



Austin Healey Owners Association of British Columbia

RENDEZVOUS 2012 COMMEMORATIVE ISSUE



June 2012

Volume 38, No. 6

PRESIDENT

Sarah Sanderson.....604 461 8246
gsarahs@shaw.ca

VICE PRESIDENT

Rick Regan.....604 807 4019
Rx_mcofi@shaw.ca

SECRETARY

Michele Karatnyk.....604 228
0037 mkaratnyk@gmail.com

TREASURER

Lawrence Robertson ...604 987 9190
sierralawrence@telus.net

MEMBERSHIP

Kathy Welch.....604 987 9190
kwelch0205@telus.net

EVENTS & INTER CLUB

Andy Jones 604 228 0037

Jonesandy@shaw.ca

Austin-Healey Owners' Association of
British Columbia
#602 - 1641 Lonsdale Ave.
North Vancouver, B.C., Canada, V7M
2J5
www.healeys.ca



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

COMPETITION

Ivan Lessner604 538 2713
ivan_lessner@telus.net

REGALIA

Adrian Percival604 857 8857
adrian@askadrian.ca

WINGS EDITOR

Brian Drab604 940 8676
bgdrab@eastlink.ca

LIBRARIAN

Lawrence Robertson... 604 987 9190
sierralawrence@telus.net

WEBMASTERS

Brian Drab.....604 940 8676
bgdrab@eastlink.ca

Chris Drab.....604 952 4640
cdrab@redzone.ca

INDEX

COMMITTEE WELCOME	2
PESIDENT & CHAIRMAN;S MESSAGE.....	3
THE 100 - 60TH ANNIVERSARY.....	5
HISTORY OF THE 100.....	5
TIGH NA MARA.....	9
OUR FIRST WEST COAST MEET.....	10
MEMORIES OF DMH.....	11
OUR SPONSORS - PLATINUM.....	12
OTHER MEETS.....	13
OUR SPONSORS.....	14
DMH.....	16
THE AUCTION.....	17

Cover:

Commemorative Issue

It was 60 years ago this year that the Healey 100 was introduced at Earls Court in London.

It went on to become the Austin Healey that we all know and love. Who could have thought that a car design would have survived 60 years with a following that admire a car that's design is still as beautiful today as it was when it was first introduced. It is attribute to Donald and Geoff Healey and Jerry Coker.

A Welcome from your Rendezvous 2012 Committee

Your Rendezvous 2012 Committee has worked hard for the last 2 years to bring you this premium event. Anyone who has been involved in the staging of an event of this size knows there is a lot of work that goes on behind the scenes. The members of the Committee are all volunteers whose goal is to stage the finest Rendezvous possible. The members of this Committee are:

Chairman - Don Manning without whose guidance and direction this event would not have been possible.

Committee members - Michael De Wilde, Brian Drab, Elaine Grenon, Andy Jones, Mike Long, Karen Manning, Karen Morrison, Jim Morrison, Adrian Percival, Karen Percival, Chris Poole, Lawrence Robertson, Bryan Treen. In addition there are the many volunteers that help out at every stage of the planning and execution of the event.

We all welcome you to Tigh Na Mara at Parksville and sincerely hope you have a wonderful, unforgettable time.



President's Message



Welcome to Rendezvous 2012!

Our hope is that you had a wonderful trip to this lovely region of British Columbia, and that you have settled in nicely at the *Tigh Na Mara Resort* in Parksville, Vancouver Island.

There are numerous events scheduled, along with limitless locations to explore in the nearby area. Our wish is that you will thoroughly enjoy yourself along with making many new friendships, and renewing others.

I know that one of my favorite places to be is behind the wheel of my Austin-Healey, with the top down and the countryside spread out all around. Happy Healeyding!

I'm sorry I won't be able to be there with you but my wish is that you all enjoy the facility, the scenery and the comradeship and have a great time.

Sarah Wison
President
AHOABC



Chairman's Message



On behalf of the Rendezvous 2012 Committee, we welcome you to Tigh-Na-Mara. Once again, Rendezvous welcomes all the Healey marques and their owners. All of you are most welcome here.

For some of you, you have come a long way, and regardless of how far you have come, we salute you for that. We will do our best to provide you with positive experiences that you will remember for years to come. We are delighted that you have come to this outpost of Healeydom and will do our best to deliver a great Rendezvous.

This is the 60th Anniversary of the introduction of the Austin Healey marque. With that in mind, let's remember those who made these cars possible, especially Donald and Geoff Healey. Although they are both gone from us, their creations continue on. When they were with us, they often remarked how amazed they were with the size of the following, the enjoyment, as well as the friendships their cars created for so many "Healeyphiles". They probably look down on us today with that same amazement.

We would like to thank all of the sponsors for Rendezvous. We appreciate the contribution and support they have given to us. You will see references to them throughout this commemorative issue of Wings, and we hope you will support them whenever possible.

This is a beautiful part of our country, we encourage you to enjoy all that is around you. Enjoy yourselves and the people who have come to Parksville this year.

Don Manning

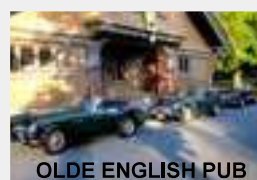


Welcome to

RENDEZVOUS 2012

Parksville, B.C.

June 25th - June 29th



OLDE ENGLISH PUB



TOURS

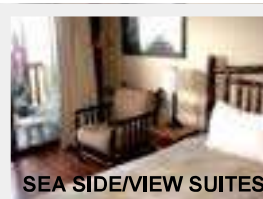
The AHOABC is hosting RENDEZVOUS 2012 and welcomes you to this beautiful and fun filled site. There is lots to do and see or if you want to relax and enjoy the scenery there is plenty of that. We have planned an exciting and interesting event for you.



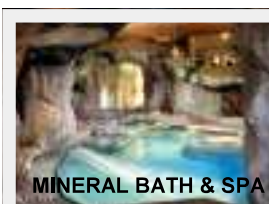
COSY CABINS



BEAUTIFUL BEACH



SEA SIDE/VIEW SUITES



MINERAL BATH & SPA

RENDEZVOUS 2012 SCHEDULE OF EVENTS

Day	Date	Time	Event	Location
Sunday	Jun-24		No Formal Events Planned	
Monday	Jun-25	10am-5pm 10am-5pm 6pm- 10pm	Registration Regalia/Auction Item Display Meet and Greet Reception Welcome Remarks and Announcements	Main Foyer Filbert Walbran & Main Foyer
Tuesday	Jun-26	9am 9am-12noon 9:30 -11 :30 9:30 10:30-11 :30 11am-3pm 11:30-1 :30 3:30pm 4pm 4pm-6:30pm 6:30pm	Tech Session (Photographing)- Mark Schneider/Tom Santees Concours Judging Regalia Sales/ Auction Items Display Registration Ladies Tech Session Popular Choice BBQ Lunch Tech Session Interclub Meeting Happy Hour/Silent Auction/Live Auction Popular Choice Awards Dinner On You Own	Strathcona Main parking Lot Filbert Main Foyer Main Parking Lot Main parking Lot Garden Patio Strathcona Arrowsmith Boardroom Walbran Walbran
Wednesday	Jun-27	9:30am 12noon-TBA 1pm-2pm 4pm 6pm	Tour and car/driver photographs taken Ladies Spa & Tapa Regalia Sales Tech Session Pub Night (Walk or drive to Pub)	Main Parking Lot Spa/Grotto pool/Lounge Filbert Strathcona Black Goose Pub
Thursday	Jun-28	9:30am 3pm-5pm 4pm 5pm-6pm 6pm-9pm 8pm 8:15pm	Tour Regalia Sales Tech Session Happy Hour Reception Wrap up Dinner Speakers & Announcements Final awards	Main Parking Lot Filbert Strathcona Foyer Walbran Walbran Walbran
Friday	Jun-28		Farewells and Departures	



The birth of the "Austin Healey"

The Healey Motor Corporation was going to show their new Healey 100 at the "Earls Court Motor Show" in October 1952. It was a new 4-cylinder 2.6 litre engined sports car called the 100 - named after the top-speed of 100 miles per hour. The Austin Motor Company discovered the beautiful car on the Healey stand before the show opened. They desperately needed a sports car to have an opponent for the MG sports cars and the brand new Triumph TR 2 and the Jaguar XK 120.

Austin Motor Company director, Leonard Lord, saw the Healey 100 which was built around Austin mechanics and realized that the car could be taken into production very soon.

At the "Earls Court Motor Show", the Healey 100 was the star of the show. Barriers were erected to keep back the crowds. The design of the car was made by Gerry Coker who clearly had been inspired by Italian styling. The technical engineering was the work of Geoff Healey, Donald's son.

Leonard Lord and Donald Healey came to an agreement on very short notice and a few weeks after the show, the name "Austin Healey" was born... It was the first car to be made under the British Motor Company (BMC) banner.



The first Healey 100 at Earls Court in London

The original Healey 100 was the brainchild of Donald Healey who was a skilled and highly acclaimed auto engineer. He was also an extremely successful rally and race driver. He set up the Warwick-based Donald Healey Motor Company in 1945 and enjoyed a number of class wins in major European events with Healey and Nash-Healey cars, including a 6th place at Le Mans in 1951.

It was against this background of competitive race and rally achievements that the early concepts for the new Healey 100 were developed behind closed doors at Donald Healey's home in Leamington Spa.

Donald Healey had recognized the need for a 100mph sports car to bridge the gap that existed between the Jaguar XK120 and the MG, and so his ideas for the Healey 100 began to take shape.

As the 1952 Motor Show approached, work intensified on the building of pre-production prototypes. By now the Riley axles and engine units that Healey had been using were about to be phased out. The race proven Nash engines were an expensive option compared to the Jaguar XK120; the search was on to find an alternative from a high volume, low-cost source. The answer was found in the four-cylinder 2.7 litre 90 bhp unit that had powered the Austin Motor Company's A90 Atlantic.

Ever aware of the need to build up pre-show publicity, the flamboyant Donald Healey pulled off a brilliant publicity coup by taking the Healey 100 prototype to the famous Jabbeke Straight in Belgium where, driving the car himself, he recorded a best average speed of 110.9 mph for the flying mile.

Development features included the innovative folding windscreen and the revolutionary use of curved glass. The first completed body shell had 'finned' rear wings, but was quickly altered to the now familiar body shape.

Show Stopper

The Healey 100's Earls Court appearance was a show-stopper, prompting Leonard Lord of the Austin Motor Company to offer to put the car into production at Longbridge. With a competitive price tag of just £750, and backed by the new partnership agreement, the Austin Healey 100 took the world market by storm, particularly the United States.



Donald Healey and Austin director Leonard Lord at the Earls Court Auto show, probably discussing the merger of the two names.

Who could have dreamed that 60 years later Donald Healey's creation would have gone on to become an icon of the glory days of the British Sports car and a car that is every bit as stylish today as it was 60 years ago.

The History of the 100

The Austin-Healey marque was the combination of Donald Healey and Austin Motorworks. Designed by Gerry Coker, the 100 was first introduced in October of 1952 at the Earls Court Motor Show.

Leonard Lord, head of the mighty BMC, needed a new car to compete with Triumph and Jaguars for a slice of the American economic pie. When the star of the show aired it carried a nameplate of 'Healey Hundred.' Less than 24 hours later it was called 'Austin-Healey'. The name 'Austin Healey' was formed by a partnership comprising of the designer, Donald Mitchell Healey, and the manufacturer,

Austin

The Austin Healey 100 was introduced. The name 100 came about by being able to break the 100 mph barrier. The BN also had meaning. The B represented the engine class which meant it had between 2000 and 3000 cc. The N represented the body-style configuration, two-seat and open-top.



Production of the BN-1 began in 1953. The 100 series included the BN-1, BN-2, 100-M and 100-S, and finally the 100-6. They were built through 1956 and were named 100s because that was their top speed.

The 100 was powered by an Austin A90, 2660 cc, four-cylinder engine capable of producing 94 horsepower. The manual three-speed transmission was also borrowed from the A90. However, the first gear was blocked off and was fitted with overdrive on the second and third gears to provide extra power. The difference between the BN-1 and the BN-2 was a four-speed/overdrive gearbox in lieu of the three-speed/overdrive on the earlier cars. Both were equipped with a 2.6-liter four-cylinder engine. The list price for the 1954 Austin-Healey was \$2,995 and proved so popular that 10,000 BN-1 units were produced while on 4,500 BN-2 units were developed.

The base car, without accessories cost \$2,990 in 1953. It had a 2.5 liter four-cylinder engine using dual carburetors and overdrive transmission, delivering 100 MPH and 30 MPG of gasoline.

Rare factory options include: folding windscreen, 140 MPH speedometer, oil temperature gauge, 3.667 axle ratio for high speed courses of LeMans, and a hardtop.

A stock model of this English car, taken directly from a showroom and unmodified, set numerous speed and endurance records at the Bonneville Salt Flats in 1953. This was an achievement for this smaller car of streamlined design.

During its total production cycle, 10,688 examples of the BN1 were produced.

In October of 1955, the BN2 was introduced. The BN2 was similar

to the BN1 in design but now featured larger drum brakes and a new four-speed transmission with overdrive. During its production run, 3,924 examples of the BN2 were produced.

The 100M was a Le Mans variation of the BN2 with an increased horsepower rating of 100-110. It featured bigger carburetors and modified distributor. Anti-roll bars were added to the suspension. During its production run, 1100 of the Le Mans BN2's were produced.

Over time, about 100 BN2 were later modified but in order to qualify for the Le Mans configuration the vehicles needed to meet specific standards. These standards included a 1.75 inch H6, SU carburetors, cold air box and air tube, Le Mans regulation strap and a factory style louvered hood.

The four cylinder engine was used from 1952 through 1956, after which a BMC six-cylinder engine was used. The car was dubbed the '100 Six'. Three years and a few engine modifications later, the car was named the '3000' and today is known as the 'Big Healey'. Over the production lifespan of the 3000, it could be assembled with multiple options such as a two-seater or 2+2, hard-tops, single or duo-tone paint schemes, overdrive, and more.

In 1962 the body was redesigned with a curved screen and wind up windows. The interior of the vehicle was revamped in 1964 and also received more ground clearance.

The 3000 was produced from 1959 through 1968. The original engine produced 124 horsepower and was capable of about 114 mph. Modifications to the engine throughout the years increased the horsepower to around 148 and the top speed to 121 mph. The size of the car, the power of the engine, and weighing in at around 2400 lbs made this car responsive, competitive and fun to drive.

In all, there were around 73,000 100's and 3000's produced with 58,000 featuring the six-cylinder engine.

Not long after the stunning Austin-Healey 100 debuted, Donald Healey began planning a high-performance version of his well-received sports car. Knowing that a competitive racing variant would boost the image of the various production models, several special test cars were created in 1953 and 1954 with various motor-sport applications in mind.

After a strong showing at Le Mans and a sensational, record-setting run at Bonneville with lightly modified 100 models, Healey's team returned to Warwick to develop a purpose-built version for the 12 Hours of Sebring in March 1954. The prototype 100S (S for Sebring) was thoroughly re-engineered to compete at the height of international racing. To meet international homologation standards, 50 production versions were built at the Healey Cape Works, with the first delivered for the 1955 Sebring race. They were copies of special factory test car that Stirling Moss raced in the 1954 12-hour Sebring race where he placed third.

The 100S engine was based on the Austin A90 powerplant, although larger valves, SU H6 carburetors, alloy pistons, forged-steel connecting rods, a high-lift camshaft, a nitride-hardened crankshaft and a Weslake eight-port alloy cylinder head were specified for torque, reliability and usable power. Driving the 132 horsepower and an astonishing 168 foot-pounds of torque to the rear wheels was a modified, close-ratio C-Series gearbox.

The 100S was among the first sports cars to come equipped with Dunlop-supplied 4-wheel disc brakes and had upgraded suspen-

sion, twin fuel pumps, a 20-gallon rear tank, a strengthened chassis, Le Mans headlamps and a high-output racing dynamo.

The exterior of the car benefited from a redesigned oval radiator



grille, louvered hood, Perspex windscreen and external fuel filler—all of which gave the car a distinctive appearance, while the aluminum body, penned by Jerry Coker and constructed at Jensen, contributed to a dry weight of less than 2,000 pounds. Most pro-

duction examples were decorated with the American racing colors, white and blue livery in anticipation of sales in the United States. They were entered into races such as Sebring, Mille Miglia, and Le Mans.

Available solely in right-hand drive, the cockpit was purposefully equipped, with lightweight seats that had cooling slots, a wood-rimmed steering wheel and a 140-mph speedometer.

The Austin-Healey 100S compiled an outstanding racing record, with impressive results including a 3rd place overall finish and 1st in Class at Sebring, 1st and 2nd in Class at the Mille Miglia, and 1st in Class at Goodwood.

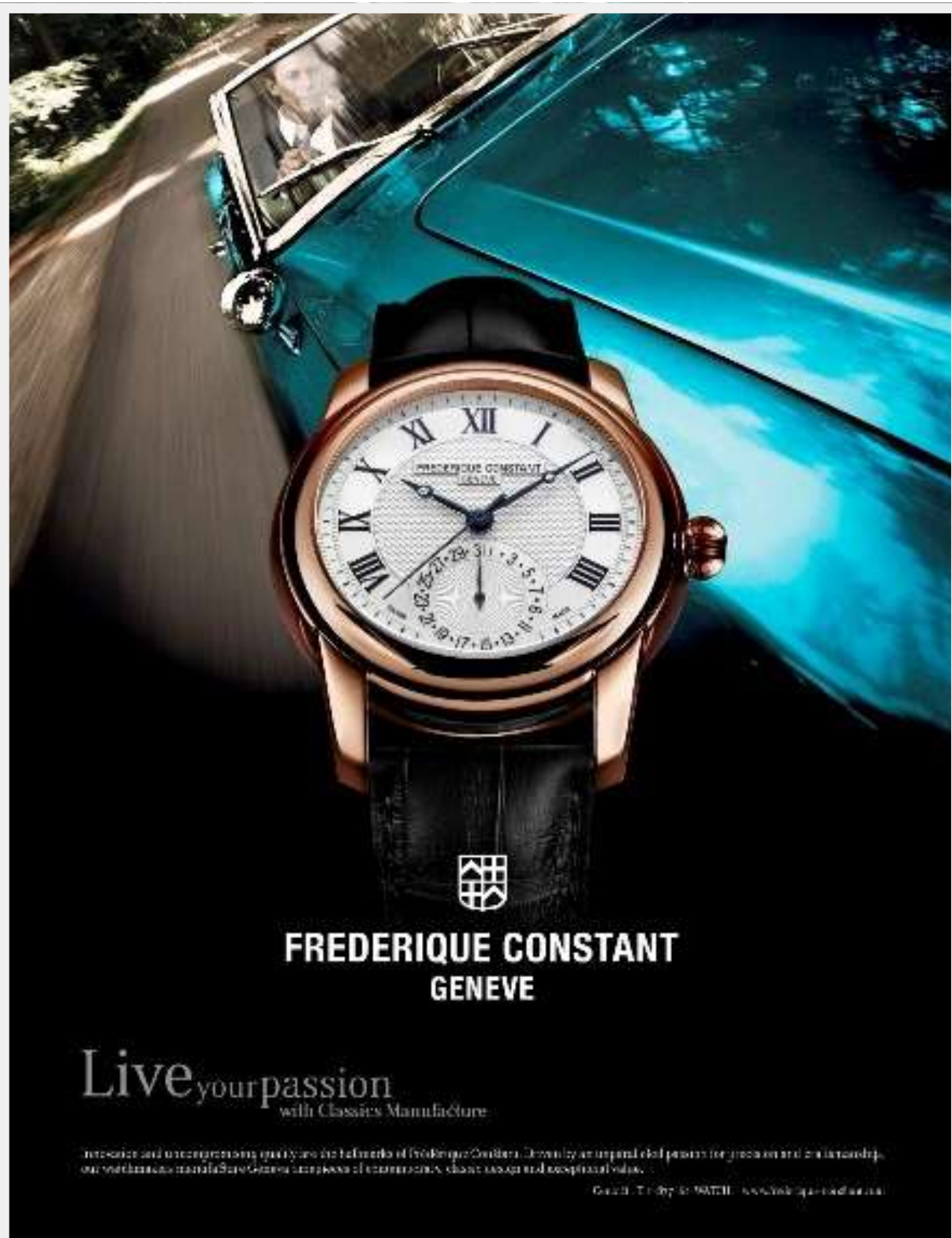
The 100S was also a favorite of both professional racers and amateur drivers in the United States. Of the 55 that were built, only 10 remain unaccounted for.

By Daniel Vaughan



Donald Healey, presented with a bound copy of the AHOABC newsletter WINGS in 1977



A large, detailed image of a Frederique Constant watch with a rose gold case and a black leather strap. The watch face is white with Roman numerals and a date window at the 6 o'clock position. The background is a blurred image of a blue convertible car driving on a road, with a person visible in the driver's seat. The overall aesthetic is one of luxury and elegance.

FREDERIQUE CONSTANT
GENEVE

Live your passion
with Classics Manufacture

precision and uncompromising quality are the hallmarks of Frederique Constant. Driven by an unyielding passion for precision and craftsmanship, our watchmakers manufacture Geneva timepieces of extraordinary, classic design and exceptional value.

Go to: www.freda.com

Tigh Na Mara

A little over two years ago the AHOABC formed a Rendezvous Committee charged with organizing the event. One of the earliest tasks was to identify a venue that offered a number of desirable features. Uppermost was a venue that was easy to get to, was attractive, was reasonable, had lots to offer and we hoped would be different. A number of sites were looked at and several were very good, however none offered everything. Tigh Na Mara was looked at and found it had everything going for it but was a little too expensive.

What was wanted was a site that was close to the US/Canadian border so that those attending would not have long drives to get there. Tigh Na Mara came back to us with an updated room rate schedule that was much more attractive. The more that the site was looked at, the more desirable it became. Consequently the decision was made to hold the meet at Tigh Na Mara - a site that offered a different Venue than past meets, one where a number of differing accommodation styles was available - Log cottages, Spa Bungalows, Oceanview Units and the Jedidiah Lodge units, and that had a setting that was second to none.

Gaelic for "House by the Sea", Tigh-Na-Mara Seaside Spa Resort & Conference Centre is an all-season destination featuring unique log constructed accommodation units, three restaurants and an award-winning spa, set in an arbutus and fir forest nestled beside the ocean. The ocean-front location offers direct access to three kilometers of sandy Rathtrevor Beach and the warmest ocean swimming in Canada

Tigh Na Mara "started" in 1946. A tent was the first "home" erected on the property. The properties first log cabin followed suit and was built by newlyweds - Mr. and Mrs. Van Norman. This first log cabin was far from the last to be built on the 11 acre property.

In 1956 Mrs. Roberts, after passing through the hands of several owners and different names, bought the property. Mrs. Roberts felt that it reminded her of her native Scotland and named her new home Tigh-Na-Mara - Gaelic for "House By the Sea". After only three years, the property was again sold to Dr. Harold and Nancy Weeks, and while Mrs. Roberts moved on, the Gaelic name stayed behind.

In 1981, Joe and Jackie Hirsch, present owners, and their partners, purchased the 11 acres and its 12 cottages. Gradually they renovated every one, added on more units, a swimming pool and eventually 11 more acres. Over the years the resort has added a Conference Centre, Restaurant, Lounge and children's playground.

In March 2003, the latest addition to the resort, the Grotto Spa was opened to the public. Designed to emulate a natural stone grotto, this 2,500 square foot warm water pool is infused with natural minerals and trace elements which detoxify the body and rejuvenate the spirit. The Grotto Spa Mineral Pool includes a two story waterfall, an invigorating glacial

plunge cascade and a non-mineralized whirlpool. The resort has never stopped re-inventing itself whether it is known as a family resort, couples retreat or a spa goers fantasy.

Access to the Pool House & Fitness Centre is complimentary for Resort guests and offers guests indoor swimming, a whirlpool and sauna. Towels are provided for convenience in the beautifully appointed locker rooms. The fitness centre is equipped with Precor Cardio Theatre Exercise Equipment, weight machines and free weights. Televisions are also available for guest use while in the fitness centre. The rooftop patio, located directly above the Pool House is available during regular Pool House hours and offers outdoor chess and lounge chairs.

Today this 22 acre property boasts 192 accommodation units consisting of Log cottages, Spa Bungalows, Ocean view Units and the Jedidiah Lodge units. They are spread through the Arbutus and Douglas Fir trees and nestled above 3 kilometers of the sandy beach.

The Resort is located approximately 30 minutes drive from Nanaimo Seaplane terminals and Departure Bay ferry terminal and approximately 50 minutes drive from both Nanaimo Airport and Comox Valley Airport.

The Black Goose Pub

MACLURE HOUSE, originally constructed in 1921, is now home to The Black Goose Inn. Situated on Rathtrevor Beach on the outskirts of the Oceanside town of Parksville. Stop by for drink, stay for lunch or dinner, admire the ocean view or sit by the log fire.

The Black Goose is about a 10 minute walk from Tigh Na Mara either by road or along the beach. A genuine Olde English style pub with original pub food and a large choice of draught ales and beers. A great outside ocean view eating area with indoor seating as well.

Site of the Pub Night on Wednesday night



OUR FIRST BIG EVENT - THE WEST COAST MEET - WHISTLER - 1986



Memories of DMH

Our club hosted what was then known as The West Coast Meet in 1986, at Whistler, B.C. Many of the Organizing Committee from Whistler are working on this year's Rendezvous. Whistler was our club's first large meet, and it is probably fair to say that we were totally unprepared for what happened during the Meet, and the sheer numbers of participants who came. The biggest reason for this was that the fabled Donald Healey had agreed to come as our honoured guest.

Some of us had met DMH in Vancouver, at John and Cheryl Swann's home during a visit, and some of us had met him in Snowmass in 1983. We knew he was friendly and approachable, and he certainly proved to be so.

During the preparations for Whistler, I had many conversations with Healey people throughout North America about bringing DMH to this side of the Atlantic, and how we were collectively going to make sure he was going to be treated well, starting with a seat on Concorde to New York, all the way to getting him organized to travel home following Whistler. The trip across sadly turned out to be his last, and he was not in the best of health given that he had been treated recently and had to stay out of the sun. I soon learned that DMH had friends in very high places, and I very much enjoyed being a small part of the preparations for him to travel to YVR so I could retrieve him quickly from the airport and get him on his way to Whistler with a minimum of fuss. I can say he was very well taken care of starting with boarding Concorde and he certainly deserved that honour.

Of course, I knew what he would look like, and soon, there he was coming out of the Customs Hall in a wheelchair with a very (typically for DMH) attractive attendant from the airline he had travelled on to Vancouver. DMH loved the attention he got every step of the way.

After a short drive to my home to freshen up, we set out for Whistler in a comfortable sedan, driving him through downtown Vancouver and onto the Sea to Sky highway. It was a beautiful day, and he thoroughly enjoyed the drive, asking me several times what makes of cars were driving alongside us.

We arranged for suitable accommodation for DMH at the venue hotel and we found out quickly how much in demand he was. He was most gracious about making himself available, and he did so generously. Many people who were there will remember sharing time with him, for myself, something I will always cherish.

I received a very nice letter from him on his return to Perranport, but the last time I saw of him was watching him get into John Swann's Porsche for the drive back to Vancouver. I'll bet DMH loved that drive, just as all of us do today with our own Healeys. DMH was amazed at the sheer numbers at Whistler. Many of us still have a picture of him in front of a



huge display of Healeys on the last morning at Whistler, with a big smile on his face. Don Manning



British Car Specialists

Rendezvous 2012 Special

Parts department
for every \$100.00 spent receive \$10.00 off

Service Department
get 10% off of labor
(excludes restorations)

Offer expires 08/31/2012

**For your Discount
just say Healey's on
Vancouver Island**

- Restoration
- Used Parts
- New Parts
- Service
- Repairs

209-948-8767
2060 N. Wilson Way
Stockton, CA 95205
www.BritishCarSpecialists.com



Our Sponsors

In this series of articles we would like to introduce you to the people and companies who have been farsighted enough to step up and help us with hosting Rendezvous 2012. An event of this magnitude requires sponsors to make it happen. We have been very fortunate in securing a number very good sponsors without whose help we could not have put on a quality event. To these companies we offer our sincere appreciation.

Frederique Constant - Platinum Sponsor

The story between the Swiss Watch Manufacturer Frédérique Constant and Austin Healey Cars is a story of passion. Frédérique Constant has been the Official Timing Partner of Healey events around the globe since 2004, such as the Second European Healey Meeting in St. Moritz, the Healey Le Mans Challenge, the Healey Challenge Heidelberg, the International Austin Healey Challenge 2009, organized by the Austin Healey Clubs of America and Canada and the Healey Challenge UK 2010 in Devon.

We are particularly pleased and proud that Frederique Constant has agreed to support Rendezvous 2012 by donating one of their limited addition Healey watches which will be auctioned at the meet.

Frédérique Constant was established in its current form in 1988. Aletta Bax and Peter Stas launched their first collection in 1992, comprising six models fitted with Swiss movements and assembled by a watchmaker in Geneva. Frédérique Constant is involved in all the stages of watch production, from initial design to final assembly.

Watches manufactured under its trademark are either designed by Frédérique Constant or by independent designers contracted for a specific series of models. Strong emphasis is placed on watch design to keep



Frederique Constant Genève recently sponsored a 1966 Austin Healey 3000 MkIII driven by Richard J. (Jim) Hockert for the Austin Healey Conclave event in Colorado, USA.

abreast of trends and customer preferences. Frédérique Constant uses cutting-edge computer software, principally computer aided design software, to assist in the watch design and development process.

In an exclusive interview with Wings magazine, Peter Stas, the Company's CEO was asked why he thought Austin Healey was an appropriate brand to associate with his watches, "Austin Healey cars have beautiful classical rounded curves, which go very well together with the rounded classical cases of Frederique Constant watches. Also, the positioning of Austin Healey as a highly technical car, but at still a reasonable price is a perfect match with the Frederique Constant Accessible Luxury positioning."

"Our mission is not to restrict the interest in Frédérique Constant watches to a limited and elitist circle of connoisseurs but rather to a broader selec-

tion of appreciative enthusiasts who want to enjoy high quality classical watches at sensible prices," he said.

During the past 23 years, Frederique Constant has grown consistently with 25-30% per year. With its slogan 'Live your passion', Frederique Constant is committed to continue with the passionate development and production of exciting new collections.

To celebrate the continuing cooperation with the Austin Healey Owner Clubs around the world, Frédérique Constant annually introduces new limited editions of its iconic Healey timepieces.

Peter Stas and Aletta Bax,
founders of Frederique Constant.



The Chance of a Lifetime

The opportunity of a lifetime will present itself at the Rendezvous 2012 Auction.

Frederique Constant, a high quality Swiss watchmaker, who has offered worldwide support for the Austin Healey for many years, has donated a watch set to be auctioned at our auction. This very high quality, readily recognizable watch complete with a Healey logo, is included in a set with a stopwatch and presented in a handsome presentation case, will be auctioned at our evening auction to be held on June 26th.

Don't miss this opportunity to own one of these outstanding watches.



Oregon
The early 90's

*Some of
the
Earlier
Meets*

Sisters -1990's

1996

2004

2005

2006



2007

2009

2011

2010



Sponsors

An event of this magnitude requires sponsors to make it happen. We have been very fortunate in securing a number of very good sponsors without whose help we could not have put on a quality happening. To these companies we offer our sincere appreciation.

APT - Australian Pacific Touring

Gold Sponsor

A family-owned company since its auspicious conception in the 1920s, Australian Pacific Touring (APT) had its beginnings when Bill McGeary built a bus body on a tray truck after a tram strike affected the city of Melbourne. Through Bill's son, Geoff, APT pioneered Australia's dynamic travel industry in the 1960s and 70s via a diverse range of modes. Such innovation continues to thrive within the APT Group today, now a multi-brand business with an extensive global portfolio of touring and cruising products still owned and controlled by the McGeary family.

If you're visiting Australia to see Healey friends or family, you should really consider taking an Outback short break. It's difficult not to be enchanted by the vast landscapes, ancient Indigenous cultures and incredible natural wonders of Australia's Northern Territory.

APT, offer travelers flexible vacations with the security of planned travel arrangements and guided sightseeing. We appreciate that it's your vacation and so we give you the freedom to customize your Outback adventure to suit you.

You can choose which highlights you want to see in the Red Centre, Top End or the Kimberley region. You can choose from an extensive range of accommodation to suit all budgets; dine where and when you wish; choose an active or relaxed break or create your own extended itinerary by linking tours together.

When visiting Uluru (Ayers Rock) you shouldn't miss the fabulous "Sounds of Silence" dinner. As the sun sinks behind the domes of the Olgas, you'll enjoy fine beverages and delicious outback canapés. At sunset you'll feast on a gourmet barbeque of kangaroo, emu, crocodile and barramundi. Relax after dessert and be guided thought the southern stars. Also recommended, especially if you're missing the thrill of riding in your Austin Healey, is to take an exhilarating Harley Davidson motorcycle ride around Uluru and the Olgas. You might also choose a Helicopter ride or even a ride on a friendly dromedary camel to see the sunrise over Uluru followed by billy tea and freshly baked bread. There are so many options to choose from.

Accommodation choices range from the more basic budget hotels right through to the decadence of first-class and deluxe hotels and resorts.

You might consider staying at APT's exclusive award –winning Kings Canyon Wilderness Lodge. The lodge is located on Kings Creek Station, a fully operational cattle and camel station of 1,800 square kilometers. You'll stay in luxury tented cabins that represent the ultimate in outback accommodation. The cabins offer air conditioning and an ensuite bathroom and you'll have the opportunity to sample gourmet Australian cuisine served around the campfire under the stars of the southern sky. With an expert team of professionals always on hand to provide informative commentary on natural history, local legends and wildlife and, at all times to ensure your comfort, you will have a truly memorable departure from the ordinary with APT.

Autofarm and A Head 4 Healeys

Gold Sponsors

These Canadian and UK based companies have joined together as joint sponsors of Rendezvous 2012.

Autofarm is based in Monkton, Ontario, which is around 170 kilometers West of Toronto. The company whose tongue in cheek motto is, "We never close, we just doze" was launched in 1985 after founder and owner Bob Yule acquired his first Healey and

continued a lifelong interest in British sports cars.

When asked, "What do you like most about the business you are in?" Bob, on behalf of the whole family says, "We really enjoy not only the Healey's, but also the people who are associated with them. New cars and people come into our business nearly every day, bringing something different each time."

In 2009 Autofarm Ltd partnered with A-Head 4 Healeys from Warwickshire England. With this union, Autofarm has become the North American distributor for top quality and competitively priced parts that are largely manufactured in the UK.

AH4H is their main supplier of Healey parts. Autofarm is the North American parts distributor for them. Autofarm airfreight parts from AH4H as needed, but generally this occurs twice a month. They like to maintain a large inventory at their Ontario warehouse. The relationship with AH4H has been very beneficial for both companies and they are looking forward to a long and happy association working together.

A-Head 4 Healeys Ltd. is located in Rugby, Warwickshire, UK. The company is run by four partners who together have over 60 years experience serving the Austin Healey world-wide family with both the expertise and parts, to ensure that any Austin Healey can reach its full potential as a driving machine.

British Car Specialists

Silver Sponsor

Norman Nock began his six-year automotive apprenticeship, which ultimately resulted in a job with Lucas where he was assigned as the technical liaison to the BRM racing program.

In 1954, while still working for Lucas, Norman immigrated to Toronto, Canada, where he met and married Shona, from Scotland. Believing that there was more opportunity for a British automotive mechanic in the USA, they packed up their belongings and headed for Southern California. Norman was immediately hired as a mechanic at a British Motors dealer in San Francisco, and a few years later he opened his first garage specializing in maintenance and repair of British cars. The business flourished and grew, but after 14 years, San Francisco's urban development forced them to look for a new location. He was offered a BMC dealership in Stockton, CA, and Norman jumped at the opportunity. The family now had grown to include a son, David, and a daughter, Sheila. Their dealership sold MG, Triumph, Austin-Healey, Jaguar, Jensen-Healey, Lotus, and even Subaru. The business grew and prospered, evolving into mostly warranty and service work, as many British cars, with the exception of Jaguar, were no longer manufactured. The business soon became a family affair with Shona doing the books and clerical work and David involved in the shop end of the business. Norman passed away in 2010 and David and the family have carried on.

Today British Car Specialists is still located in Stockton. Built on a firm reputation of British car repair expertise, the business has developed a loyal following and sustained growth. It is operated by his children, David and Sheila. David runs the service department while Sheila runs the office and oversees the parts department.

Hagerty
Silver Sponsor

In 1983, Frank and Louise Hagerty realized that appropriate insurance coverage for their collector wooden boats didn't exist. So — armed with years of general-lines insurance experience — the Hagerty's launched a revolutionary agreed value policy for collector boats. Within a few years, half of the vintage boat owners in the country were Hagerty clients.

In 1991, Hagerty created a similar product for collector cars. And in 1995 Frank and Louise's three children, Kim, Tammy and McKeel, came home to run the family business - despite their vows to never make a career of insurance! Together they've overseen the company's tremendous growth, which has been supported by a great product, exceptional client service, cutting-edge technology, creative marketing and, of course, intelligent, forward-thinking and hard-working employees. In 25 years, Hagerty has grown from a small agency headquartered in the Hagerty family basement to the leading provider of collector car and boat insurance in the world!

"Hagerty is proud to support events like the Rendezvous because we believe that the best parts of the classic car industry are the people and the events designed around bringing like-minded enthusiasts together."

The reason people own classic cars is because they want too, not because they have too. It is our job to further enhance that enjoyment and making sure they are properly protected with the best type of coverage for classic cars. However, we are much more than just classic car insurance. Our responsibility to allow car owners to get the most enjoyment out of their cars also includes the largest network of flatbed tow trucks in case you experience a break-down, the most comprehensive suite of valuation tools solely dedicated to classic car values including the Hagerty Price Guide, and a concierge and parts finder service available free to anyone who has any classic car type of question.

Hagerty is the world's largest provider of classic car insurance with offices in the US, Canada, and the UK. Unlike other large insurance companies we only insure classic cars and classic cars are what every single one of our 500 employees are focused on. When many other "big" companies try to offer too many products they lose the ability to specialize like we do.

In addition to helping enthusiasts enjoy their classic vehicles, Hagerty feels it is very important to give back to this hobby and industry we all enjoy. In doing so Hagerty has a series of philanthropic efforts designed to help make sure future generations are able to appreciate and enjoy great cars like we do. In 2005, McKeel Hagerty established the Collectors Foundation — a philanthropic movement among collector vehicle and boat enthusiasts supporting young people pursuing education and careers within these industries. To date, the Collectors Foundation has awarded more than \$2 Million in grants and scholarships all over North America. Operation Ignite is a unique suite of programs designed to grow young people's interest in classic cars and boats.

Silk Cat Automotive
Silver Sponsor

Silk Cat Automotive Ltd is located in North Vancouver and has been providing superior service and maintenance for classic British cars since 1990.

Owned and operated by Greg Wagorn and his charming Swiss born wife Elisabeth, Silk Cat has earned a well-deserved reputation over the years for excellent work at a fair price.

We asked Greg how he runs his business, "There are many reasons why our customers keep coming back and have stayed loyal to us all these years. They all have to do with how we treat our customers and our philosophy on running our business. Without our customers we would cease to exist, so we strive to provide our

customers with exceptional service," he said.

Clearly it's the people who make the whole business work, with Greg at the helm. As he says, "The most important asset we have at Silk Cat is our staff." Greg is the person you'll most often be dealing with when you come to visit Silk Cat, although he sometimes gets the "bug" and crawls under a car to get his hands dirty. Elisabeth joined Silk Cat full time a few years after Silk Cat first opened its doors and she handles all of the "business" aspects of Silk Cat, which frees up Greg to go "play" with the cars in the shop.

Pelling Insurance
Silver Sponsor

Pelling & Associates Insurance are renowned insurance specialists for antique, classic and custom collector automobiles. The company is owned and operated by Brad Pelling who has over 30 years experience in the West Coast insurance industry.

If you own an antique, classic or special interest collector automobile, their Collector Car Policy is ideal for your insurance needs.

They have been providing antique auto insurance and custom collector car insurance exclusively in British Columbia since 2008. You can count on their staff to provide knowledgeable answers to your questions.

Their goal is to provide the highest quality of customer service and maintain their position as the premier Antique, Classic and Custom collector automobile insurance specialists in British Columbia.

You can rest assured knowing that your coverage is backed by one of the country's leading providers of auto insurance.

Brad is pleased to announce that on Labour Day Saturday, September 1, 2012, the second annual Crescent Beach Invitational will be held on the grassy lawn of spectacular Blackie Spit in Crescent Beach, British Columbia. Pelling Insurance is the primary sponsor of the event. Continuing in the spirit of the former Steamworks Concours, the 2012 event will mark the 10th year that they have brought together a Labour Day long weekend gathering of Collector Automobiles and Motorcycles.

Moss Motors

Moss Motors has been a name long associated with foreign car parts and supplies. They offer a wide range of parts and equipment necessary to keep our cars repaired and running. Parts for emergency repairs can be overnighted to virtually any location in North America.

Meguiars

Suppliers of many car products, Meguiars is a name associated with polishes, waxes and other products necessary to keep your car looking good and preserving it from the elements.

Special Thanks

A special thanks to **Victoria British** and **AH Spares** for their generosity and assistance in helping us put on this meet.

Donald Mitchell Healey CBE

Born in 1898, Healey was influenced at a young age by his father's interest in automobiles. His father also provided the wherewithal for Healey to embark on a career in the aircraft industry. He paid £250 to enter Healey into an apprenticeship with Sopwith Aviation in 1914. The same year, Healey found himself leaving Sopwith to volunteer for the Royal Flying Corps (R.F.C.), the precursor to the Royal Air Force. He was shot down by friendly fire and invalided out in 1918.

Donald Healey moved back to Perranporth around 1920 where he started a small garage business under his own name, while also manufacturing radios under the name of Perraphone

Following the war, Healey began studying engineering, learning motor skills the hard way at a shop opened by his father in his hometown of Cornwall

In 1921 he married Ivy Maud. They had three sons: Geoffrey, Brian and John.

He was heavily involved in racing automobiles. He was an avid rally participant and won many European events including the Monte Carlo Rally in 1931

In 1933, Healey got his start in the actual design and improvement of British cars. He went to work organizing the team of Rileys that would go on to victory at the Alpine Rally that year. In the process, Healey became friendly with several people at Triumph, and was eventually lured to the company as "Experimental Manager." He went on to be instrumental in the design of the Triumph Dolomite

Following WWII, Healey wanted to build a sports car capable of excellent handling and speeds better than 100 mph. Healey managed to scrape up £20,000, and formed the Donald Healey Motor Company. His first-and Britain's first after the war-car was the Westland roadster

Healey's little company purchased a larger facility and produce three other models: the Tickford saloon, the Abbott drophead coupe and the Elliott. In 1950 the Donald Healey Motor Company designed and built the Healey Silverstone, one of the most notable "Healey" models before the introduction of the 100.



Donald Healeys marketing brilliance manifested itself when he recognized the upcoming the American market.

On a visit to America in 1949, Healey met George Mason, president of Nash Kelvinator. Before long, Nash was supply-

ing 3.8-liter OHV straight-six engines, gearboxes and final drives for use in a Healey-built sports car called the Nash-Healey.

By the early 1950s, Healey set to work on another low-cost, 100-mph sports car. Gerry Coker was tasked with the job of design and son Geoffrey was involved in the engineering of the new car. Named the Healey Hundred, it was shown at the 1952 London Motor Show. The car's engine was sourced directly from the Austin A90 Atlantic. During the first day of the show the car attracted the attention of BMC's chairman and managing director, Leonard Lord. A deal was quickly struck over dinner, resulting in the purchase of the rights to the Healey Hundred by BMC. By the next day the Healey Hundred bore signs renaming it the Austin Healey. More than 3,000 orders were placed at the show. Before the car left the show stand, new "Austin-Healey" badges were minted, and Healey signed on to a 20-year contract, developing new designs and special products developed specifically for competition.

In 1956, Healey himself drove a streamlined and much modified 100/4 car with a supercharged six-cylinder engine to a two-way average speed of 203.11 at the Bonneville Salt Flats, becoming only the 24th man to break the 200 mph barrier.

While the big Healey got all the attention, it was the littlest Healey that made all the money. Introduced in 1958, the Sprite was an instant success with over 48,000 (of a total of over 126,000) sold in the first three years of production. "I was in business to make motorcars and make money," said Healey. "It obviously made a lot of money." This number far outstripped the production of the later Spridgets, which Healey hated. "BMC ruined the whole thing," he said. His later attempts to build a new car under the Jensen-Healey banner proved similarly frustrating.

By 1967, over 70,000 "big Healeys" were sold, mostly to the burgeoning American market. In 1972, with Healey as chairman of Jensen Motors, the Jensen-Healey was introduced.

England recognized Healey's "service to export" by the Queen naming him a Commander of the Order of the British Empire (C.B.E.) in 1973.

Donald M. Healey died in Perranporth on January 15, 1988, but his automobiles are still being raced, driven, collected, and enjoyed today.

Following his death in 1988, America recognized Healey's many motoring contributions with his induction into the International Motorsports Hall of Fame in 1996 and the Automotive Hall of Fame in 2004.

There are several reminders of Donald Healey in Perranporth. Woodbine Cottage, where he was born in 1898, still stands in the village. Donald was laid to rest in Perranporth's Parish Church. A special stained glass window honouring him, was created, dedicated and installed in the church in 2000.



This years auction will be well worth attending. We have collected a number of outstanding items that will have you bidding whether you want to or not.

The list starts of with a world famous *Frederique Constant Geneve* watch set which consists of a very beautiful wrist watch complemented by a similar designed stop watch, all in a handsome display box. This watch set retails for \$3000. Frederique Constant is a strong world wide supporter the Austin Healey.



Get your friends together and bid on a *House Boat Rental* from Twin Anchors on Shuswap lake in B.C. This is either a 3 day weekend or a 4 day midweek reservation and will be valid anytime. The house boat sleeps 15.

<http://twinanchors.com/vacation/vacations.php>



If wine is your thing, you won't want to miss the *Okanagan Wine Tour Weekend*. Deluxe room for two nights at the Ramada in Penticton; Fireplace Jacuzzi Suite Dinner for two at Penticton's most popular restaurant; Brunch and garden tour at Linden Gardens in Kaleden followed by a relaxing time at the beach; Special treats from at least 3 wineries; Chauffeured tasting tour of several wineries.



A *Tourist Trophy stainless steel exhaust system* for a side curtained big Healey has been donated by Moss Motors. Valued at \$500, this would make an attractive and functional mod for your car.



If you are an art lover or just plain like a good painting or print we have a few items that may interest you:

You'll love the *Austin Healey at Sebring* painting by

Doug Jinkerson. It captures the excitement and the colour of the race.



Jean Caron, well known to those on the prairies or eastern Canada, has donated two of his *pen and ink prints*.

These are but a few of the items that will be offered at the Auction. In addition, there will be a silent auction, held before the main event, in the Walbren Room. This a must!

The list of items for this silent auction is outstanding. You will no doubt find one of those "I've been looking everywhere for one" items or an "isn't that cute" item

The Auction is scheduled for Tuesday, July 26th in the Walbran Room. It starts at 4:00pm with a happy hour, during which time feel free to browse the items and make a bid in the silent auction. The live auction will follow.

Meet Davin, OUR PARTS-FINDER

"SEARCHING FOR HARD-TO-FIND PARTS IS A LOT LIKE PEELING AN ONION. YOU GO ONE LAYER AT A TIME AND TRY NOT TO CRY."

Davin's job at Hagerty is finding replacement parts for clients. Despite a few tears, he loves his job. His passion makes him perfect for Hagerty. and makes Hagerty perfect for you. Hagerty. We may sell insurance but we live classics.

HAGERTY

The Classic Car Insurance Specialists
877-922-3391 | HAGERTY.COM | LOCAL AGENT



AUTOFARM LTD

BOB@AUTOFARM.NET

519-356-2427

WWW.AUTOFARM.NET

Autofarm Ltd is a family owned and operated business in Monkton, Ontario, Canada.

Bob Yule opened Autofarm after purchasing his first "project" Healey in 1985.

Through his own difficulties in finding parts, he found there was a great opportunity to help other Healey enthusiasts by providing top quality parts at reasonable prices.

From there Autofarm Ltd has grown to now include over 8000 in-stock parts as well as a busy service and restoration department.

In 2009 Autofarm Ltd partnered with A-Head 4 Healeys in Warwickshire England and became their North American distributor. We import parts from AH4H twice monthly for in-house use as well as to fulfill our customers needs.

Autofarm Ltd has become a one-stop shop for those who need parts for their own project, for those who are looking for a full professional restoration, for those who would like a new look for their Healey—such as a new interior that can be done on-site and for those who are just looking for some friendly advice.



Parts, Service & Restorations



PELLING INSURANCE

The services specialists for your classic and custom built cars.

We are here providing antique, classic and custom built cars insurance to meet your needs. We are here to provide you with the best rates and service available. We are here to provide you with the best rates and service available. We are here to provide you with the best rates and service available.

Our goal is to provide the highest quality of service to our customers. We are here to provide you with the best rates and service available. We are here to provide you with the best rates and service available. We are here to provide you with the best rates and service available.

Ph.: 604 263 3400 | Fax: 604 321 8102 | Toll Free: 1 888 343 2121
 pellinginsurance.com | info@pellinginsurance.com



**I'm speeding because
I have to get there before
I forget where I'm going.**

www.cafepress.com/GeezerShop



Silk Cat Automotive

Proud Sponsor of the Rendezvous 2012 Meet

- ◆ Providing exceptional service for all your vehicle's needs.
- ◆ Specializing in Classic British, Land Rover and Jaguar.
- ◆ Equipped with the latest diagnostic equipment.
- ◆ Electrical/electronic repairs.
- ◆ Full time parts personnel on staff.



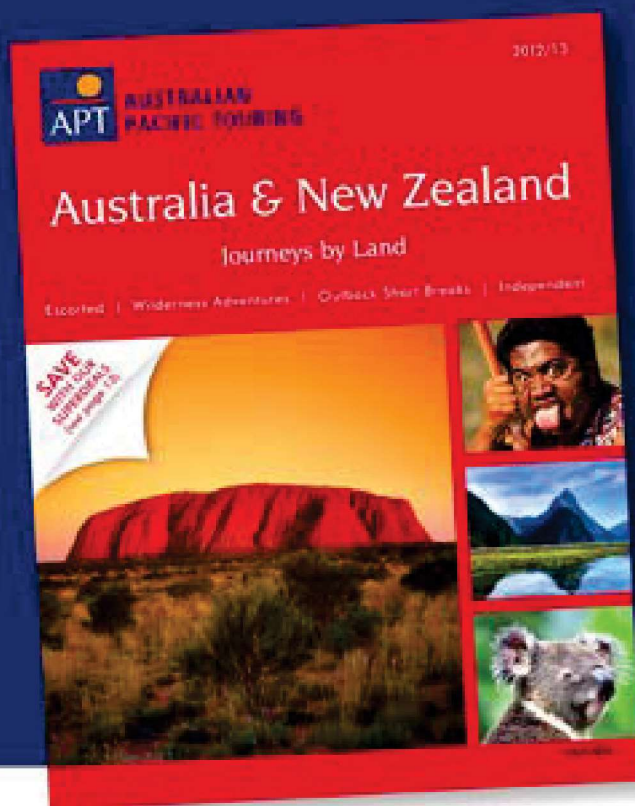
- ◆ Government certified technicians.
- ◆ Licensed Vehicle Inspection Facility.
- ◆ Mercedes BMW Audi Volvo Saab Mini Cooper.

(604) 987-8228
1053 Churchill Crescent, North Vancouver, BC V7P 1P9
www.silkcat.ca

APT are
proud sponsors of
Rendezvous 2012, Parksville BC

Discover Australia & New Zealand with Australian Pacific Touring

APT offers Exceptional Journeys by Land



- Escorted Vacations
- Wilderness Adventures
- Outback Short Breaks
- Independent Vacations

We've got the Australia and New Zealand vacation you're looking for!

Embark on one of the great train journeys of the world on "The Ghan." Travel in Gold Kangaroo Class through the Red Centre between Alice Springs and Adelaide. From the vastness of the Outback to the majestic Flinders Ranges, this overnight journey offers you a perspective of Australia you just can't afford to miss. You'll enjoy a sleeper berth, fine dining and cabin steward service on this unforgettable travel experience.

The Ghan is featured on APT's 25 day Southern Explorer. See our brochure or website for more details.



To request your brochure
call 1 800 290 8687 or
visit www.aptouring.com



AUSTRALIAN
PACIFIC TOURING

