



FLAT CHAT NEWSLETTER
AUSTIN-HEALEY OWNERS CLUB (NSW) INC
ABN: 87 630 303 136

COMING EVENTS

May

- 1st Workshop at Rules
- 7th General Meeting
- 8th Workshop at Belrose
- 13th Committee Meeting

June

- 3rd General Meeting
- 5th Workshop at Rules
- 12th Workshop at Picton
- 16th Committee Meeting

IN THIS ISSUE

- P1... Sydney Workshop
- P2...President's Message/C'itee
- P3...Editorial
- P4... Minutes & Reports
- P10 .. Central Coast Workshop
- P13 ... Kents' Perambulations
- P14DMHs Invicta
- P15 ... Cavalierly
- P16 ... Tools & Suffering
- P19 ... HRH and AH
- P20 ... Photos of Interest
- P21 100 Dash
- P23 Mildura Mini Rally
- P24 For Sale & Wanted

Please note the AHOC's PO Box address below.



Sydney Technical Workshops

The third of the Sydney Technical workshops was held at Motoradco on Parramatta Road at Granville. Proving to be incredibly popular, the carpark was once again full with multiple car shuffles required to get additional people in, as they arrived.

Fantastic sunny weather delivered nine Austin-Healeys plus one Austin Westminster for this gathering.

Darren Roughton of Adrad delivered a really interesting talk on radiator technology. Samples of radiator cores were passed around to show how the technology has changed over the last 60 years. Side by side comparisons of current Ford, Toyota and F1 radiators technology really profile the massive differences and how specialist knowledge is so important.

Present were Chris Fitzpatrick – BJ7, Ian Clayton - BJ8, Rod Richards - BJ7, Amer Houry, Nagy Houry, Ray Roberts, Ross Penman - BJ8, Ron Strange - BT7 (Mk2), Richard Horwood, Steve Kellaway - BJ8,

Neville Stirton - BJ8, Paul Stirton, Greg Strange – Sprite, Vince Cessarrio - BJ8, Harley Boggis, Julie and Garry Lee - BJ8, Denis Kasza - Austin Westminster and Patrick Quinn.

The next Sydney technical workshops are to be held:

May 8, 2021 Belrose
With thanks to host Philip Bloom
24 Wyatt Avenue, Belrose 2085
Please bring along a plate for morning tea if you can.

June 12, 2021 Picton
With thanks to hosts Joe and Lenore Armour
5/150 Abbotsford Road, Valley View Estate, Picton 2571

Please bring along a plate for morning tea if you can.

Please confirm attendance for the next workshop in advance with Bruce Ewan on 0432 096 493 or bruce.ewan1@gmail.com

Looking forward to seeing you there.



POST: AHOC (NSW) Inc
PO Box 6494
North Ryde NSW 2113

EMAIL: enquiries@austinhealeynsw.com.au
WEB: www.austinhealeynsw.com.au
FB: www.facebook.com/groups/681723625314952/

Normally our monthly meetings will be held at Strathfield Golf Club, 52 Weeroona Rd, Strathfield NSW 2135 on the 1st Thursday of each month commencing at 7.30pm.

Members and guests are welcome to join us for dinner in the restaurant from 5.30pm.

PRESIDENT'S MESSAGE

The re-awakening from the Covid-19 shutdowns continues with our well attended Workshop Saturday mornings on the Central Coast and in Sydney, and of course we welcome all members to our monthly General Meetings at Strathfield Golf Club.

In this month's Flat Chat Newsletter you will find information about Victoria's Mildura Mini-Rally and a form to book your place. While the Rally doesn't begin until Tuesday 9th November there are only limited places available, so if you want to go, book early to avoid disappointment. Dependent upon sufficient numbers booking from NSW we will organise a 'Run' so that members who wish to join together for a sociable trip to Mildura can convoy together. If it looks like sufficient NSW members are interested, we will have the outlines of this 'Run' in either the June or July issue of Flat Chat. Look out for that, and of course you now have another motivation for getting your

Austin-Healey reliably on the road for spring.

Unfortunately, we had to cancel our proposed trip to Retford Park due to low numbers. However, all is not lost as we shall try again on a day when the House is open to the public, when the number of AHOC members wishing to attend will not be a controlling factor. We are also becoming more hopeful that we will be able to celebrate Donald Healey's July 3rd birthday at Parramatta Park once again on the following day. While we still await final confirmation of our booking from Council, it would be wise to reserve that Sunday in your calendar.

This week I received a renewal email from the NRMA. I have my '100' on 'premium care', which gives me some comfort should Henrietta 'fail to proceed' I can get some assistance and a tow to a nearby town if necessary. Along with the renewal was a suggestion



Gordon Lynas – 0403 198 343 – gordonl@aussiebb.com.au

to download the 'myNRMA' app to my phone, so I did. If you haven't already come across it, I think it is worth a look as it puts all the opportunities to benefit from your membership in a convenient place on your phone, including opportunities to save a little on fuel, some other car costs, and quite a few other purchases and entertainments. There are also some 'road trips' and 'local guides' to help you get

COMMITTEE LIST - 2021

Club Patron—Ross Bond

President - Gordon Lynas
4 Wanari Road
Terrey Hills NSW 2084
0403 198 343
gordonl@aussiebb.com.au

Vice-President - Geoff Smith
0458 777 339
m.gpsmith@bigpond.com

Secretary - Julie Lee
0421 598 755
hedli@tpg.com.au

Treasurer - John Sherman
0419 976 844
johnsher42@gmail.com

Social Secretary - Bruce Ewan
0432 096 493
bruce.ewan1@gmail.com

Editor - Patrick Quinn
"Wongaburra"
116 Warks Hill Rd.,
Kurrajong Heights 2758
(02) 4567 7380
0417 673 065
p.quinn@tpg.com.au

Historian - Joe Armour
0419 233 099
joea6@bigpond.com

Membership Secretary - Christine Lyttle
0410 201 373
membership@austinhealeynsw.com.au

Regalia - Colin Rule
0467 563 523
coolibahconvertible@bigpond.com

Technical Officer - Neville Stirton
0414 472 877
stirton@bigpond.net.au

Club Registrar - Patrick Quinn
(Inc Conditional Registration)
Please send all Conditional Registration documents to Patrick's address or email at left

Public Relations - Ross Penman
0408 465 547
penmans@bigpond.com

Webmaster - Jim Phillips
0413 589 306
jpjimbeau@gmail.com

Public Officer - Alan Mitchell
PO Box 123
Marulan 2579
0412 898 656
mitchellaj@ozemail.com.au

Non-Committee Positions
CSCA Delegate - Colin Goldsmith

Librarian - Ron Strange

CMC Delegates - Ray Roberts
Ian Clayton

Welfare Officer - Pamela Ross 0408 201 226

Display Day Coordinators - Ross & Jenny Penman

Conditional Registration Inspectors - Neville Stirton
0414 472 877
Geoff Smith
0458 777 339

Assn of British Car Clubs Reps - Christine Lyttle

National Assn Delegates - Gordon Lynas & Jim Phillips

AHOC Life Members - Don Read, Warwick Sell, Joe Armour, Christine Lyttle, Patrick Quinn, Terry Bancroft, Ray Roberts and David Mould.

If you want to send something by post, the Club's address is:-

AHOC (NSW) Inc
PO Box 6494
North Ryde NSW 2113

It would be appreciated if there were no phone calls to committee members after 9:00 PM.

EXHAUST LEAKS



By Patrick Quinn
(02) 4567 7380
0417 673 065
p_quinn@tpg.com.au

Greetings and welcome to the May 2021 issue of the Flat Chat Newsletter.

What a shame that the run and inspection to Retford Park had to be cancelled due to insufficient numbers. A week or so beforehand we had decided to make a weekend of it by travelling to Canberra for an exhibition at the National Art Gallery and then head back staying the night in the Southern Highlands, before joining with our fellow club members at Retford Park. Let's hope that the next time it comes around, club members will have put up their hands to inspect this historic home.

So what's in this issue of the Flat Chat Newsletter? Yes it is comforting to know that when you thought all things were lost, the minutes of the last month's monthly meeting are there to be dissected. Thank you Julie Lee. There are reports of both workshops that were held during the month of April. If you haven't been to a workshop I would suggest that you think about attending as they are well

worthwhile.

A big thanks to Carolyn and John Kent for sending their words of how they fared before, during and after the President's Perambulations. All things didn't quite go according to plan especially with the weather and then there was a mechanical problem on the way home. Thankfully, like Felix the Cat's bag, John was able to open his travelling BMC spare parts shop that's in the 3000's boot and pull out what was needed – a BJ8 wheel bearing.

Thank you also to Glenn Barnes, Scott Graham and Chris Dimmock for sending words and pics of what they have been up to with their car, although I would suspect that Chris really would have preferred not to.

Got the news today that the Quinn Austin-Healey will be soon taking a short trip for a holiday at a spa resort where it will have its paintwork pampered and cared

for. Woo Hoo! It has been some time. So over the last couple of weeks the Quinn Healey has been receiving some mechanical attention. As the starter motor had decided to stop playing, it had to come out. Easy! Sorry, no it's not. Why? Because it's British. The starter in a Riley engine is on the opposite side to an Austin engine and is held on by three bolts, of which only one is kind of accessible. There was a time when the throwing of the towel looked an option, but after lying on my back with my nose pressed up to the chassis rail for an hour or so, I showed it who was boss. Next are the dual SU fuel pumps (sea level and high altitude), and they are tucked away in a very inaccessible place in the boot. Tomorrow I will squeeze myself into the spot armed with a handful of BSF tools.

Trust you enjoy this issue of the Flat Chat Newsletter and I look forward to receiving your photos and words on what you have been up to.



The SU fuel pumps in a real Healey lurking in the depths of the boot



Minutes of the General Meeting

Thursday, 1 April 2021.

Commenced: 7:40pm.

Venue - Strathfield Golf Club

ATTENDEES

Refer attendance list.

VISITORS & NEW MEMBERS

Sue, partner of Denis Kasza, and attending her first meeting, was welcomed.

APOLOGIES

Patricia Bancroft, Bruce Ewan, Mal French, David Mould, Don Read, Doug & Pamela Ross

APPROVAL OF MINUTES

Resolved that the minutes of the General Meeting held 4 March 2021, as published in the April 2021 issue of *Flat Chat*, be accepted as a correct record of that meeting.

PRESIDENT'S REPORT

Gordon reminded members of the various social events coming up. The workshops were going very well, with the monthly Central Coast event at the Rule's (next one was on 3 April), and a rotating list of hosts for the Sydney-based events. Next up was Neville Stirton on 10 April. Bruce Ewan had also organised a run to Retford Park on Saturday, 24 April.

In lieu of the cancelled National Rally, the Victorian Club was running a mini-rally in Mildura, from 9 to 12 November, so Gordon advised he was planning to have Charlie's Run start 5 November, then link up to the mini-rally. Numbers were probably going to be restricted for the mini-rally, so members were advised to get in quick if planning on attending.

Gordon also reminded everyone of Terry's Tassie Tour, scheduled for 6-19 February 2022.

VICE-PRESIDENT'S REPORT

No report.

SECRETARY'S REPORT

Julie advised of the following (relevant) email correspondence received since the last general meeting:

- Online magazines Speed Read (Motorsport Australia), Healeys West (WA Club) and Rally Directions (CRC)

- a query from someone looking to contact Bruce Reynolds – forwarded onto Bruce
- notice of the CMC March general meeting
- invitation to register for the Australian Targa Florio – 15 to 18 November, in Victoria
- invitation to register for the Bay to Birdwood, on 26 September, in South Australia
- invitation to register for Cardi Gras, on 29 May in Coffs Harbour – fundraising for Hope for the Homeless, Coffs Harbour
- invitation to attend the exhibition "Healey: Cars for Speed & Glamour" – this will run from 19 May 2021 to spring 2022 in Warwick UK
- and a new record level of spam – of around 150 new emails, I deleted 140 email as spam!

The only mail received was the February and March issues of Australian Jaguar Driver.

Julie reminded everyone that if they would like a laminated, personalised copy of the 2020 "Hard Luck Trophy" certificate, to let her know.

TREASURER'S REPORT

Funds as at 31 March 2021:

Debit card	\$2,255.43
Main Account	\$8,109.83
Cash Reserve	\$12,499.78
Charlie's Run	\$1,277.00
Term Deposit	\$78,945.63

John advised of the main expenditure over the previous two months.

- Flat Chat software (2 mths) - \$59.98
- Zoom meeting fees (12 mths) - \$182.58
- Trophies for Presentation Night - \$344.98
- Certificates for Presentation Night - \$51.96
- Annual website fees - \$550.00
- Regalia receipts - \$250.00

Expenses had also been recorded against attendee payments for the President's Perambulation.

On non-Treasurer business, John advised that Terry Wade from the Victorian club had sent John all the bags from the cancelled rally to be passed onto those who would have been attending.

SOCIAL SECRETARY'S REPORT

Gordon advised that Bruce had been going to email



through the Social Secretary's report, but unfortunately nothing had yet been received.

Having just returned from the President's Perambulation, Gordon told the story of the tour of attrition which it unfortunately became. There were several members who either didn't make it to the start or had to depart during the event due to mishaps. Hotels for the trip had been good. Once hotel refunds were finalised, Gordon would be reimbursing any funds due.

Alan Mitchell gave a brief overview of the route he'd put together for the Retford Park run. The driveway was a bit hard to spot, so Terry suggested putting a flag out to make it a bit easier for people to find.

WELFARE OFFICER'S REPORT

Patrick reported on a couple of flood-related matters that he was aware of, including Phil Lorking unfortunately having two of his cars inundated.

WEBMASTER'S REPORT

Jim advised there'd been a few further improvements to the website. He asked members to let him know if they had any problems

MEMBERSHIP

Christine advised there were 29 members in attendance at the meeting, with two Austin-Healeys (and an honourable mention to Denis in his Westminster!)

EDITOR'S REPORT

Flat Chat had gone out with just one bounce back.

HISTORIC VEHICLE REGISTRATION

Numbers on HVR were unchanged at 199, however Patrick had received an application for another motorcycle. A few cars were apparently up for sale. He also advised Bill Ingham had bought a Healey Westland sedan – one of only two built

HISTORIAN

No report.

LIBRARIAN

Ron queried the minutes from the last meeting which said that he'd been awarded Scribe of the Year, but at the meeting the award had gone to Patrick. Patrick

responded that as Editor, he wasn't eligible, therefore in his view the award belonged to Ron.

Ron had bought a few books along to the meeting, so Gordon ran through what they were.

Patrick advised that Jenny Rudd had donated some of Eric's books to the library. Patrick was going to organise a sticker for each book noting that it was donated on Eric's behalf.

TECHNICAL OFFICER/CLUB EQUIPMENT/ SPARE PARTS

Neville reminded members that if going on a long run, they should check fuel lines, oil pressure lines and radiator hoses, not just tyres. He also reminded everyone of the 10 April workshop. He'd organised a guest speaker and giveaways, and morning tea would be supplied.

PUBLIC RELATIONS REPORT

Ross advised he'd tentatively booked Parramatta Park for 4 July for the Donald Healey Birthday event.

CMC REPORT

Ray's advice to members after the last CMC meeting was not to worry about the draft RMS recommendations which had been the subject of much discussion over the last few months. He also spoke of an event which had been planned for Silverwater Park but the council had advised that a fence would have to be erected for the event. A CMC information day was scheduled for 27 May.

ASSOCIATION OF BRITISH CAR CLUBS

Nothing to report.

CSCA REPORT

Colin reported on the HSRCA meeting at Wakefield Park – it had poured rain so a miserable time was had by all! Conversely, the Lotus Club event the previous weekend was a beautiful day with 78 starters. The next event coming up was at Pheasants Wood on 18 April, run by the MG Car Club. The Sprite Club were going to be running a night-time Supersprint in early May

REGALIA

Regalia for sale included:

- Two "dust coats" – one small and one large left

- One bag trim screws for a six-cylinder car
- a whole range of model cars - \$15 each
- service stickers
- Cooper stickers for six-cylinder SU carbs
- One set of uni joints (Geoff unkindly suggested that Vince might like these to replace his dodgy knees!)
- laminated wiring diagrams
- Four decals left (from Terry Bancroft)
- umbrellas - \$30 (or Colin's usual bargain of \$60 for two!)

FOR SALE/WANTED

Geoff had a set of Webers (manifolds etc.) for a six-cylinder car – he thought they were a 40.

Terry advised he currently had custody of the Club's engine stand but would quite like to move it on. He also said he'd try and retrieve the Club's mould for a

Julie Lee following the receiving of the Lady Club Champion plaque for 2020 after the April meeting. Julie and Garry were not at the March meeting as the BJ8 failed to proceed along the way.

She very cleverly didn't include it in the minutes, but I really just couldn't resist.

100 hard top.

Neville advised he'd found the Club's urn so would take it to the next workshop.

Patrick had four toolkits for 100 cars – price to be negotiated.

GENERAL BUSINESS

Greg Strange thanked everyone for coming to his March workshop. He also acknowledged Bruce Ewan for helping clean up and Dianne Strange for everything else!

Gordon confirmed that all general meetings for the rest of the year were going to be held at the Strathfield Golf Club.

Meeting concluded at 8.55 pm.



cont' from page 2

the most from your touring, and you don't even have to be a member to download and use the app. If this reads like an advertisement for the NRMA, it does look like other motoring organisations such as South Australia's RAA provide similar services and have a 'myRAA' app, which, surprise, surprise, looks just like 'myNRMA'. Whichever State organisation you prefer, their app looks like it would be a useful thing to have on your phone. It even allows you to call for assistance and automatically gives your location if you are a member and your car should be temperamental as to 'fail to proceed'.

Hopefully, this will remove the need to provide 'the nearest cross street', even when you are nowhere near one. I do recall making an emergency call from the Wakehurst Parkway halfway between Oxford Falls and Narrabeen. The operator insisted on knowing the nearest cross street, so I said something like 'I'm on

Wakehurst Parkway about a kilometre north of Oxford Falls Road'. An hour later I called again. Same routine, except I was told that the NRMA man hadn't been able to find me at Oxford Falls Road. I explained that that was because I wasn't at that intersection, but a km north of it. Another mechanic was duly despatched. This one obviously came from the north and spotted us waving frantically at him as he approached. He stopped to help having obviously checked our registration against his job sheet. 'Why did you tell them you were at Oxford Falls Road, when you are here?' he complained. I could have explained, but I was just grateful for his assistance, and he did get us moving again quite quickly. And, with that recollection, I will wish you safe and uneventful travels in your Austin-Healey and I hope to see you at a General Meeting in the near future.

Gordon

Wishing all members who are Mothers a very Happy Mother's Day!

New memberships this month:

- Father and son Andrew and Tom Cluett from Rawles Motorsport in the United Kingdom with an overseas membership.
- Mark Rohald from Dover Heights with a 1966 BJ8 and full membership.
- Jeff and Janice Burton from St Marys with a Ford Mustang and associate membership to be tabled at the next committee meeting.

Welcome to you all and hopefully we will see you at a general meeting or an event soon!

We still have another two memberships interested in joining our club so hopefully will receive them soon.

Associate membership is for members that own any other marque of vehicle other than a Healey as noted on the membership form (available on our website www.austinhealeynsw.com.au under Membership) that wish to join our club primarily to be involved in our Historic Vehicle Registration. Once your application is submitted to me via email and all is in order, as membership secretary, I am able to accept and validate the application immediately in the view that you may need to have your registration done as a priority. I then advise our Historic Registrar, Patrick Quinn so that he can then assist you with the registration. I then advise the committee at the next monthly committee meeting. Associate members do not have voting rights within the Club.

Thanks to the members that have advised me of their changes, eg phone number, email address and home address. Don't forget to advise me if you change your

Membership Report Christine Lyttle

0410 201 373

membership@austinhealeynsw.com.au



address, email or any other details online to ensure that we can keep your details as correct as possible.

Membership renewals are due at 30 June 2021. You will receive an email to advise you of your membership later this month/early next month. These renewals will be sent via the website and should contain an invoice for the type of membership you currently have – note they will not be personalised invoices like you have had in previous years. We are trying to use our website for this process though I am in conversation with Jim Phillips our Website Manager to make a few tweaks to perfect this process. I am hoping this will be ready very soon.

We do hope that you will attend the next general meeting on Thursday 6 May 2021 held at Strathfield Golf Club. Come along and enjoy the evening, from around 6pm for dinner in the bistro. The fare at this bistro is well worth a visit. We usually meet in the Acacia Room – note this month the meeting will be in the Myrtle Room (the middle room to the left of the Acacia Room).

Keep safe and well!

Happy Healeying
Christine Lyttle

National Motoring Heritage Day - May 16

With National Motoring Heritage Day coming up on May 16 it is time to dust off the Austin-Healey, hit the roads and enjoy your pride and joy.

The Shoalhaven Historic Vehicle Club will hold their annual display in Berry Showgrounds to celebrate. Berry is a beautiful town, even more so in autumn.

While the theme is "Aussie Assembled Vehicles" everyone and all owners of Vintage, Historic and Classic motor vehicles and motorcycles of all years and marques, as well as vehicles of special interest are invited. The event starts at 7am and will conclude at 2pm

Should you wish to display a vehicle you will need to register ASAP as cut off is May 8. Registration is through David Mullinger on 0417 671 107.

For more information

<https://sites.google.com/site/shoalhavenhistoricvehicleclub/national-motoring-heritage-day>



Historic Vehicle Registration News

If you have a car on Historic Vehicle Registration you should read this.


It's been an active month for members with vehicles on Historic Vehicle Registration as the number has jumped from 199 to 205, and of that include 126 marque cars which in English are those containing the Healey name. The most recent has been a just restored genuine 100M.

The calls are not going away so I do wonder who reads this section on Historic Vehicle Registration. After all I have only been including it for over three years. Again I have had questions on how to renew, so here it is again.

You have received documentation for your vehicle from the Transport for NSW in the post. While I have the details of your car I do not hold the paperwork, nor do I send it out. What you have received includes a single sheet with "Historic Vehicle Declaration" at the top in big friendly letters. Fill in the left side and post it to me, (see page two of this and previous Flat Chat Newsletters for my address) along with an indication that your car is roadworthy which can be a positive inspection result by our inspection officers (see page two for their contact details) or a pink slip from an Authorised Inspection Station. You do not need to send me the actual registration certificate.

I will complete the right hand side of the Declaration and post it back to you inside the stamped addressed envelope that you have also sent me. Transport for NSW will only accept original documents, so it can't be by email. Once you get it back you can either go to your local Services NSW office to do the deed or post it to the TfNSW in Parkes along with a cheque or include your contact number so they can call you for your credit/debit card details. The Parkes address is provided on the paperwork that you have received.

Gregory Strange
Motor Mechanic



Between Abercrombie Street & City Road

117 Cleveland Street,
Chippendale NSW 2008
Tel: 9319 2299
Mobile: 0412 811 958
MVRL 35580



DONALD HEALEY'S BIRTHDAY DISPLAY DAY SHOW & SHINE

2021



Please join us on Sunday 4 July 2021

At the Bowling Green, Parramatta Park

(Located near the main entry at the corner of Macquarie & Pitt Streets Parramatta)

From 10am until 3.30pm

Due to COVID we are NOT supplying lunch so please bring a picnic lunch, a chair and your car

Donald Healey was born on 3 July 1898 and throughout his lifetime was involved with the development of Healey, Austin-Healey, Riley, Alvis, Triumph, Jensen, Humber, Nash, Invicta and Austin marques

Austin-Healey Owners Club (NSW) Inc would like to celebrate DMH's birthday with a gathering of many of the above cars as possible.

For further information, please contact Ross on 0408 465 547 or email us at enquiries@austinhealeynsw.com.au

Central Coast Workshop - 3 April



A glorious early morning start for our third of April Saturday Austin-Healey workshop. Being the Easter weekend numbers were down just a little on previous workshops, but still we had a very interesting morning.

Our guest speaker was Mark Randall, a very capable auto electrician here on the Central Coast. Mark demonstrated the correct way of making a wiring loom for a set of driving light with relays for the BN7 MK1 belonging to Neil Janes.

He also went through the process of joining copper wire with solder and heat shrink which was very informative and appreciated by the 18 participants. The morning finished with coffee, cake and freshly baked ANZAC biscuits.

As mentioned we had 18 Austin-Healey enthusiasts for the workshop morning, 12 Austin-Healeys, one Alfa Romeo, two utes and a 4x4.

Attendees were: Geoff Smith - MK1 BT7, Ian and Jenni Richter - BJ7, Jim Phillips - 100/6, Louise Hicken - 100, Julie and Garry Lee - BJ8, Doug Ross - BJ7, Gordon and Louise Lynas - 100, Chris Jenkins MK1 BT7, Richard Horwood Ute, Neil Janes 4X4, Ian and Blair Caulfield Alfa, guest speaker Mark Randall ute and Col and Kerrie Rule with four Austin-Healeys.

Next Austin-Healey Workshop will be held on the 1st of May. This will be a 'Healeys on the hoist' morning so come prepared to get your hands dirty!!!! Bring a plate and a good sense of humour. (I will have those good looking Austin-Healey Dust coats for sale as well)

All the best for now and safe Healeying.

Col and Kerrie Rule





Neil Janes and Mark Randall



At the Jensen factory in West Bromwich. Jensen CV8s being completely assembled next to BJ8 chassis/body units.

Sydney Technical Workshops (cont')



Thank you to Bruce Ewan and Julie Lee for the photos

John and Carolyn Kent on joining President's Perambulation

Well, it was time to check out the "Healey" to ensure all was well mechanically. I spent time on mechanical and cosmetic issues as well as trying to seal the joints in the hood.

At this time we did not know that in NSW the 'Big Wet' was approaching as far south as we were heading. The day before departure we had a discussion about taking the tin top in lieu of the 3000 and having put much work on the car I convinced Carolyn that it would be okay. So we set off a day earlier than the NSW crews as we had much further to go and we were going up the coast road

Why all the worry about rain? No signs of it yet, and we stopped the first night at Orbost. Next morning we set off for Batehaven to catch up with the early birds from NSW. Passed Eden, then oops, rain had just started, fine misty Melbourne type rain. Had good dinner with our fellow "Healeyites". Overnight it started to rain more in the NSW style of rain, continuous heavy drops which left the car wet inside and out. The following day, Neville Stirton, the only other Austin-Healey driver with his car, negotiated under cover spots for the two 3000s for the second night. Much better!



We retraced our steps to Merimbula and took the rain with us. En-route we stopped in Bega to buy a tarpaulin. Unfortunately our motel lacked any cover for the cars and the entry doors to our accommodation suffered the same fate, wet both inside and out.

Our next excursion was to the Sapphire Coast His-

toric Vehicle Club, a very impressive establishment with a program of cars under restoration by volunteers and interaction with local high school students. Having hitched a ride with Gordon and Louise Lynas for the day, we continued south to the Whale Museum at Eden.

That night following a group dinner at the RSL, Lynne Bray had a fall on the stairs and ended up in hospital. Husband Dick stayed on in Merimbula.

Short Detour

Next morning we took a short detour to visit family before taking the Mt Darragh road from Pambula to Bombala, an experience we could have done without. A six kilometre section of which was undergoing an upgrade so was not sealed. The rain had turned the surface into a 40 ml layer of sticky clay, which adhered to the underside of the Healey and is still being removed. Our entry to Bombala was blocked by a log jam threatening the safety of a large timber bridge; a short detour for those who took a chance brought us into Bombala for lunch. The others who had followed the detour signs found themselves already on the way to Jindabyne, our next accommodation. Fortunately the rain did not follow us up the mountains.

The next day, leaving the Austin-Healey in the undercover car park, we headed off with Colin and Delwyn Goldsmith on what turned out to be a lost cause to retrace Colin's memory of a previous Charlie's Run to the bridge across the upper reaches of the Murry River between NSW and Victoria at the Tom Groggin property. Thinking we would stop at Thredbo on the return for lunch; we failed to find any suitable eatery or many people about, but were surprised by the number of vehicles in the car parks. We are still wondering where they had all disappeared to. Another failure for the day was a stop at the Schnapps distillery and restaurant only to find that without a booking we could not get in to eat. So back to Jindabyne.

The following day, back in the 3000 we headed off to Yass via Canberra, one of our old stamping grounds in years gone by. Others took the Snowy Mountains Highway through Adaminaby and Tumut.

con't next page



After a farewell dinner at the Motel restaurant, the following morning saw everyone head off for home. For us that meant a night at Beechworth. On our approach a disconcerting noise emanated from the front right wheel and on arriving at our motel we rang the RACV for assistance. After some confusion as to where we were and where they were dispatching assistance from, we were finally aided by a RACV agent just 500 metres up the road. With his assistance having identified the issue as front wheel bearings, John was able to provide the necessary replacement bearings from his spare parts collection in the boot. The first time he has needed to utilise his supply, for his own car, in 25 years. The Austin-Healey was ready in the morning and we returned to Mt Eliza.

Lessons learned:

In heavy rain Austin-Healey hoods leak at the seams no matter how much love and attention is lavished on them.

Front wheel bearings will fail particularly with wire wheels as water enters through the spoke holes at the hub unless periodically checked.

Louvers in bonnets allow water to access the electrical components i.e. coil and distributor.

Avoid roads under repair in wet weather.

Invicta - Really Early Healey History

Now this is really early Healey History and concerns a time before the Second World War when the name of Donald Healey was linked to his success in UK and international rallying.

I thought that we might enjoy the recent *Classic & Sports Car* test on the Invicta that DMH drove to victory in the 1931 Monte Carlo Rally

<https://www.classicandsportscar.com/features/driving-donald-healeys-monte-winning-invicta-low-chassis>

Tasmania Tour - 2022

At the request of the AHOC I have been asked to organise another Tasmania Tour in 2022.

If you wish to express your interest, please contact Terry Bancroft on 0409 323 133, or (02) 4777 4883 or bangers@bancroft.id.au

You may pull out up to around December 2021 with nil loss.

This will definitely be the last Tasmania Tour that Pat and I will be organising.

Itinerary

February 6th -	Departing Melbourne on the Spirit of Tasmania
February 7th -	Breakfast at the Edgewater Hotel Devonport
February 7th & 8th -	Overnight stay in Burnie
February 9th & 10th -	Overnight at the West Coaster Motel Queenstown
February 11th-14th -	Overnight at the Old Wool Store, Hobart
February 15th & 16th -	Overnight Bicheno
February 17th & 18th -	Overnight Casino Launceston
February 19th -	Depart Devonport for Melbourne on the Spirit of Tasmania

All mornings will include either a continental or a full breakfast depending where we are.

To cavalierly go where no man has gone before

Club member Scott Graham has sent in the below of a recent exploit he enjoyed with his 100/6. I can relate to the experience of ‘cavalierly’ removing or dismantling something from an Austin-Healey. It’s somewhat akin “Act In Haste, Repent At Leisure”.

I’ve somewhat cavalierly pulled apart my wiper assembly and now need to reinstall six months on – not a straightforward process on a running car.

Here’s a lovely set of instructions on how to do this from a gentleman on Facebook that I thought may be of interest for the newsletter.

Assemble the wheel boxes and tubes; leave the screws that clamp the tube loose enough that you can rotate the tubes. Grease the rack and slide into the tube. You will most likely have to rotate the wheel boxes slightly when pushing the rack through. Correctly fit the wheel boxes and tighten all screws and the two nuts except for the screw closest to the wiper motor. Do not fit the wiper blades. The next part is a bit tricky. If the wiper motor is mounted and you haven’t done this before remove motor.

Put a small amount of grease in the slot that square end of the rack sits in. Place the rack into the wiper then do up the nut on the end of tube. Do not fully tighten. Refit the small crank that goes between the rack and the pin on the gear, the copper park contact can go on either way refit circlip at gear end. You may have to rotate a wheel box to get the crank to line up. Refit the cover, but leave screws loose. Refit motor. Tighten the screw in wheel box closest to motor and the nut on tube. Make sure wiper switch is off and turn on ignition. The plate that hasn’t been tightened has a raised section with a wire connected to it. Slowly rotate this raised section while watching the splined section of the wheel box. The wheel box pivot will rotate when you turn the raised section. When it is the rest position (park) turn the switch on, then off and make sure the wiper will park in the correct position. You may need to adjust a couple of times. Tighten the plate screws and refit arms.

When you fit the flared ends of the tubes into the wheel boxes put the flare in the outside slot.

Rod Smith, Austin Healey Owners & Enthusiasts Facebook Group



PENINSULA SPORTS CAR SERVICES

BRITISH & CLASSIC CAR SPECIALISTS

- Engine, gearbox, suspension & brake rebuilds & upgrades
- 5 speed gearbox conversions
- All servicing, tuning, repairs & restorations
- Extensive range of MG special tuning parts
- Moss master distributor for spares & upgrades
- VTO & Minator alloy wheel stockist & distributor
- Brad Penn oil stockist





Extensive Range of MG Special Tuning Parts

AUSTIN HEALEY & All MGs are our speciality Brad Penn Oil Stockist

Quality Repairs & Service to all British Sports Cars at Reasonable Rates

VTO Wheels stocked & available in most sizes

37 WINBOURNE RD, BROOKVALE N.S.W 2100

(02) 9907 2069 • g Morse@optusnet.com.au
peninsulasportscars.com

PLATINUM SMASH REPAIRS

Specialising in Insurance
and Private Work

TEL	FAX	MOB
02 9439 9552	02 9438 5671	0418 964 774



Contact: Vince Cessario AHOC Member

info@platinumsash.com.au
13 Wilham Street - Artarmon NSW 2054

It didn't quite start out as expected.

Just imagine what it's like.

You have a birthday coming up; the weather is just right and there is an Austin-Healey in the garage just waiting to take you and your wife for a few days in the Hunter Valley.

Well that's what Chris and Dina Dimmock were looking forward to when they jumped into their BJ8 for the short trip north.

They were soon cut short in their tracks by a puncture caused by hitting something between 65 and 70mph that flew upwards taking a chip out of the inner guard. They couldn't have chosen a worse place – on the side of M1 Motorway with next to no room between the car and the Armco.



Being a good scout Chris was prepared with a brand new Minilite wheel, a brand new matching spare and a knock off hammer for the centre-lock wheels. Chris even had a ramp, because the car is too low to get a jack under. Plus we all know how useless the original jack is in most on road situations.

Jack? What jack? Lately Chris has been working on his Austin A40 Farina and guess where the jack was.

A call was made to the NRMA and after an hour and a half Chris was advised that the service technician refused to attend for his own personal safety. (Once had the same thing happen on the Hume Highway. PQ)

Finally, it occurred to Chris to ring the RTA, (or what-

ever the organisation is called that looks after motorways.) Chris can't speak too highly of the blokes from the RTA who arrived 25 minutes later.

"I already had the car up on the ramp and centre-lock knockoff loose. They jacked the car exactly where I showed them, wheel off, wheel on, knockoff tightened and they couldn't believe how quick I could change a wheel."



"The RTA blokes even had an awesome low alloy trolley race jack. The NRMA were hopeless, while the RTA was just fantastic. These young men had never seen a centre lock wheel. They were so respectful of the car, jacked it where I showed them and really couldn't believe that there were triple Webers hanging off a three litre six-cylinder engine under the hood. They are a credit to the NSW Government."

"The wheel changed, the car was back on its four wheels and we were on our way again."



What tools save you the most pain and suffering?

Thank you to Hemmings and Mike Austin



Who among us has splurged on a specialty tool and found it to be worth its weight in gold?

The right tool at the right time can save hours of work and acres of skinned knuckles (not to mention keeping a few dollars out of the swear jar). Too often, though, you're already deep into a task before you know what you need. And then you tell yourself there probably won't be a next time and you struggle through, getting it done the hard way. And yeah, sometimes it seems crazy to spend good coin (the quality specialty tools always seem a little pricey) on something made for a very specific application.

If you have one of these life-savers, though, you know that there is value not just in time saved, but in mental health preservation as well. The right pain-saving tool can be for common use, like *GearWrench* ratcheting wrenches. These are so popular here at Hemmings that they made our staff list of favorite tools twice. My set lives on a magnet strip above the toolbox for easy access. Every time I use them, even on a nut or bolt with plenty of access, that fine-tooth clicking noise reminds me that I don't have to reposition the wrench after every swing.



Is it weird that I'm excited for the next time these pliers come in handy?

More often, though, these prize tools are for a single task. I recently splurged on a pair of cable hose clamp pliers and I can't believe it too me this long to buy them. It's a total game-changer. The pliers transform the hose clamp from mechanical nemesis to a simple, foolproof way to connect coolant lines, and the cable setup means there's plenty of room to

Cont' next page



Cont' from prev page

FOR SALE OR LEASE?

Then Speak to Me

For best advice and outstanding results in all aspects of selling, buying, leasing or valuing your residential/commercial property. Over 40 years experience. AHOC member for over 25 years with competitive fee structure for fellow club members.

Richard Horwood A.R.E.I.

PRINCIPAL & REGISTERED VALUER 1006

T (02) 8765 1900 **M** 0408 233 592

F (02) 8765 1922

E mail@boulevardere.com.au

boulevardere

REAL ESTATE

www.boulevardere.com.au • 2 Bennett Street Mortlake
All correspondence to PO Box 236 Concord NSW 2137

wiggle clamps in and out of position while the lever lock holds the spring open. And the best tools in this category not only save time, but prevent the accidental damage that often comes with improvisation. Editor Dan Strohl swears by a set of interior trim tools, which help pop plastic interior parts without breaking any of the clips that hold them in place. “They’ve saved my bacon so many times,” he says.

What are the tools you’re most grateful for, or that make your life immeasurably less stressful?

Let us know in the comments.

See <https://www.hemmings.com/newsletter/> for more detail

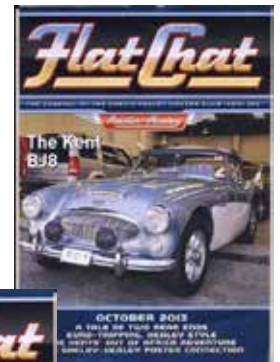
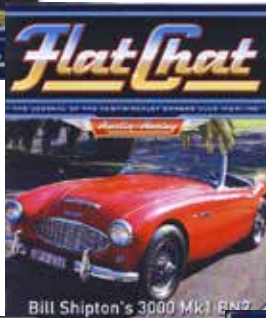
Flat Chat Back Issues

Interested in receiving backcopies of Flat Chat? Now available, digital copies of Flat Chat for 2005 through to May 2021.

That’s 175+ issues for you to read at your leisure. Free and gratis to members. All you have to do is to send a 1-3GB USB (thumb) drive to me at the below address along with a stamped self-address envelope.

Patrick Quinn
“Wongaburra”
116 Warks Hill Road
Kurrajong Heights
NSW 2758

You can give me the drive (& stamp) at a meeting.



HRH and the Austin-Healey

You would have to be on another planet not to be aware of the death of Prince Philip, the Duke of Edinburgh on 9 April 2021.

Many would know that HRH was a keen motorist and during the 1950s was often seen in a Lagonda and an Alvis. As you can see from these two photos, there is an Austin-Healey connection with Donald Healey and the prince seen with NOJ 391, one of the 1953 Le Mans cars.

The below is a story I have heard quite a few times, but with HRH's passing it's worth repeating.

Bic Healey often told this story and here is one rendition given at the 1991 US West Coast Meet at Lake Tahoe.

Gary Anderson, then President of the Austin-Healey Club, Pacific Centre conducted the interview with the meet's guests of honor, Brian Healey and Gerry Coker.

"The Old Man called me into the office one day and said, 'I've had a phone call from Buckingham Palace, boy.'" Brian said, "Well, that's nice. What do they want?" So he said, "Prince Philip, he's the bloke who married the Queen, you know, wants to try a Healey." I said, "Well that's even better. What do you want me to do?" "Well you will have to take it down." I said, "Well, that's all right, but I don't know Prince Philip or the Queen. I don't know my way to Buckingham Palace. I don't think I have even driven a car in London before." Well, he said,

"Oh, you can do it. No problem. It's on the road."



Okay, off I went. I put a bucket and sponge in the back of the car, and I went to London. Got there, stopped across the road from Buckingham Palace, filled my bucket from out of a fountain and sponged it off. You could do it in those days.

Drove up to the gate and these sort of soldier chaps there just staring into nothing. A chap came out from behind a pillar and said, "Mr. Healey, we were waiting for you." Good. "Drive in around the back there, sir." So I went in around the back there. I got out. A chap trotted down the steps, "Mr. Healey?" "Yes, I've brought a car for Prince Philip." "Oh, yes, that's right. Do come in." So in I went. I was introduced to Michael Parker, who was a heck of a nice bloke. He was an Aussie and was the Equerry. No, not the Equerry, the Private Secretary. He took me into the next office for coffee with a chap called General Sir Frederick Browning, who was married to Daphne du Maurier. You probably heard of her. She wrote a lot of books. And this chap was a Cornishman and we had a bit of a laugh and a joke and a cup of coffee and when I came out again the car had gone. It was whipped down to Goodwood, which at that time was a racing circuit and the Duke of Richmond, who lived there, was also a friend of Prince Philip, and they had great fun down there with this car. Well I can't tell you any more about it. It was quite ...

Gerry: What happened to the car?

Brian: Oh, I had to get down later to collect it from the Royal Mews. Bring it back again. Philip wasn't allowed to buy one because he couldn't get it insured.



Photos of Interest



Always liked this photo of three Works Rally 3000s leaving for the Continent in a Bristol Freighter. Pat Moss can be seen behind the wheel of the third car.



Were they such innocent times?

Think about what it was like in 1959/60.

By the way the main actors in *Speed Crazy* are now in their mid-80s.



A close call!



Iain McPherson tells me that this car still exists in Victoria.

Painting a 100 Dash

By Mike Salter

In my continuing efforts to accurately archive as many details of this very early Austin-Healey 100 as I can, I have spent time gently sanding through the paint on the dash in an attempt to determine its original colour.

I want to emphasize that all I am doing here is cataloguing what I'm finding as I disassemble this particular car and I am in no way suggesting that this information will be accurate for other Austin-Healey 100s of this era.

The dash consists of two aluminium pressings. One I call the 'Dash' and the other, which is attached to the 'Dash' I call the 'Instrument Pod'.



The Dash



The Instrument Pod

The 'Instrument Pod' is mounted onto the surface of the 'Dash' and attached using screws inserted from the rear.

Here are some background points:

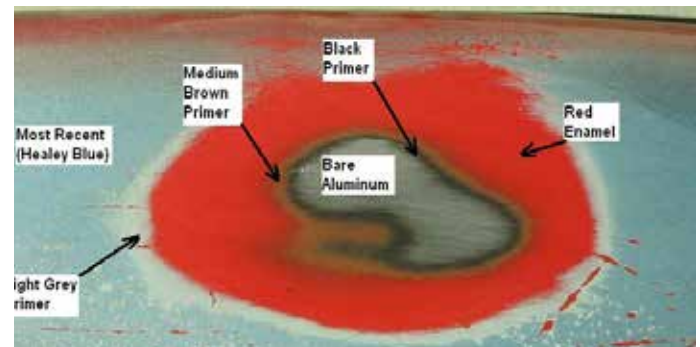
1. The back of the 'Dash' is a dark brown with some small areas at the ends having been over sprayed with black (The reverse of the front of the 'Dash' oddly.)
2. The 'Dash' has been apart. i.e. the 'Instrument Pod' has at some time been separated from the 'Dash' and the rubber strip which is meant to act as a seal between them is missing. (I'm absolutely confident that the safety gauge has never been removed from the car and pretty sure that the 'Dash' itself has never been removed from the car. Because the safety gauge has a liquid filled capillary tube running from

it to the radiator, the 'Instrument Pod' almost certainly has never been moved more than a few inches from its installed position).

3. As every part of the front of the 'Dash' has black primer which has been sprayed over with a brown paint (primer?) which is consistent with the rest of the paint on the inner body, I think it is fairly safe to conclude that the 'Dash' has never been stripped to bare metal. (The outer surfaces of the body have been stripped bare and on them light grey primer has been used).

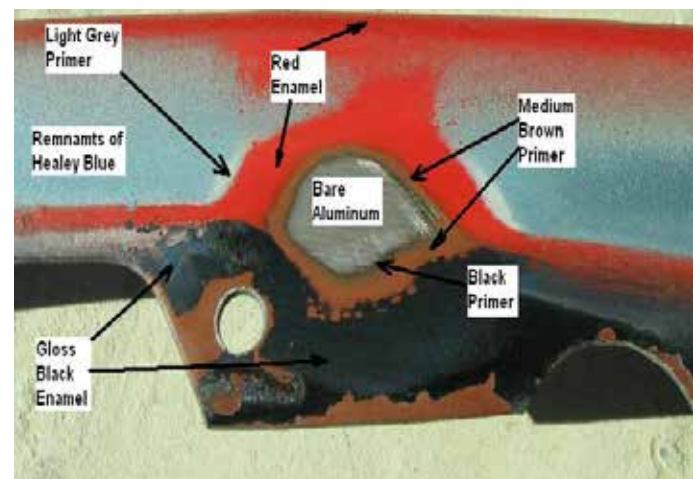
4. The last paint applied to the 'Dash' was a silver/blue colour which was very poorly done in that there is no paint up over the top of the 'Dash' where it is hidden from view by the rear lip of the front shroud.

The 'Dash' appears to have been painted red originally as can be determined by studying the image below of an area adjacent to the grab handle on the right side of the 'Dash'.



Close up of the paint layers on the Dash

The next image is from the area of the 'Dash' at the top of where the 'Instrument Pod' is installed.



Paint layers at the Dash to Instrument Pod transition area

Cont' Next Page

Of particular note is the gloss black which was the top surface of the 'Dash' under the 'Instrument Pod'.

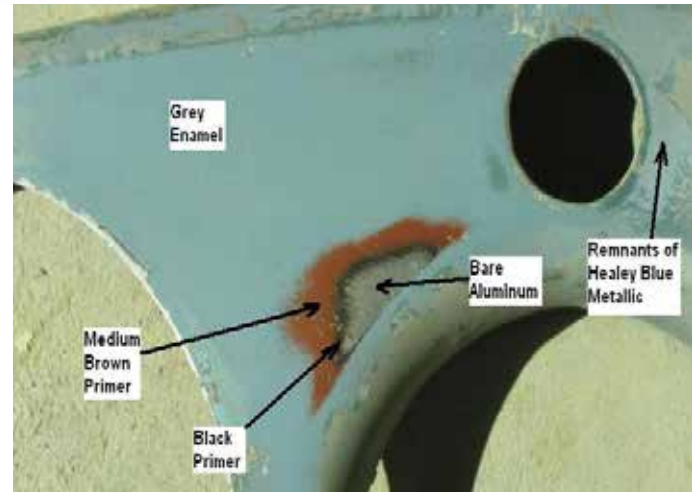
When I first looked at that black I thought it may be a dark blue, but have concluded that it is definitely black.

There is no sign of red under the part of the 'Dash' originally covered by the 'Instrument Pod' or anywhere on the 'Instrument Pod' itself.

The grey on the 'Instrument Pod' (First coat on top of the medium brown primer) is very similar, if not identical to the blue/grey (Healey Grey?) that I have concluded was the original colour of this car.

Although most of the original interior was missing from the car some remnants remained and they appear to confirm that the interior was trimmed in dark blue.

This one really has me scratching my head as the conclusions that I have come to are completely out of line with what is "accepted" as the usual.



Paint layers on the Instrument Pod

Anyone who hasn't fallen asleep so far and would care to comment your thoughts are very welcome. Please go to <https://www.netbug.net/blogmi-chael/2012/05/13/healey-174-original-dash-paint-a-real-mindbender/>

I'm particularly interested if anyone can suggest a sequence of painting events which may have created this combination of colour coats.

Having a Leak

thanks to Glenn Barnes



Prior to shipping my BN2 back to The Healey Factory in November 2020 for selling, I was having a problem with a strong smell of petrol smell developing near the garaged car. Greg Strange checked over everything and could only find some minor seepage around the carburetors, which he fixed. There was an ongoing, and not too strong, petrol smell in the boot which we thought may be due to the petrol cap not sitting snugly enough.



Following transport to Melbourne, the car was unloaded and after sitting overnight, a puddle of fuel was found on the floor at the rear of the driver's side.

Investigation revealed a failed crimp seal in the relatively young aluminium fuel tank. The tank was removed, flushed and filled with water and the problem area of the seal repaired. All good now!



Tuesday 9 November to Friday 12 November 2021

REGISTRATION AND BOOKING OF ACCOMMODATION IS NOW OPEN.

Programme

Arrive Tuesday late afternoon, welcome, registration, and an evening meal at the Sunraysia Resort.

Wednesday car convoy to historic Wentworth via Merbein and return via NSW and the Coomealla Club for lunch. Then onto Mildura via the Australian Inland Gardens and or the Holden Motor Museum.

Wednesday evening will be on a paddle wheeler cruising the Murray river and enjoying an onboard dinner. A security guard will be caring for our cars during this time.

Thursday morning, we will have a car display for photos, public display, and local media. The remainder of the day will be free time to visit any of the historic, culinary, or local wineries according to your preferences. Options in your welcome pack.

Thursday evening, we will be treated to a special dinner at the Grand Hotel Mildura. A circulating bus service will collect you and return you to your accommodation.

Friday morning, we will provide you with a cooked breakfast on the lawns beside the Murray river at Mildura where we will say our goodbyes before driving home or staying on for more holiday experiences.



Inclusions

Your registration fee includes the following.

- Tuesday evening welcome meal - Drinks at bar prices.
- Wednesday lunch at the Coomealla club - Drinks at bar prices. Wednesday evening river cruise with two course meal. Drinks at bar prices. Security guard at the Mildura wharf during the cruise.
- Thursday evening dinner at the Grand Hotel. Red and white wine and beer will be on the table. Spirits and mixed drinks at bar prices. Shuttle bus service to and from your accommodation.
- Friday morning cooked breakfast provided by the local Lions club.

Accommodation

Three accommodation venues are recommended.

Sunraysia Resort. 03 5021 9600 www.sunraysia-resort.com.au We have reserved 20 self contained units for our rally dates, which will remain allocated to us until 31st May. Each unit has two large bedrooms, most with their own bathrooms together with kitchen and lounge area, with two car spaces green lawns and palm trees.

Ideal for two couples to share. The resort is a time share venue and has many facilities such as indoor and outdoor pools, tennis courts, mini golf, bistro bar, and more. The entire resort is securely fenced and gated.

Boulevard Motor Inn 03 5023 5023 www.boulevardmotorinn.com.au

This motel is very easily located on the main road into Mildura, Deakin Avenue, and has all the facilities we expect from a large motel. Discrete off-street parking is provided at the rear of your room.



Mildura Mini Rally

Mildura Inlander Resort 03 5023 3823 www.mildurainlanderresort.com.au

This resort has ample gardens and trees with a large outdoor pool, tennis court etc. Large rooms with kitchen facilities, restaurant, and safe off-street parking. Also easily located on the main road into Mildura, Deakin Avenue.

Bus Pick Up

This will be from the three accommodation locations mentioned above on the Thursday evening. If staying elsewhere you will need to make your own way to the Grand Hotel or to one of the pickup points.

Booking, Cost and Registration

Rally participants are required to make their own accommodation booking. Mildura is a popular tourist location and therefore early registration is strongly recommended. Contact the Sunraysia Resort before end May to secure a reservation if this is your preferred accommodation option.

The cost per person for the registration is \$250. Accommodation cost is additional, as are other costs such as meals that are not listed and museum entry etc.

To register for the rally or if you have questions, contact our registration manager Brian Aitken at 2021minirally@healeyvic.com.au or 0419 025 858.

Receipts will be issued to acknowledge receipt of payment.

IMPORTANT INFORMATION

Maximum attendee numbers are dictated by the River Boat capacity of 150 persons - BOOK EARLY TO AVOID DISAPPOINTMENT!

PLEASE SEE EMAIL ATTACHMENT FOR REGISTRATION FORM

FOR SALE

WANTED

FOR SALE



WANTED: Original BJ8 steering wheel.

I'm looking for an original adjustable steering wheel to replace the very damaged one I have on my '64 BJ8.

If you have one that you would like to sell, please get in touch at peterflint99@gmail.com or on 0414 768 727.



WANTED:

I am looking to purchase an original Lucas Flasher can Model No. FL3.350038 Made 11.55

Also fits a Jaguar XK120.

Please contact Col Rule on (02) 4368 2938



FOR SALE

1955 Austin-Healey 100 BN1 (BN1/227125) with hardcover Service Manual and Heritage Trust Certificate, Body off and mechanical restoration a few years ago. Would suit the most discerning and serious buyer ... all details http://www.ibcholdings.com.au/cars/austin_healey/index.html

PRICE \$95,000 FIRM. Call 0408 162 762 (daytime) or email ibcholdings@bigpond.com for more information.



FOR SALE

1955 Austin-Healey 100 BN2 (BN2/228918). Delivered new to Melbourne, Australian. This BN2 (build date 22 October 1955) has been painstakingly restored by a long term Austin-Healey enthusiast.

It is currently for sale at \$110,000 on behalf of its owner who is unwell. Call 0417 673 065 if interested.