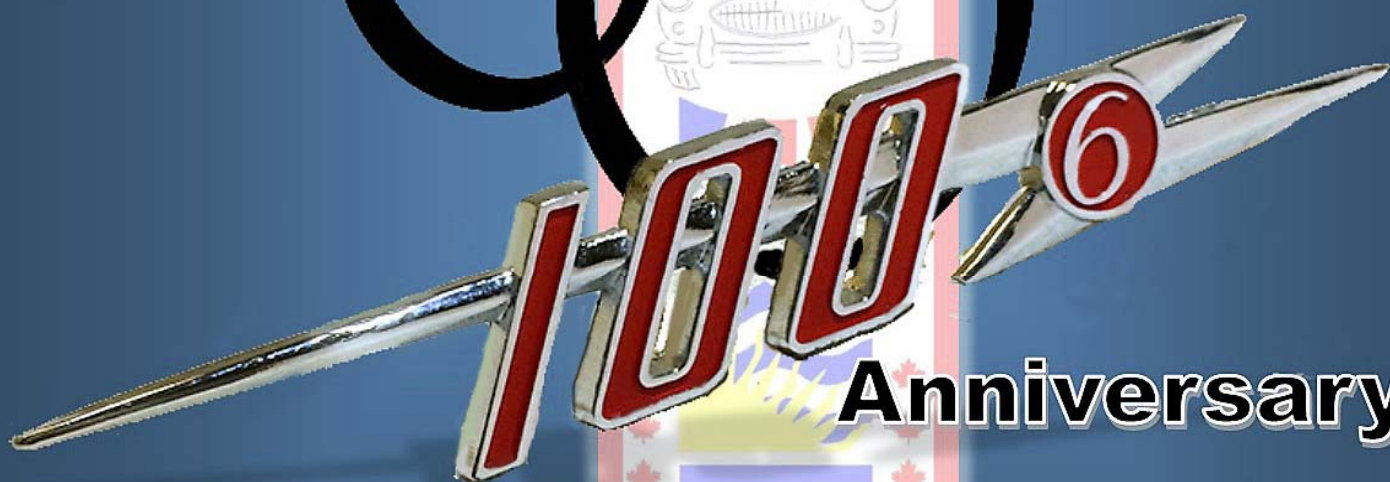


Austin Healey



Austin Healey Owners Association of British Columbia

60th



Anniversary



June 20th - June 24th
Penticton B.C.



The Rendezvous 2016 Committee sincerely hopes you enjoy this Meet. It has been our pleasure to work on this project and bring you all together for this outstanding event.

The Rendezvous 2016 Committee

Committee Chair — Don Manning

Phil Daniels

Brian Drab

Andy Jones

Nigel Lamb

Mike Long

Lawrence Robertson

Adrian Percival

Karen Percival

Welcome

On behalf of the Rendezvous Committee, welcome to Penticton and the South Okanagan for the 2016 edition of Rendezvous.

We hope that you will take in the events we have scheduled for you to enjoy this week, as well as the scenic drives around Lake Okanagan, Skaha Lake, and the rest of the valley—all the way south to Osoyoos, on the Canada/U.S. Boundary. There is a lot to see and do while you are here, and you will find the weather at this time of year sunny and warm during the day, and just a little cooler in the evenings.

There are many award winning wineries in this area, such as the Golden Mile around Oliver as well as Naramata, many of which have equally good restaurants to enjoy, along with entertainment outside in the evenings. What could be better than touring top down, and stopping and enjoying a great lunch, with great wine overlooking a beautiful lake like Vaseaux, with wineries all around you?

We have deliberately made the events a little less formal this year, so that you can do some exploring on your own in and around the South Okanagan valley. There are many golf courses to enjoy, and if the spirit moves you, try out other activities such as the inflatable raft excursion that runs the length of Penticton along the bypass, or the beach areas at both ends of Penticton. If you are staying in the area a little longer, think about taking in a steam train excursion or the public market in Penticton or in Okanagan Falls on the weekend.

Thank you for coming!

Don Manning
Chair, Rendezvous 2016

Greetings

As the President of the Austin Healey Owners Association of BC I would like to welcome everyone to Rendezvous 2016 - the meet that could.

In just one short year we pulled this meet together... What can I say but - "WE DID IT"

I have to thank and congratulate the team that put this meet together, I personally think this was a tough one to pull off - Hats off to our Chairman Don Manning and an incredible thank you to Brian Drab, Andy Jones, Mike Long, Lawrence Robertson, Phil Daniels, Nigel Lamb and Karen Percival and all the others who assisted us.

Who can pass up the opportunity to get everyone together again at a great venue.. This was our main objective.

A great venue - yes we have been here before but the Ramada really takes care of us, fantastic rooms, parking and breakfasts every morning - what a great way to get together and plan your day... - thanks again to them.

Awesome surroundings - the best in the world - What a place for a car gathering - super roads, great weather and fantastic wineries with a trendy town to explore, good restaurants and lots of unique sites.

Welcome ...Enjoy..... and lots of hugs

Mr. President **Adrian**

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of metal, rubber, the smell of exhaust
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the dream we'll pass on



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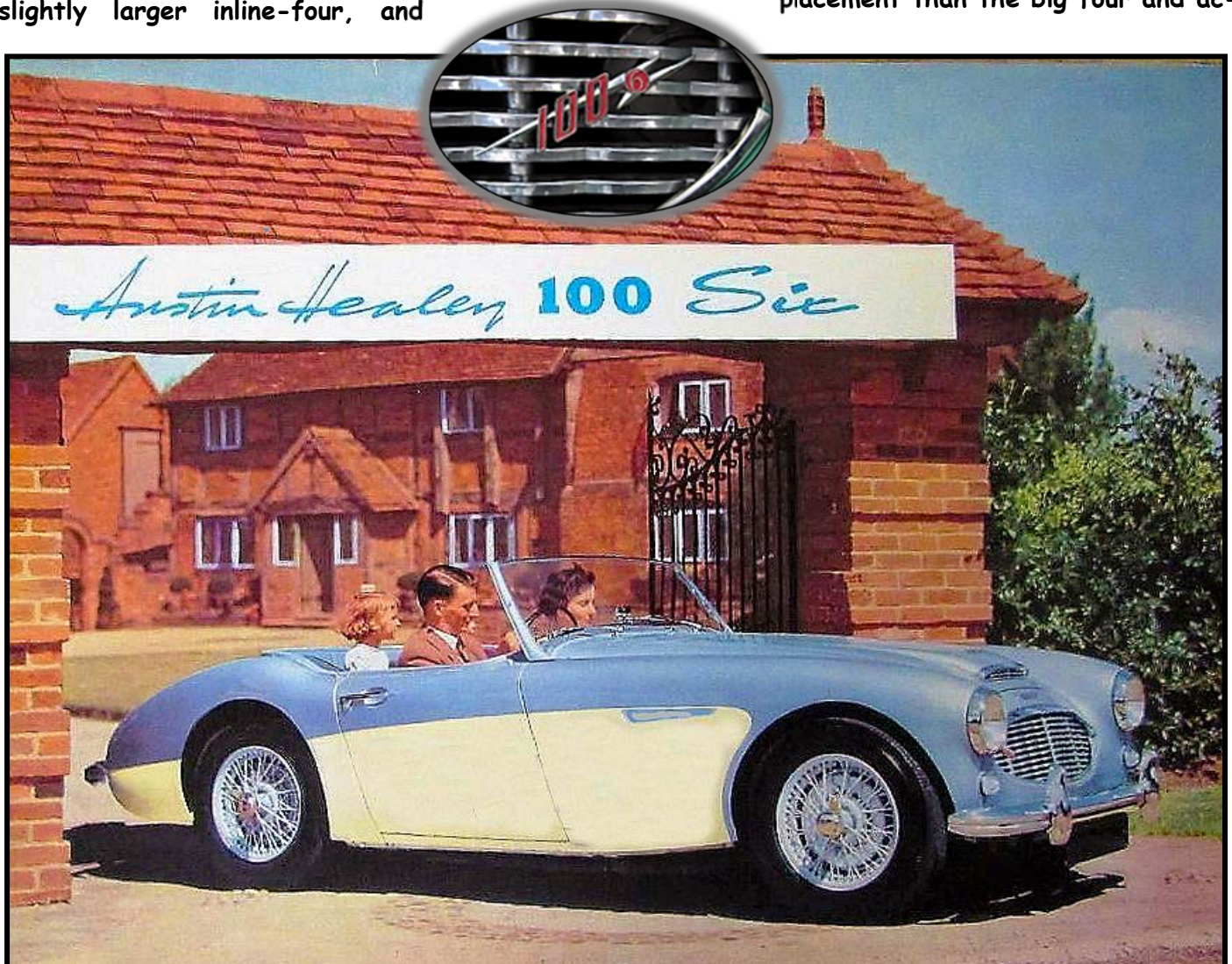
The **Austin-Healey 100-6** is a two-seat roadster that was produced by Austin-Healey from 1956 to 1959. A replacement for the Austin-Healey 100, Donald Healey was faced with lagging sales for the 100 Healey in the US. He looked at ideas for improving sales. One idea was a long-wheelbase model, known at Warwick as the L-type. Prompted by his concern that lack of passenger space was costing sales, the L-type had a 2-inch (51mm) longer wheelbase, providing room for a pair of occasional rear seats. Gerry Coker also explored a number of possible updates to the Hundred's styling, including enclosed headlamps, small tailfins, and louvers in the front fenders to exhaust engine heat (later adopted by some of the competition cars).

Ultimately The 100-6 featured a 2 in (50.8 mm) longer wheelbase than the 100, a more powerful straight-six engine in place of its slightly larger inline-four, and

added two occasional seats (which later became optional). The body lines were slightly streamlined, a smaller, wider radiator grille placed lower, an air scoop was added to the bonnet, and the windscreen fixed.

The 100-6 was produced in two model designators, the 2+2 BN4 from 1956 onwards and the 2-seat BN6 in 1958-9.

The cars used a tuned version of the BMC C-Series engine previously fitted to the Austin Westminster, initially producing 102 bhp and increased in 1957 to 117 bhp by fitting a revised manifold and cylinder head. The previously standard overdrive unit was made optional. Installing the six in the Hundred chassis was not a complex exercise, but the engine itself left much to be desired. While a six-cylinder engine might seem to provide a marketing advantage over the four-cylinder TR3, the C-series was slightly smaller in displacement than the big four and ac-



tually had less torque. Worse, the six was considerably heavier than the four — dry eight was over 600 lb (277 kg) — which eroded the Hundred's power-to-weight ratio.

Hoping to cast the new engine in a good light, the Healeys decided to take two six-cylinder cars to Bonneville in August 1956. The original 1953-54 record-setter was fitted with aerodynamic body extensions and an oval grille (once again courtesy of Gerry Coker), along with a heavily modified C-series engine with a new six-port head and separate intake manifold. The 1954 streamliner was also modified extensively and fitted with a supercharged six, producing 292 hp .

On the Salt Flats, both cars blew their engines repeatedly, but the endurance car nevertheless set numerous speed records, including a six-hour average of more than 146 mph (235 km/h). The supercharged streamliner, driven by Donald Healey himself, reached speeds of up to 203 mph (327 km/h) — short of the 217 mph (349 km/h) originally projected, but still an impressive figure. It would be the last run for Donald Healey, who had recently turned 58.

The six-cylinder production car went on sale that fall. Christened Austin-Healey 100-6 (and known today by its BN4 chassis code), it completely replaced the four-cylinder BN2. The BN4 was 6.5 inches (165 mm) longer than the BN2 and had the longer-wheelbase chassis and 2+2 seating. Except for its new grille and hood scoop, the BN4 looked much the same as the four-cylinder car, but weight was up about 240 lb (110 kg). Most of that was on the nose, requiring stiffer front springs and a thicker anti-roll bar. As a result, the six-cylinder cars had heavier steering than the fours and a new propensity for initial understeer and dramatic final oversteer.

Press response to the 100-6 was lukewarm. Instead of giving the Healey an edge over the TR3, the six-cylinder engine seemed to be a step backward. While the six-cylinder car's top speed was similar to the four's, 0-60 mph (0-97 km/h) acceleration took about a second

longer than before

Worse, the BN4 still had drum brakes, while the Triumph now offered standard front discs, something the Hundred had yet to offer except on the 100S. Sales of the 100-6 were not significantly better than those of the BN2, amounting to about 5,000 units a year.

The 100-6 had developed a following however. Many are still on the road today—some in better condition than when they left the factory.

In late 1957 production was transferred from Longbridge to the MG plant at Abingdon. 14,436 100-6s were eventually produced before production ended in 1959 and the BT7/BN7 made their debut.



"Keep'em on the Road"



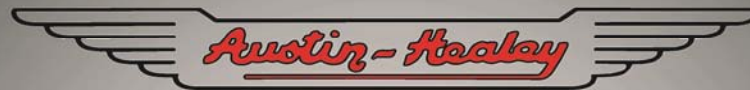
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For those interested: Phil and Beckie Daniels will be extending their week to add a couple of days of touring on their way back to Washington.. If you are interested in joining them, look them up and discuss the possibilities.



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Drive Through Tech Session

What has now become an almost institution will be again featured at Rendezvous 2016. Steve Day will be hosting a Drive Through Tech Session as well as a Ladies Tech Session emphasizing safety and a tech session on the cooling system—a subject near and dear to most of us.

Don't miss these!

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HEALEY TECHNICAL SEMINARS

Does the technical aspect of the Austin Healey catch your fancy? We have just the thing for you!

Steve Day, owner of British Car Ranch in Wenatchee will be presenting three different types of seminars this week.

The first is a traditional classroom session that will cover all the details of the Healey cooling system and solutions to go with them. Question and answer session included. This one is open to everyone.

The second is for the Ladies ONLY! This session will concentrate on safety in a Healey, and be from the ladies point of view, with a thorough question and answer period included, so you can also ask your own personal Healey question.

The third is a newer format that has been done at two previous Rendezvous and is back by popular demand. It is the Healey drive through session. This will be set up under a tent in the parking lot, and owners will line up to have their chance to spend 10 minutes under the big top with their car and Steve, and have their specific question about their car answered.

Don't miss these, they are always fun and informative!

RENDEZVOUS 2016 Schedule

Sunday June 19th - for early arrivals

Pub Night at the Kettle Valley Station Pub

This pub is right on the hotel grounds. It offers excellent food, wide variety of beverages and a warm friendly atmosphere. A great place to get together and renew old friendships. This is not an organized event.

Monday June 20th

Buffet Breakfast - 6:30am - 10:30am - hotel restaurant - for early arrivals

Registration - 10:00am - 11:30am, 1:00pm - 4:00pm - Convention Center Lobby

5:30pm - Meet and Greet Reception - No Host Bar - Appetizers - Courtyard

Dinner on your own

Tuesday June 21st

Complimentary Buffet Breakfast - 6:30am - 10:30am - hotel restaurant

8:00am - 9:30am - move cars to Rotary Park

10:00am Car Show - Rotary Park

Lunch on your own - gourmet food trucks, nearby restaurants

3:00pm - pre-concours judges meeting (all interested parties are welcome) - Board Room

4:00pm - Swap meet - (Boot Sale) One Hour - Parking Lot

6:00pm - Pizza night - no host bar - Hotel grounds

Wednesday June 22

Complimentary Buffet Breakfast - 6:30am - 10:30am - hotel restaurant

0900am - Concours Judging - parking lot

9:00am - Meeting - Rendezvous delegates meeting - board room

Tours - Self guided

11:00am - guided tours and bus wine tour leave hotel - 11:00am

Explore Penticton

4:00pm - Ladies Tech Session - Board Room, Steve Day

Dinner on your own

Thursday June 23rd

Complimentary Buffet Breakfast - 6:30am - 10:30am - hotel restaurant

10:00am - Tech Session - Board Room, Steve Day

11:45 - Ladies lunch and food demo

- transport - leave hotel lobby

1:00pm Drive through tech session - parking lot, Steve Day

Afternoon - free time

5:30pm - Banquet and Auction - Ballroom

Friday June 24th

Complimentary Buffet Breakfast - 6:30am - 10:30am - hotel restaurant

Farewells and drive home

Some will be continuing on a 2 day tour following Rendezvous.

If interested, contact Phil or Beckie Daniels

Please note that this schedule may change by event time.



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Our Sponsors

Anyone who has organized an event such as a Rendezvous knows the amount of planning required as well as the cost of putting on such an endeavour. While some of these costs are borne by the fees charged it still is often not enough to fully cover all aspects of the event.

Sponsors come to the rescue.

With out our sponsors we would have a difficult time and the meet would not be as exciting as it is.

For this we would like to take the opportunity to sincerely thank our sponsors and encourage everyone to utilize their products and services. Remember, without them it would be a difficult proposition to stage our events.

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Rendezvous 2016 Penticton, B.C.

REGISTERED (as of June 10th)

Bruce Barret	WA	Tim and Linda Bartlett	WA
Richard and Gretchen Bittman	WA	Rick and Marti Bjorndahl	BC
Michael and Susan Blair	MT	Lou and Carol Boido	CA
Lyman and Janet Bradley	WA	Gregory and Lucy Briggs	AB
Marjorie and Andrew Brims	BC	Ron and Judith Brooks	AB
Lois Buhman	WA	Dennis and Patricia Coulter	BC
Art Clendenan and Susan White	BC	Mike Dalzell	BC
Phil and Beckie Daniels	WA	Steve and Laurie Day	WA
Brian and Carole Drab	BC	Tracy and Hannah Drummond	CA
Ira and Donna Erbs	OR	Ken and Lorraine Finnigan	BC
Greg and Donna Flanagan	BC	Charlie and Kathy Frazer	OR
Mark and Julie Gantar	ID	Bruce and Mitzie Goodrich	WA
Charlie and Carol Hart	CA	Dana and Donna Herberts	BC
Gary and Margaret High	ID	Gary Jackson	OR
Bruce and Sue Jackson	WA	Jack and Sheila Jakobsen	OR
Jim Johnston	OR	Andy Jones & Michele Karatnyk	BC
Dwight and Connie Jones	WA	Earl Kagna and Ann West	BC
Nigel and Jeanne Lamb	BC	Kent Lambert	OR
Patrick Layhon & Carwen Gylling	WA	Ron and Dianne Layton	WA
Mike Long	BC	John & Rebecca Lowsley	WA
Jim and Terri McDermott	WA	Lee & Charline McGinnis	OR
Gordon and Billie McLachlan	BC	Harold and Kay Manifold	BC
Don and Karen Manning	BC	Lynn and Mary Martin	ID
Doug & Karen Miller, Jake Tish	WA	Jim Morrison and Elaine Grenon	BC
Trevor and Kim Parker	BC	Adrian and Karen Percival	BC
Chris and Linda Poole	BC	Mike and Annie Roberts	BC
Peter Roberts & Jill Myers	CA	Lawrence Robertson & Kathy Welch	BC
Tom and Nancy Santee	OR	Mark and Marilynne Schneider	OR
Arlene Slostad and Dean Selby	WA	Jim Smalley	WA
John Stevens	OR	Thomas Struthers	Manit
Haluk and Margaret Taysi	GER	Ed Townley	NM
Allan and Kathleen Wales	WA	Kevin White and Roxi Harms	BC
John Wilson and Lea Peron	OR	Chris Yarrow	BC



YOUR HOSTS

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President Adrian Percival

Vice President Brian Drab

Secretary Andy Jones

Treasurer Lawrence Robertson

Membership Chris Poole

Wings Editor Brian Drab

Events Michael de Wilde

Webmaster Brian Drab

Competition Ivan Lessner

Regalia Mike Long

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

