes

We left at 2:00 p m for a classic clam bake at Carl and Amy Carvell's.

The club collected \$120.00for JDRF and \$240.00 for the Seaport .

Ted Stanton



Dutcha Sliker-Hersant with her 1st place award



Victoria and Wil Cook's BN-7

Proud owners
Wil and Victoria
Cook and
their BN-7 after
restoration

Cook's BN 7 before restoration



Aweigh (homonym) We Go!!!

Berkshire Hills Ramble Saturday, August 8, 2015

Our day started off very early for the 3.5 hour trip to the Berkshires. It had been too long since our last rallye. The masters had set the weather to perfect for the trip and the day's event. We arrived around 0900 to meet up with everyone. Bye (homonym) 0945 the parking lot was full of Healeys. We were in our white BJ9 and Betty and Roy had their Healey Red BJ9. After coffee, donuts and muffins and getting reacquainted with friends we had not seen for a while, the Rallye Master assembled everyone for the pep talk. Then we all got in our cars and aweigh (homonym) we went in an orderly fashion with no problems (for now).

We headed down the road with clues in hand. Now, it's been about 10 maybe 15 years since we had done one of these, but, "Hey, it's like riding a bike, you never forget". While heading to our first turn aye (homonym) noticed a lot of Healeys going in the opposite direction. I mentioned this to the Navigator and was told, "There is our next turn." Well, we must be going in the right direction. My next question to the navigator was "what is our next clue (homonym) to look for"? Navigator states, "I'm not sure now, I think we missed the first 10"! At this point the discussion was made to just enjoy the ride! Maybe it'd been too long since we had Rallyed, or you just have to be in a true Healey. It was a beautiful route through the small towns around Pittsfield. Nice back roads through farms and countryside. Directions were perfect and we ended at the Benders to a front lawn full of shiny Healeys.

On our arrival lunch was being prepped and put out for all to grab what you wanted. Grill Master Bob was cooking up burghers (homonym) and dogs, and there were no shortage of sides to go along. On a happier note, he was able to get all the cooking done prior to his grill going up in flames, just as our attempt at the rallye clues.

After everyone was fueled up it was time for Masters Plue to announce the results. I'm not exactly sure what happened since we gave up on the clues right away, but grumbling and hanging threats were soon heard coming from the gallery. As usual Masters Plue shrugged off the idle threats and continued. He went through all the clues and gave the answers (more and louder grumbles). In the end, Debbie and Bill Berg emerged the victors, with 2nd place going to Dale and Paul Dunnell. We have been on a lot of Rallyes in hour (homonym) 25 plus years in this group, but to this day, no one has figured out the devious minds of Masters Plue. Another one well played my friends!

As the day went on with still perfect weather, participants slowly started for home. It was a picture perfect day, great to see old and new friends alike. Hope to see you awl (homonym) again at another event. Thanks to our hosts the Benders and the Plue's for all the hard work (we know, been there done that) they put in to make everyone so welcome. Until next time,

Joe & Martha Chretien





BRITISH INVASION XXV
September 18-20, 2015
Stowe, VT

This year is the 25th Anniversary of the **British Invasion** held in the lovely VT town of Stowe. The AUSTIN HEALEY is one of the featured marques this year. If you have never attended you are missing the largest all British car and motorcycle show on in the country. Last year there were over 650 British vehicles on the show field.

The Austin Healey Club of New England has reserved 14 rooms at the lovely *Inn at the Mountain*, which is part of the Stowe Mountain Resort. The room rate is one of the best deals in Stowe for this event. Each room features fabulous mountainside lodging, balconies or deck with seating area, cable TV, WIFI, air conditioning, refrigerator and daily maid service. All rooms are non-smoking.

THERE ARE STILL A FEW ROOMS AVAILABLE SO CALL NOW IF YOU WANT TO RESERVE ONE OF THE LAST REMAINING ROOMS

CALL: 802-253-3649 or 800-253-4754 and mention the AHC-NE, Group #27938. <http://summer.stowe.com/plan/lodging/inn-at-the-mountain-and-condominiums/>

Inn Rooms: \$131.75/night + tax. Several suites are available at a higher rate. The room rate includes a complimentary Continental Breakfast.

9-1-15 UPDATE: There will be a Drive and Dinner for club members and guests on Saturday. We will meet at the *Inn at the Mountain* around 5:30 PM and then depart at 6 PM for a short drive through Smugglers Notch State Park to the *Stella Notte* restaurant on the “other side of the mountain”. The drive alone is worth the trip. Please RVSP to Bob Britton by September 16 if you are planning to attend the dinner cruise. Dinner is a la carte off the menu.

You must pre-register for the British Invasion. The deadline is September 1st. It is best to visit the British Invasion web site www.britishinvasion.com and download the registration form and mail your registration fee before the deadline. Last minute registrations are allowed at the show field on Friday between 12 Noon -6PM. No registration is allowed on Saturday!

For more information contact: Bob Britton 603-381-3158 or Email: healevbj7@hotmail.com

Although we all won't be entering our cars in a concours event, many of us want to prepare our cars to maximize their appearance. This article by Alan Jones will help as well as anyone in the process of restoration will get useful hints on originality. Ted

Preparing a Healey for a Concourse de Elegance, 1978

Alan Jones

No doubt, the major advantage of belonging to a club, such as the Healey Club is the opportunity to share valuable information through the newsletters. Recently, Alan Jones of the Austin-Healey Owner's Club of New South Wales in Australia has been doing a series of articles in "Flat Chat" on concours preparation of Healeys. We felt this series was so well done and important that it had to be plagiarized-make that shared with Healey owners in the U.S.

It would be nearly impossible to make a U.S. brand-name substitution for the Australian-English brand-names mentioned -but if someone out there wants to try - to to it. And, now we'll let Alan speak for himself.

A GUIDE TO ORIGINALITY

What the judges look for are straightness, cleanliness, paintwork and general condition of all sections, the knock-ons must not be dog-eared and dirty and have good chrome work, whereas all five wheels and tyres must be in as original condition, which means the wheels should be 15" x 4"J painted with silver grey enamel unless you can show your car was fitted with the optional chrome wheels, and the tyres should be of the correct size and in good condition.

Section 2 (a) is the motor, which is scored on cleanliness, paint, oil leaks, mounts and correct layout of all items, including ancilleries. 2 (b) covers the wiring, which again should be set out and mounted correctly, with no frayed edges, overspray or dirt, while 2 (c) covers other accessories such as fuses, voltage regulator, air cleaners, radiator, etc.

The third section is for the interior, which includes (a) seats, (b) carpets, (c) trim, (d) Instruments which includes dashboard, rear view mirror, steering wheel, door seals and kick plates, which should all be clean and neatly fitted with the correct screws and clips and match in colour and pattern.

The weather equipment comes under

Section 4, and includes soft-top or hard-top, which must be erected for judging purposes, sidescreens and tonneau cover, which must all be in good condition, have no rips or tears, split stitches, and fit neatly, and have clear perspex. Naturally enough cars not originally fitted with weather equipment can only be judged on a tonneau cover.

The last section covers the bodywork and is divided up to include (a) Panelwork, which must be straight, rust free and fit neatly, (b) Paintwork which must be complete and even inside boot lid and bonnet, door edges and engine bay and have no orange peel, cracks or stone chips (c) Chrome and bright work for which points are lost for scratches, rust and imperfections. (d) Rubbers including overriders, rear bumper brackets, head, tail and parking light reflectors and boot and bonnet rubbers. Points are deducted for overspray and cracking. (e) is for the windscreen and surrounds which must be clean and free of scratches and cracks and be painted correctly, and lastly, section 5f) is for the lights which must be in good working condition and be mounted correctly.

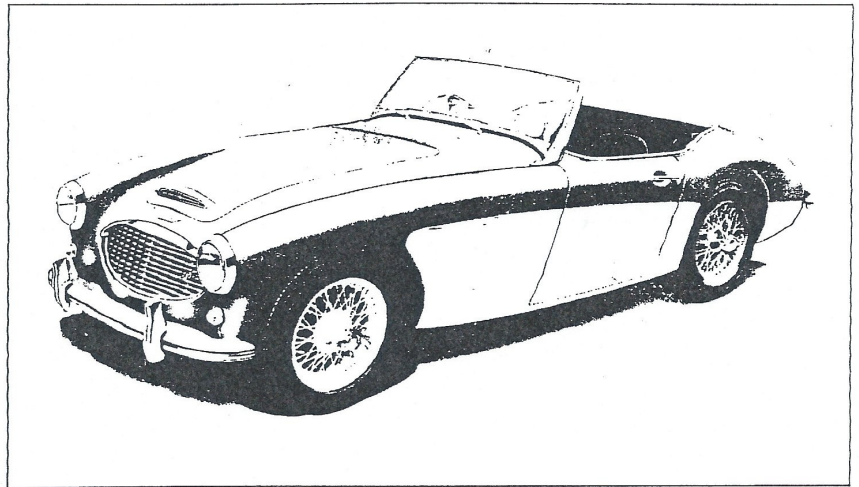
The one thing I have found the same

with all Healeys is that they are often different! To appreciate that we must remember they were built by BMC which alone explains a lot, and also it was relatively small production line by modern automotive standards and that is why we often find little changes on the same model car that keep Concourse judges tearing their hair out.

Anyhow, here we go starting from the ground up.

Tyres - New Healeys are almost always fitted with the Dunlop tyre of the era, which means 5.90 x 15 Roadspeeds, and if you search around these can be found if you are that way inclined, however, if you use your car as originally intended it seems silly not to take advantage of modern tyre technology, which means you have a cast of thousands to choose from, but you should stick to the original size equivalent (6.40 x 15) because a lower or higher profile throws your gearing and speedometer out, spoils the grip around the wheel arches and probably risks ripping your sump out. I won't go into personal opinions as to the best tyre specifically only to say I was delighted with the Avon fabric radials on my 3000, although the wear rate

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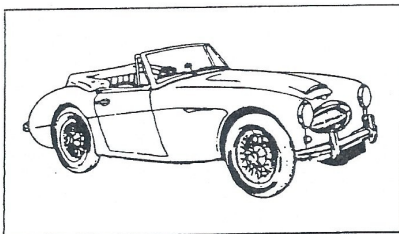
was low (mind you, most of those miles were spent going sideways on motor racing circuits!) but, frankly, I feel that a tyre that boasts fabulous mileage, probably has a compound similar to ready mixed concrete with equivalent grip, and I also felt that steel radials would ride too harshly on the stiffly sprung Healeys, but my friend Gordon Rich of Freds Treds convinced me otherwise and so my 100/S will sport Avon Steel radials when it finally hits the bitumen and I will let you know my feelings after a while.

It may seem silly to some, but somehow I always think Japanese or other foreign tyres not made in the period look rather incongruous on a Healey, but that is really nit-picking I suppose.

Wheels - were 4" wide J section x 48 spoke right up to the 3000 IIA and from there after are 4½" wide with 60 spokes, unless they were the standard fitment steel variety with hubcaps featuring the "flying A" motif (how appreciated!). Chromed wheels were offered as an option and this creates a hassle when it comes to deciding if an owner can show his car was so fitted at a Concourse and there is little argument they look fabulous against the right colour and if they are kept shiny, which is no mean task. Otherwise your wheels should be painted with silver grey wheel enamel which is readily available.

Suspension - is easy, for it is always black other than shock absorbers which are green (available from Armstrongs), other than some 4's which are black for some reason, but all 6 cylinder models are the Armstrong green.

Brake Drums - seem to come in for the technic lout treatment as fashions change, in fact when the drums on my red 3000 were striped it was found they had been painted silver, black, yellow, gold and red at different intervals and was so thick it came off in great lumps! However, there is only one correct colour - silver, but for personal preference I feel chromed wheels lose their sparkle against a silver drum and black helps highlight them. For those with discs, don't bother, it becomes a bloody bore re-painting them after every brake application. A heat resistant enamel is



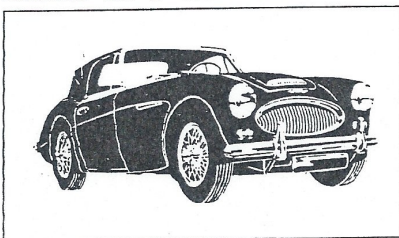
preferable as the terrific heat generated in brakes and hubs soon lifts ordinary paint.'

The engine bay - is another department where I have to add a "but" because generally it would be the same colour as the car, which I feel makes a car look as though it was done as the car was built or re-built as the case may be, but I know of at least 2 red and 2 white very original EN1's with black engine bays just to confuse the issue, but unless it is original and looks neat I feel black engine bays look like a cover-up and/or after thought.

The underside of the car, inner guards, around doors, under dash, inside boot lid etc., should also be the same as the car, it is not uncommon for people to paint engine bays and wheel arches in enamel to resist oil and scratches, which is OK as long as it matches, which is not easy with metallic paints and is run free.

All radiators are black (no polished brass header tanks) but on the 6 cylinder models the fan shroud is painted bright red (to let the dummies know there is a bitey thing below it!) The fan itself is the bare cast aluminium on the fours and bright yellow on the sixes (so you can see the blood clearly if the shroud is red).

The engine itself provides a few more questions, but the most commonly favoured and nicest colour is a light metallic green available from 2 sources that I know of, Ausfields in Sydney used to supply a Berger metallic green engine enamel with the code number CP 8689, which seems a little lighter than the original and so most enthusiasts use a GMH colour enamel



called Silver Mist, which is as close as you will get to the original and is available in tins or spray cans. The variations are light metallic blue and I have heard of but not seen, so I won't recommend it, and some of the 12 port headed 100 sixes which have an awful khaki green used on Morris Minors etc. If you want to see how dreadful it looks, have a peek at my 100/s engine!) (The sacrifices one makes to the originality god!) Generators, starter motors, etc. are best done the same as the engine, but once again I have seen black ones.

Horns are a peculiar dull silver colour and the steering box and column are black again.

Air Cleaners were painted a Hammetone silver as supplied from the manufacturers, Coopers. I know of perfectionists chasing up the original Coopers decals to make them look right.

Dash Colour - Dashboards on the 6 cyl. models up to the walnut dash variety are trimmed in the same embossed bynil as the rest of the trim, which means either red, green, grey, blue or black, as it is the fascia panel, and please note the dash was never padded at all.

The fours are all painted, mostly black glass with the raised section around the instrument binnacle finished in a metallic beige or silver. The exception are dashboards painted the same colour as the bodywork, generally red, white and green with the contrasting instrument panel.

Windscreen pillars are always painted to match the bodywork other than the chromed convertible models of course.

Cockpit surround mouldings were anodised in a light silver grey colour and this seems to provide a problem finding an anodising firm that doesn't do it the more common darker shade used these days. I know of a number of members who have encountered this problem and so far I can't personally recommend a particular firm and will rely on someone out there who has found the right place to let us all know.

In the case of the 100 grille, the surround is chromed and the bars anodised, but most are all chromed by now, so some of the keener originality nuts

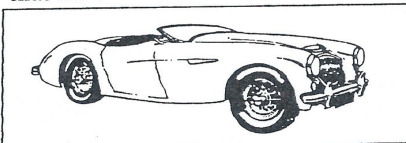
burnish the chromed bars to take the shine off and lend a little toward the original touch.

Remember with any item which has to be re-chromed, anodised or polished, you are best to spend the time yourself filing, sanding and polishing out any scratches or imperfections, as the buffing they do before the final process won't remove deep marks and if you want a spot on job the initial preparation is the key, as with paintwork which won't cover sanding and filing marks.

Paintwork and upholstery are the sections where the owner lets his taste run riot, and current colour fashions play a major role here as well and by this you can almost pick the time a non-original coloured Healey was painted and trimmed. Its no use telling people they should paint and trim cars as they were originally if they don't like the original colour schemes because if we all subscribed to that theory we could have a potentially boring line of characterless cars and drivers, and no cars like the superb Prad-Healey, incredible fastback 100/2 I just viewed at

Winton or Corvette-Healey as featured in Sports Car World many years ago, and so-on. But the difference with these cars above other hybrids is that they were planned and designed correctly and the craftsmanship was of impeccable quality and taste.

If you fancy painting your car Candy Apple Puce with Velvet and lace interior you will have emulated Dr. Frankenstein by creating a monster that no-one else likes or wants.



Another common argument is that of not wanting another red or ice blue car, because there are so many, but the point is that they were popular from the birth of the marque and still are because they look so "right" on a Healey and besides that, if you lined a dozen of each alongside each other, one will just about always stand out. So, my suggestion, is to choose a colour that suits the period the car was

built in, even if it is not a perfect match, and then spend that extra time and effort in painting the engine bay inner guards, inside boot lid and around doors etc., which makes the difference between a quick "cosmetic" job and a professional effort.

The same applies to the interior trim black or white perforated vinyl, velvet or platypus fur upholstery might look "schmick" on a Holden Torana, GTR XU1 Scr 5000 alphabet special, but it will positively cancerous on a Healey.

What all this boils down to is that you should plan thoroughly ahead when embarking on projects such as these, ask around the club for advice and put in that little extra effort to do things right the first time and believe me the end result is not only more satisfying and attractive, but is of greater value than a poor quality tasteless machine.

P.S. **DO NOT** use sales brochures as an accurate guide for colour matching as quite often these were purely stylized artists impressions and were re-touched for advertising purposes.

From the Editor:

Please do not send me e mails on my Healeyman65 address.

Please use: Richray210@gmail.com

I only use the Healeyman65 address to send the 330+ copies of Exhaust Notes out and do not check it regularly.

Thank you!!!!



HARVARD LIONS

2015 CLASSIC CAR SHOW



AT THE HARVARD FALL FESTIVAL

SUNDAY SEPTEMBER 13 10am – 4pm

HAZEL FARM • 150 AYER RD • HARVARD, MA

GREAT FOOD † COOL MUSIC † BBQ COOK-OFF † EXHIBITS †

50/50 RAFFLE † CRAFT-FAIR † MEDIEVAL GAMES

E-MAIL CLASSICCAR@HARVARDFALLFESTIVAL.COM to register or

simply show up day of event. Call Pete @ 978-758-3008 with questions.

Harvard
Fall 2015
Festival

DETAILS AT; WWW.HARVARDFALLFESTIVAL.COM



***40TH ANNIVERSARY CAR BADGE
TO BENEFIT JUVENILE DIABETES RESEARCH
FOUNDATION***

The club is planning to produce a car badge to commemorate the 40th anniversary of the club. The proceeds from the sale will be donated to Juvenile Diabetes Research Foundations. The badge is of high quality and will be produced by a UK company www.premierbadge.co.uk/

The cost of the badge is \$45.00 plus shipping, to place order e-mail your request to Nick Zarkades at nzdesigns@comcast.net with number wanted and shipping information.

We must have a minimum of 50 to place order. You will be notified by e-mail when ready and you be requested to send a check to Carl Carvel.

Lempert 3:54 rear end gears are all gone now. The gears now come from England. A little more money but still well worth the conversion for peace of mind when your Healey is on the interstate. I can replace the gears in your rear end (takes about a week) or have a rebuilt rear end ready to swap into your car in about 4 hours. The complete job is now \$1600.00 either way. Also able to handle most any mechanical work your car may need to make it through the summer driving season safely. Labor rate is \$35/hour. Please ask for references. Paul Dunnell 413 339 0102.

austin3000@verizon.net



A beautiful, low mileage (Colorado red/black interior) 1965 Austin-Healey 3000 S.N.28770 imported from Massachusetts into Quebec in 2007, then professionally restored throughout, meticulously maintained, never raced nor used in winter (always garaged). No issue. Ready to show and enjoy. Outstanding sports car in all aspects, including handling. Remarkably original. All numbers matching. Bodywork professionally restored in 2015 (all panels perfectly adjusted). Price : \$85,000. Raymond Trudeau, Magog, PQ (819) 868-1156; will e-mail photographs.

raymond.trudeau@cgocable.ca

PARTS WANTED!!!

Hi

Found a listing for you in the AH Club membership directory. I am restoring a BJ8 Austin Healey and looking for parts, particularly a front and rear shroud, left hand door, bumpers and a stainless steel exhaust. If anything is available please let me know.

Neal Macarchuk / Manager, Proposal Development / **SimplexGrinnell**

Tel: +1 978 731 7229
50 Technology Dr. / Westminster, MA
01441 / USA

nmacarchuk@simplexgrinnell.com / www.simplexgrinnell.com



When you need help with your Healey...

Call us. We can do the work for you, or work side-by-side with you. A local shop with 2 decades of Healey experience. Transportation available in an enclosed trailer.

Call Bob at 603-425-3333 or 978-238-8810



We service all the British marques






1966 Austin Healey 3000 Mark III
Matching Numbers
Metallic Ice Blue /Ivory Coves
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Mark Evans 203-232-3741
\$85,000



800 miles since complete disassembly and restoration
Rebuilt transmission, overdrive and rear end, new 3:54 gear-
ing
Hardened Valve Seats
All components rebuilt or refurbished
New 72 spoke chrome wire wheels and tires
Full toneau, tool kit, jack, driving lights and badge bar
Complete extra parts travel kit, dist. fuel pump, etc.
Finned cast alum valve cover and race oil pan
1960's am-fm radio, orig. included
New top, Interior and Dash, Floors insulated fully silicone
Louvered and stock hood