



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

COMING EVENTS

January
Not much

February

- 3rd Monthly Meeting
- 5th Central Coast W'shop
- 9th Committee Meeting
- 12th Sydney Workshop
- 27th Presentation Day

March

- 3th Monthly Meeting
- 5th Central Coast W'shop
- 9th Committee Meeting
- 12th Sydney Workshop
- 27th Retford Park

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2021 AHOC Christmas Party

Photos by Jenny Penman (JP) and Patrick Quinn (PQ)

JP

What an excellent evening it was.

Thursday 2nd December would normally be the date of our monthly meeting, but some clever clogs decided that it should be our Christmas Party instead. The Strathfield Golf Club was the venue and our own Christine Lyttle did us all proud with the organisation of the evening.

Our normal meeting room was given over to tables covered by nicely starched white table cloths and the expected cutlery and crockery. However that wasn't all, as thanks to Christine the tables were also adorned by specially printed Austin-Healey Christmas crackers, hand painted Austin-Healey tree baubles and to top it all, in front of every seat



JP



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PO Box 6494
North Ryde NSW 2113

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

Our monthly meetings are 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 bistro from 5.30pm.

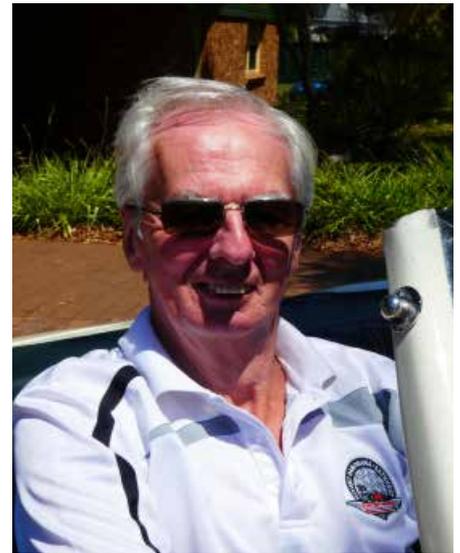
PRESIDENT'S MESSAGE

Another year over, and a new one begun, let's hope it's a good one with plenty of fun (and apologies to John Lennon).

Each year various dictionaries pick a 'word of the year'. Of late they seem to have forgotten that 'word' is singular and instead have picked a particularly common new phrase that has entered the language. Reverting to the dictionary definition of 'word' I'd like to suggest that the 'word' for both 2020 and 2021 ought to have been 'CANCELLED', as so much that was planned, both by Clubs such as ours, and by each and every one of us has been cancelled over the year. Think National Rally - cancelled three times (the AHOC Vic organisers are truly a very resilient group); Presentation Lunch - cancelled twice; numerous workshop Saturdays cancelled; Charlie's Run - cancelled, although a few stalwarts did do the reverse Run in somewhat challenging weather conditions five months later.

I'm sure that like me you have also had personal and family events planned, then either deferred or cancelled. I don't like to even think about how many bookings I have made only to later cancel them as the dread 'C' stalked amongst us, changing form every time we thought it was fading away. From Alpha, through Beta, Gamma, Delta, and now Omicron, we step our way through the Greek alphabet. Thankfully that one is shorter than the English alphabet!

And so to 2022, let us indeed make it a good one with plenty of fun! Your committee will be doing its best to have plenty of interesting places to visit during the year, and we shall be continuing with in-person general meetings at Strathfield Golf Club. Workshop Saturdays will resume in Sydney environs and on the Central Coast, and Bruce Ewan is continuing to book interesting places for us to visit throughout the year. The first



Gordon Lynas – 0403 198 343 –

gordonl@aussiebb.com.au

of these will be our Presentation Lunch, followed by the much delayed visit to Retford Park on 27 March. At this point I have to apologise to Bruce for not managing to attend any of the events that he has previously organised. I do try, but things like Charlie's Run, sailing races, granddaughters, and my duties at the Railway Museum just kept on getting in the way.

Cont' on Page 7

COMMITTEE LIST - 2022

Club Patron—Ross Bond

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

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

Public Relations - Ross Penman
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0413 589 306
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Non-Committee Positions
CSCA Delegate - Colin Goldsmith

Librarian - Ron Strange

CMC Delegates - Ray Roberts
Ian Clayton

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Display Day Coordinators - Ross & Jenny Penman

Conditional Registration Inspectors - Neville Stirtion
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, 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
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Greetings and welcome to the January 2022 issue of the Flat Chat Newsletter.

See I told you there would be a January issue of the Flat Chat Newsletter. I know that many clubs don't publish a January publication, which is something I have never understood. Surely it's a time of the year when you have enjoyed the rels dropping over and consuming all your Christmas fare, so surely it's time to start thinking about really important things like what's happening in the Austin-Healey world.

So what's in the issue?

First is our Christmas Party that was held at the Strathfield Golf Club on 2nd December and as you would have already seen it's on page 1 of this Flat Chat Newsletter. It was a very enjoyable evening and once again thanks to Christine Lyttle for the organisation that was behind it all.

Thank you too to Colin and Kerrie Rule for not only putting the Central Coast Workshops together, but to also sending in the

words for us all to read and enjoy. A big thanks to country member Greg Poole for sending in his article on the fitting of LED lights to his BJ8. I have not met Greg at any club event and very much appreciate him taking the trouble that he has.

On page 14 you will find photos sent in by Bryan Levy of the Vacluse Car Club display day held at Watsons Bay on 5th December. Thank you Bryan and thanks to Peter Laurantus for his photos of the Terribly British Day at Queanbeyan that was held on the same day. Seeing the tarmac rally BJ8 of ACT members Terry and Theresa Pulford amongst the cars present, reminded me of an article I wrote for the much missed BMC Experience magazine, so you will find that starting at page 29.

The Quinn Austin-Healey progresses, albeit slowly mainly due to Christmas festivities. Over time I think I have been through four or five rear vision mirrors with the car. When I bought it back in 1974 the Lucas Day/

Night mirror disappeared on the car's journey to Australia, but it was replaced by another from a Jaguar. That disappeared as well in circumstance that completely escape me. So I went to a standard 100 mirror that I picked up at a swap meet. Over time that developed quite a bit of surface rust and a month back I bought a new mirror from The Healey Factory and that's now fitted and looks very pretty.

Next came a tidy up for the rest of the dash which was simple enough, except for the overdrive escutcheon plate. The original plate had seen better days, but I didn't want to fork close to \$50 for something so small. So armed with a very small miniatures paint brush and some Humbrol enamel paint I painted in the recesses. Any excess was removed by a cotton bud dipped in thinners. I am pleased with the result

Trust you enjoy this issue of the Flat Chat Newsletter, and I look forward to receiving our words and photos for the February issue.





Social Report

Bruce Ewan 0432 096 493

social@austinhealeynsw.com.au

Happy New Year

After two years of many postponed events and false starts, I am hoping 2022 would be less dramatic. It's time to dust off the cobwebs, enjoy the wind in our hair and indulge in our Austin-Healeys.

With case numbers of Covid rising once again, there is some trepidation, yet the news coming from health experts, scientists and the government seems to be that Omicron is less severe and the larger populace need to start returning to normal life, while exhibiting a little caution.

So far hospitalisation rates are much lower and there are multiple treatment options. Australia has the world's highest vaccination rates plus testing centres and rapid testing options are keeping sickness levels low.

The health of our members is of utmost concern so for the foreseeable future we will follow all government guidelines, use masks in indoor venues and additional precautions where possible.

It is highly possible that one or two events may be postponed and if so I will advise everyone registered if this occurs. For the sake of planning and to create additional events throughout 2022 it really helps if people register early for those events which are of interest. This is even more important for catered events like the trophy Presentation Day.

So with that please register ASAP for events that you would like to attend. If there are certain venues and or events that you believe other members may have some interest in attending please feel free to suggest those and I will try to build them into the calendar.

FIRST – Sunday 27th February - Trophy Presentation Day hosted by Philip Bloom (Belrose)

The Trophy Presentation day is generally the highest attendance of the year. Held on the balcony of Philip Bloom's home in Belrose this could be considered an outdoor event. Please register your interest in attending ASAP so that I can lock in catering numbers. Register NOW social@austinhealeynsw.com.au.

SECOND – Saturday 12 March – Sydney Technical

Workshop Paint Correction hosted by Vince Cessario (Artarmon) Register NOW social@austinhealeynsw.com.au.

THIRD - 27 March - Retford Park House and Garden Tour (Southern Highlands)
Register ASAP - Almost at maximum capacity social@austinhealeynsw.com.au.

FOURTH – The new events section of the AHOC NSW website is currently in testing phase and hopefully will be activated in early February. Until then registrations for events via email social@austinhealeynsw.com.au or phone 0432 096 493.

OVERDRIVE – Also of interest yet not club events. As soon as the new events section of the AHOC NSW site becomes active I will also start to list events that are of interest, yet not officially club events. Events on the radar include:-
Cars & Coffee, Cardi Gras, LuftWasser 2022 – 2-4 April (Albury Wodonga)

Austin-Healey NSW events February till July

February

27 February - Trophy Presentation Day hosted by Philip Bloom (Belrose)

March

12 March – Paint correction hosted by Vince Cessario (Artarmon)

27 March - Retford Park House and Garden Tour (Southern Highlands)

April

9 April - Concours preparation and detailing led by Patrick Quinn hosted by Terry Bancroft (Llandilo)

24 April - TBA

May

14 May - Mechanical workshop hosted by Greg Strange (Darlington)

10-13 May - Victorian Mini Rally

15 May – National Motoring Heritage Day (TBA)

June

11 June – Restoration and refurbishment hosted by John Sherman (Newport)

26 June – Movie - Skyline Drive In Blacktown (Blacktown)

Looking forward to catching up with members.



Historic Vehicle Registration News

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

Another reasonably quiet month with around 20 renewals. No doubt caused by the festive season. However we did have two new registrations, one of which was a BN2.

One situation that did arise during the month was of concern and hopefully will not arise too frequently. It revolves around what happens following the sad passing of a member with a car registered as a Historic Vehicle. Can the vehicle's registration be transferred into the name of the spouse or beneficiary? Well it turns out that it can't, as Historic Vehicle Registration is not transferable.

This caused quite a bit of head scratching and thankfully it was a question that has not arisen beforehand. So after unsuccessfully searching through the website of the Transport for NSW the advice was sought of Terry Thompson, President of the Council of Motor Clubs. Terry advised that "Technically no conditional rego HVS, CVS or even a tractor, is transferable to another person, even a relative." He recounted the situation following the death of a gentleman with seven cars historically registered, the son had to apply for seven new registrations, hand in all the plates and buy seven new sets. There has to be a moral to this story, but I haven't thought of it yet.

Talking about renewals, I continue to wonder if members read these words as some send me reams of paper dealing with their Conditional Registration. Please read below and you will see what needs to be forwarded.

Again here are the steps when renewing your Historic Vehicle Registration:-

- Once you have received the renewal from Transport for NSW, arrange for your vehicle to be inspected for roadworthiness by either an Authorised Inspection Station or one of the volunteer AHOC inspection officers. See page 2 of *Flat Chat* for their contact details. Remember all vehicles including Historic vehicles need to be inspected and passed as roadworthy.
- Complete the left hand side of the "Historic Vehicle Declaration" and post it to me at my home address (See page 2 of *Flat Chat* for my address) along with an indication that your car is roadworthy or a copy of the pink slip. Please include a stamped self-addressed envelope. There is no need to send me the registration certificate. Do not post me the documents by Registered Post as that just slows down the process as I have to go to the post office to accept a registered postal item.
- Once returned, either go to your local Services NSW office to do the renewal or post to Transport for NSW in Parkes. That address can be found on the registration papers.

Gregory Strange
Motor Mechanic



Between Abercrombie Street & City Road

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

Christmas Party Cont'

was a wrapped gingerbread in the shape of an Austin-Healey.

Thank you Christine for all your time and effort that went to make the evening the success it was.

Everyone arrived in plenty of time to enjoy a good natter while enjoying a glass or two of wine. Dinner in the form of a plentiful two courses was served and from comments was certainly enjoyed by everyone. Wine was available throughout the evening followed by coffee and tea.

During the evening Gordon Lynas was upstanding

to provide a rundown for the year which was followed by a little crystal ball gazing by Bruce Ewan as to what hopefully will occur during 2022. A little light relief was provided by Ray Roberts and Allan Whitehouse all of which was followed by a plentiful number of 'lucky door prizes' for those who had the correct ticket number.

It was wonderful to see so many club members there on the evening along with our patron Ross Bond along with Steve and Helen Pike who had travelled from the depths of Bacchus Marsh in Victoria.

A most enjoyable evening.



PQ



JP



PQ



PQ



PQ



President's Message Cont'

Hopefully I will manage to join in at least some of the fun this year.

We also have some 'Specials' coming up. In October some of our members will be joining Terry and Pat Bancroft to enjoy their final 'Tour of Tasmania'. These have been a biennial feature in the Club's calendar for many years and have been enjoyed by many of our members, so it is with great regret that we find that this will be the last one to be organised by Terry and Pat. They have done a great job organising and leading these trips. It would be really great if one of our members could contact Terry and take up the challenge to keep this event a recurring feature of our club.

In May we will eventually have the thrice postponed Victorian Mini-Rally to enjoy. Once again I will

organise a 'meander' for those who wish to join a leisurely convoy to Mildura for the Rally, and also of course for any members who would just like to meander with the Ralliers, even if not attending the Rally.

In July we should all be meeting once again in Paramatta Park to celebrate Donald Healey's birthday, and of course Charlie will be Running again somewhere north later in the year.

It's going to be great. 'Cancelled' is NOT going to be the word of 2022! Get your cars ready for a busy Austin-Healey year and I hope to meet many more of you at our club events

Happy New Year Healeying

Gordon

Something Very Different For Sale

COLIN RULE OFFERS FOR SALE HIS COLLECTION OF ANTIQUE PEDAL CARS.

1941 Cyclops Rio Tip Truck. 1949 Cyclops Chevrolet. 1954 Cyclops Clipper. 1949 BMC Jamerson 750 Pathfinder - still in original condition. If interested please contact Colin on 02 4368 2938 or 0408 494 229.



December Central Coast Workshop

By Col & Kerrie Rule.

A very fitting day for the last Workshop of 2021. Yes!! The rain held off and 'what a day it was'. We had 23 enthusiasts with ten Austin-Healeys.

The day started with a great line up of cars looking absolutely sparkling for the Show and Shine. Neil Janes turned up in his freshly powered 3000 Mk1 BN7. He had also repainted the engine bay while the engine was out and gave the exterior of the car a freshen up. All in all it looked very smart. Well done Neil. I was very impressed with the quality of the cars; they are getting better and better as the years go on.

Very nice to see visitors Steve and Helen Pike, Christine Lyttle and Suzanne Ellicott. Also great to catch up with Helen Vance, Adam Lethlean and Larry Johns.

All enjoyed the day especially Kerrie's freshly baked scones with home-made blackberry jelly and cream along with Julie Lee's delicious raspberry and chocolate brownies.

In rounding up, we enjoyed the relaxed atmosphere, catching up with one another and the cars on show. The

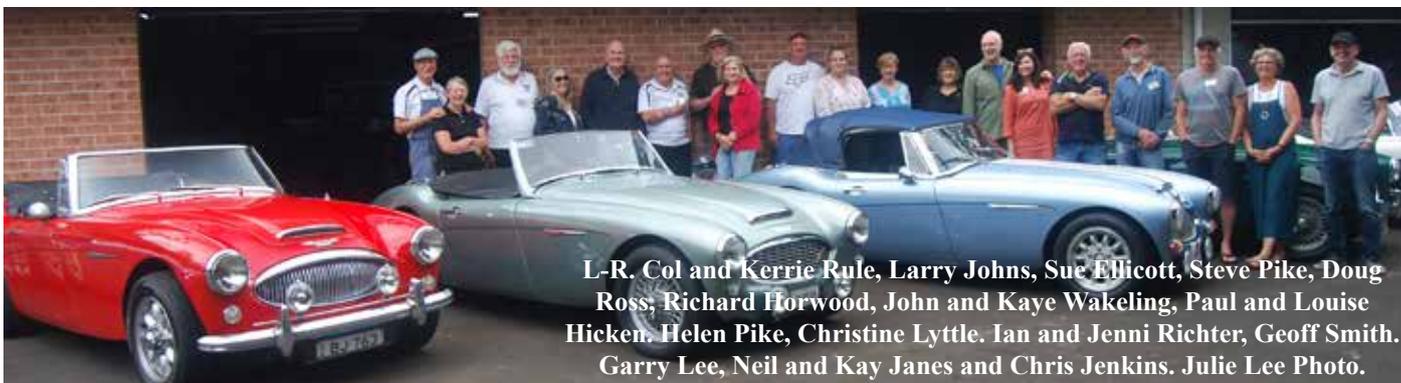
library and a Christmas display of antique pedal cars supplied by yours truly were also big hits.

A barbecue lunch started at 11am and finally finishing around 2pm.

The participants on the day were Kaye McIntyre and John Wakeling BJ8, Louise Hicken 100, Neil and Kay Janes Mk1 BN7, Ian and Jenni Richter BJ7 Sebring rep, Julie and Garry Lee BJ8, Doug Ross BJ7, Larry Johns BT7 MK1, Helen and Steve Pike, Christine Lyttle, Chris Jenkins with the Mercedes Sports Coupe, Geoff Smith Bolwell Nagari, Paul Hicken Aston Martin, Adam Lethlean, Helen Vance, Richard Horwood and Suzanne Ellicott and of course Kerrie and yours truly with the BN1, Bond 3000 and the new BN2.

The next Saturday morning Workshop will be on the 5th of February.

So on behalf of Kerrie and myself we trust you all enjoyed a Blessed Christmas and your 2022 is very safe. Happy Healeying everybody



Neil and Kay Janes (L&R) with Sue Ellicott



BBQ lunch to mark the end of the year



Austin-Healey Owners Club (NSW) Inc. Committee Report to AGM November 2021

Another annus horribilis! We began the year optimistically meeting once more at a golf club, albeit a different one to last time. We successfully introduced Saturday Workshops to Sydney thanks to hosts Vince Cessario, Greg Strange and Neville Stirton, and also to Bruce Ewan for organising the meetings.

And then we were placed into hibernation once more as the Delta variant began to spread throughout Greater Sydney!

In summary this was your Club in 2020-21:

1. Financially the Club continues to prosper, monitored by our very careful Treasurer, John Sherman.
2. General meetings moved to Strathfield Golf Club and continued to be reasonably well attended until halted in April by the latest Covid Lockdown. Those who didn't attend could read the minutes in Flat Chat courtesy of our very efficient Secretary, Julie Lee.
3. The Flat Chat Newsletter continues to be published by email immediately prior to monthly General Meetings. Everyone is encouraged to read each issue of our monthly Newsletter so that they are acquainted with the news and events pertaining to all members of the Club.
4. Conditional Registration has continued to expand with members taking advantage of the concession for around 200 vehicles, ably administered by Patrick Quinn. (Although he would prefer members to read the instructions for renewal before calling him.)
5. Our new website has added more features during the year under the able leadership of Jim Phillips. Please use it to get the latest Club news or check your membership status, and please send in photos to share them with other members.
6. Despite covid, we continue to try to make the library more accessible to members – check the website for the catalogue, and maybe call Ron Strange to reserve a book.
7. The bushfires devastated huge swathes of NSW, and to try and help at least one or two country towns, we undertook our first, and possibly only, “Fire Frolic”, whereby in March at fairly short notice, 20 intrepid members in eleven cars set out for a long weekend based in Wingham. Despite the atrocious weather on Sunday and Monday, all had a great time. (I also found several new ways for copious quantities of water to get into our car.)
8. In June, thanks to Alan Mitchell, we welcomed Life Member Don Read to our meeting.

Don had been a regular attendee at General Meetings welcoming newer members to the club over many years until his relocation to the Southern Highlands made attending difficult.

9. The Australian Austin-Healey clubs had a Zoom meeting and provisionally decided the future for National Rallies. SA and Qld declined to hold a National Rally in the current cycle, leaving NSW as the next potential host. Since then, your committee has decided to explore the possibility of either a Mini or full Rally around Easter 2023. This will be put to the National Delegates for ratification and then it is over to our Rally committee which is looking for volunteers to help create another great NSW event. The next National Rally otherwise will be in Western Australia and will be held in spring 2024 to take advantage of WA's wildflower season.
10. Because of Covid we have learnt to master QR codes, face masks and to live with varying levels of travel restrictions and with our own company. Those of you who live in the smaller LGAs have our sympathy as you have suffered most from those restrictions.
11. Finally, after a few months' practice the Zoom general meetings have become enjoyable opportunities for club camaraderie, some good conversation, and maybe learn a bit more about our cars and other fun matters. We shall be exploring how we can continue to offer Zoom participation at our General Meetings when we return to Strathfield Golf Club.

What have we missed this year?

12. Charlie's Run, postponed for a second year.
13. Most of our usual Club social outings.
14. Quite a few Saturday Technical Workshops.
15. Donald Healey's Birthday (again), maybe next year?
16. And last, but by no means least, we have again lost some Club stalwarts during the year and extend our condolences to their families and friends.

Finally, I'd like to give a big "Thank You" to the Club's Officers and volunteers who have all played their part in making this yet another successful, if constrained, year for our Club.

Gordon Lynas
President, on behalf of your Committee.



A rather idyllic setting for a BJ7 in a French rally in pre-covid days.

That was the year that was! 2021

The last time I wrote this for the January 2021 issue of the Flat Chat Newsletter I stated – “Things look on the mend for 2021, especially with the vaccine on the Australian horizon. While it won’t be an instant panacea, it is the start and into the future we can look forward to some form of normal AHOC activities.”

Well we are still looking and hopefully 2022 will be the return to some form of normality.

So I can best say that for the AHOC as a whole, 2021 was a fairly lean year. Events planned, events cancelled seemed to be the order of things. We

zoomed through monthly meetings and managed to get together on occasions. Sadly mainstays like the Donald Healey Birthday Display Day and All British Day were both just fond memories. Sadly too was the loss of founding and life member Warwick Sell.

Pleasing to see that workshops both on the Central Coast and in and around Sydney were certainly a goer with attendees enjoying it all, while learning something. Long may they continue.

So have a gaze through the next few pages to bring back the AHOC’s 2021 year.

January

We started 2021 with Bryan Levy recolouring his seats while Ian Richter told us about his new workshop assistant



February saw us entertained with photos from the 1970s kindly provided by ex-AHOC treasurer Hugh King, while Gordon Lynas wrote for us about wire wheel spoke replacement

The **March** issue of Flat Chat showed that our workshops were in full swing with gatherings both in Sydney and the Central Coast.





In **April** we read about the President's Perambulations in what looked like good weather for ducks. Back in Sydney members enjoyed an excellent workshop hosted by Greg and Dianne Strange.



May's Flat Chat reported on well attended workshops held on the Central Coast as well as Sydney.

In **June** we read about the sad passing of Austin-Healey luminary John Sprinzel and another successful Central Coast Workshop



July saw us reading how the Central Coast Workshop was changed to a coffee run and thanks to Terry Bancroft we heard about his visit Cooly Rocks at Coolangatta.



Thanks to club member Scott Graham the **August** Flat Chat contained his (Old) Boys Own Adventure article.



In **September's** Flat Chat we read about Allan Whitehouse's purchase of new tyres for his BJ7 and how Gordon Lynas realised his eyesight wasn't as bad as he thought it was when he fitted a new windscreen glass to his 100.

In **October** we heard about the sad passing of founding and life member Warwick Sell and read the first installment of the rebuild of engine in Neil Janes' Mk1 BN7



A further successful Cenral Coast Workshop was reported in the **November** issue and we heard about Will Sherman's new Mk2 BT7.

In the **December** issue we heard all about the Mildura Meander.



100 on Display at Watsons Bay

Like many of us Bryan Levy is a member of a local club as well as the AHOC. In Bryan's case it's the Vaucluse Car Club and thanks for these photos of his 100 on display at Watsons Bay on Sunday 5th December

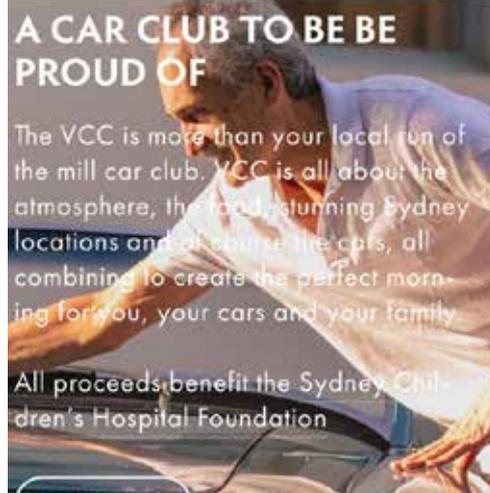


vauclusecarclub.com

A CAR CLUB TO BE BE PROUD OF

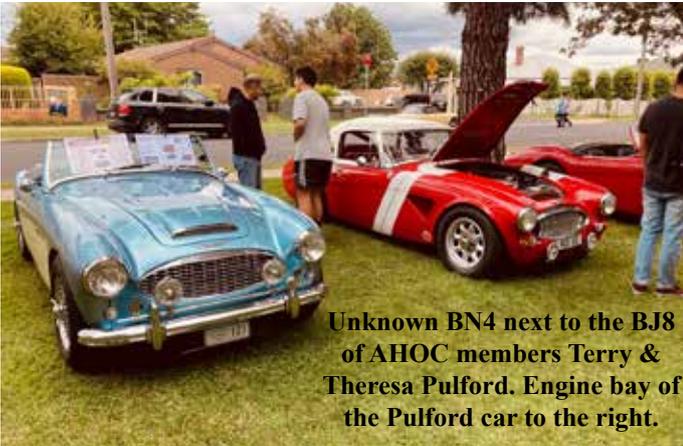
The VCC is more than your local run of the mill car club. VCC is all about the atmosphere, the beautiful stunning Sydney locations and of course the cars, all combining to create the perfect morning for you, your cars and your family.

All proceeds benefit the Sydney Children's Hospital Foundation



Terribly British

Thank you to Peter Laurantus for sending in the below photos from the 2021 Terribly British Day held in Quenbeyan on Sunday 5th December.



Unknown BN4 next to the BJ8 of AHOC members Terry & Theresa Pulford. Engine bay of the Pulford car to the right.



Unknown BJ8



3000 Mk1 next to a 100

Tasmania Tour - 2022

This has been in *Flat Chat* for way over a year and if you haven't seen it before and are interested you are probably far too late to put your hand up. However if you just had a rush of blood to your head and want to go 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

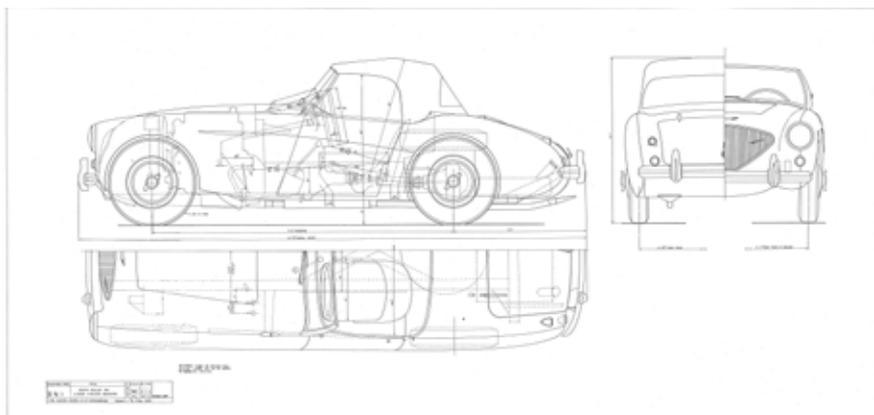
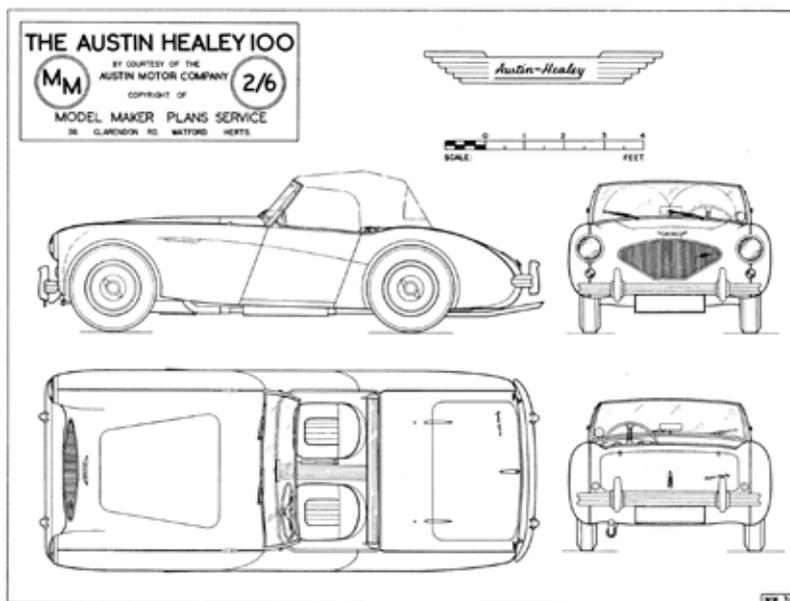
- February 6th - Departing Melbourne on the Spirit of Tasmania
- February 7th - Breakfast at the Edgewater Hotel Devonport
- February 7th & 8th - Overnight stay in Burnie
- February 9th & 10th - Overnight at the West Coaster Motel Queenstown
- February 11th-14th - Overnight at the Old Wool store, Hobart
- 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 on where we are.

POSTPONED
10TH TO 22ND OCTOBER
CONTACT TERRY BANCROFT
FOR MORE INFORMATION



What's in the Frame?



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Installing LEDs in a '67 BJ8

By Greg Poole

The great advantages of LEDs is their very long life compared to incandescent light globes but, most importantly, is the considerable improvement they make to a (smallish) sports car's presence on the road – with LED stop/tail lights and blinkers there's less chance of not being seen.

There have been any number of articles about retrofitting LED lights to cars and other vehicles of all shapes and sizes so apologies to readers who may already be on top of the subject; and I'm sure many of us have heard several reports varying from 'it was so easy I actually did it in my sleep' to 'I had so much trouble with the blasted things I just gave it up as a very bad joke'. However, not all discussions on the subject tell the complete story so the following is offered as a general guide; but I will not guarantee that your project will necessarily be as straightforward and ultimately as successful as mine has been: 'caveat emptor', friends. Additionally, I have no familiarity with Big Healeys prior to mine, but careful preparation on earlier cars should facilitate the following process, with care(!).

Firstly, is it better to install an off-the-shelf kit or 'go-your-own-way'? A primary consideration of course is cost. For example, AH Spares are asking A\$400+ freight for their kits [incl. headlights, which are illegal in NSW]. My project cost c.\$100, representing a saving of around \$300 (ignoring postage). Secondly, are you prepared to dive into the task, having minimal auto-electrical experience or nous? I certainly have little more than an amateur's experience in the field, but I can assure readers that the task is well within the capacity of anyone with at least a basic understanding of electricity and a modicum of manual dexterity.

If you decide to take the plunge, Moss Motor's (USA) online tutorial is essential viewing, explaining (admittedly somewhat tediously) probably everything one needs to now on the subject of converting old cars to LED lighting.

Having decided to jump in, you will be sourcing three major components: globes (6), a flasher unit (1) and load/balance resistors (2). Regarding globes, there are a number of local suppliers, including the



familiar part retailers, so go online and make your own selection. As to globe types you'll need stop/tail lights, blinkers and front 'parkers' ... don't worry about instrument panel turn indicators which should work without further attention. The globes need to be coloured as per their function; i.e., in the colours matching their intended lenses: red, amber and white. Note well the various numbered globes (e.g., #1157 globes are red 'double-acting', i.e. brake/tail lights) while other numbered globes are 'singles' in white and amber. The various suppliers appear to have adequate part descriptions, but take the time to correctly identify your precise requirements, including sizes. And pay close attention to fitment styles as you're looking for the same as those already on your car.



Next, select a suitable electronic flasher unit to power the blinkers, which must be 'non-load' sensitive; your original electro-mechanical unit simply will not work, other than to 'fribullate' your lights. The use of an electronic flasher can is obligatory because

LEDs Cont'



your existing electro-mechanical one will simply not fly with LED globes. The 'non-load' sensitive characteristic is probably somewhat obscure for some owners of modern cars but you certainly CANNOT use a garden-variety modern flasher unit on an older car; that's because pre-1990 cars do not conform to the ADR (Australia Design Rules) which stipulates that 1990+ vehicles must use a flasher unit which signals a blinker globe failure – pre-1990 vehicles are not so designed and hence, use of a flasher unit intended for later-made vehicles simply won't work as required on a Big Healey. Be aware that all electronic flasher units are somewhat fragile and will too easily fail if incorrectly connected to the car's circuitry.

Accordingly, you MUST correctly identify the three wires (e.g. green/brown – green/purple – green) prior to connecting the flasher can in order to get the circuit connections right. Notice however, that connections to the new electronic flasher may not be the same as that for the old electro-mechanical units so be certain to follow the new flasher maker's instruc-

tions for proper connections. Non-load sensitive flashers also need a good external earth in order to function as desired (absent on flashers designed for 1990+ cars). I successfully used a 'Tridon LED03' (three-pin and external earth), which appears to be the only choice for domestic supply (but again, no guarantee it will work on readers' cars). I simply folded-up a light aluminium 'clamp' for the new unit, using the attachment fixed-nut to which the old flasher can was attached to the firewall.

Additionally, you MUST also install a pair of load/ballast resistors (12V x 21W) otherwise you'll have all blinkers flashing at the same time(!); I got mine from 'Supercheap' for less than \$20 for the pair. The installation of the resistors across the blinkers was a snap; as resistors, they generate heat so I decided that the optimum location for them was very near the front blinkers, inside the guards and ahead of the tyres.... see the attached pics. I also added more wiring protection using small bore aviation standard nylon 'spirap'. I riveted the resistors to a strip of gal (stiff and rust resistant) using aircraft solid rivets (very carefully!) then attached the assembly with a single mudguard attach bolt – they weigh nothing. The resistors are wired in parallel with the blinker power and earth leads.

In conclusion, installing LED lights greatly improves the visibility of Austin-Healeys, which are not the most obvious cars on the road; they boast very long service life and are more robust than incandescent globes. And they are modestly priced, if you do the job yourself(!).

Grahame's Mum



Good to hear from club member Grahame Parker who has said that he has a series of motor racing photos taken by his parents dating back to the 1950s.

This one is of Grahame's mum next to a Maserati 250F taken at Silverstone.

Grahame suggests that if other members have similar family photos they could be sent in and perhaps start a new section in Flat Chat.

What Happened to Sue's Car?

Many members would recall that past member Sue Darlington sold her BJ8 (HBJ8/37758) through a Shannons auction last February. It was sold as a project and realised a very reasonable figure of just over \$40K.

I am pleased to say that it went to a very enthusiastic new owner in Brisbane who immediately joined the AHOC of Qld and has stripped the car to the bare chassis ready for abrasive blasting. He said that it will be done properly this time and after that will go to JH Classic Restorations for panel and paint. The new owner will look after the mechanicals himself.

A car with an interesting history as it was purchased new in the UK by an Australian buyer who brought the car with him to Adelaide. Our new owner was under the impression that the car was delivered new in Australia, but he now knows the true history.

I was pleased to put the new owner in touch with Sue



so they can discuss it and she says that she has a few bits and pieces concerning the car that she would like to go with it.



Thanks to Chris Fitzpatrick for sending in scans of period pieces.



Above: Britain's great Stirling Moss, seemingly at home on any course, demonstrates his technique at the Pines during practice in an Austin-Healey

Photos of Interest

Probably the most useful of after market accessories available for your Austin-Healey. The right hand photo shows that at least one was sold.

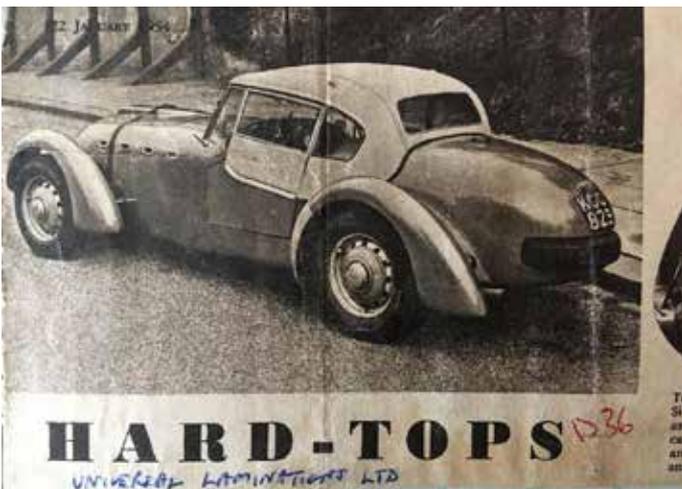


Talking about silly hardtops. Here is one on a Silverstone

I suppose that a girl sometimes has to stop to put her makeup on.

Ann Wisdom, Pat Moss and Works Rally 3000 taking a break during an European rally

Start of the 1963 Sebring 12 hour and DHMC Works 3000 54 FAC is seen in he middle of the photo





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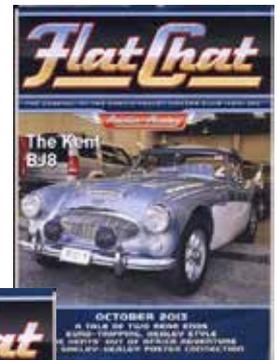
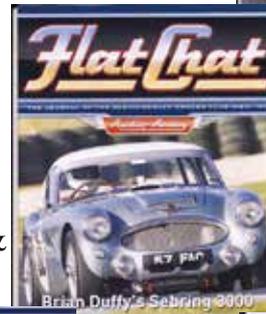
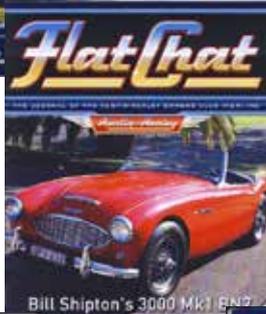
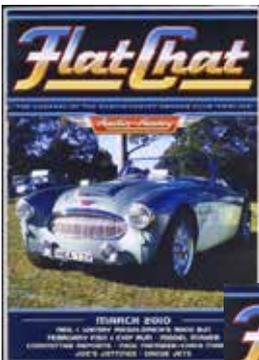
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Interested in receiving backcopies of Flat Chat? Now available, digital copies of Flat Chat for 2005 through to January 2022.

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
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 NSW 2758

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



Car Care

We are indebted to Phil Soden, the editor of the Riley Gazette for the following project tips. I haven't removed all references to Riley cars, but where it mentioned such items as silencers (Rileyspeak for an air cleaner) they have not been included. Most are relevant as much to Austin-Healeys as they are to Rileys. Enjoy!

Start by checking your battery terminals for corrosion.

Small amounts of corrosion are not usually a serious problem; it simply reflects your car's normal wear and tear over the years. That said, corrosion can get worse and starts to become an issue especially when subjected to higher temperatures during the summer months.

In warmer conditions, larger build-ups are more likely to form, which will act as an insulator that will prevent the battery from accepting or delivering a charge. Leaving corrosion unchecked will cause problems over time, as corrosion impairs the connection to your battery and in many cases can lead to permanent battery failure.

What Causes Battery Corrosion?

Undercharging

If corrosion occurs on the negative battery terminal only, this is typically a symptom of your car's battery being undercharged. The most common reason for such undercharging is the generator not having sufficient time to replenish lost battery capacity, and/or the vehicle is powered only for a short period of time each time it runs.

Overcharging

If battery corrosion is present on the positive battery terminal, this is a symptom of overcharging. If your battery is either the flooded or sealed type, overcharging the battery can push the electrolyte out of the vents or cracks, thus causing corrosion.

Reaction in Copper Clamps

Copper is used to make the clamps that connect the wires and the battery. If you are good at chemistry, you will know that copper is unable to corrode all by

itself. However, the current which passes through it produces copper sulphate, thus resulting in corrosion on the battery terminal.

Overfull Battery

Filling too much battery water into a battery is another reason for corrosion on battery terminals. If you fill too much battery water into your battery, the excess water will come out of the vents then corrode your battery terminals.

Electrolyte Leakage

One of the reasons causing battery terminal corrosion is electrolyte leakage. If a battery is not well-maintained, the electrolyte will leak out and accumulate on the battery terminals, causing corrosion.

Battery Age

If your battery is a couple of years old, you could see corrosion on it. If it is over four years old, it is on the way out. Don't hesitate to replace it before it expires.

Testing your battery

Turn the car off for at least one hour. Due to the way the battery discharges, it is important to let the car sit for at least one hour, or overnight, before you use a multimeter to test your car battery.

If the car is running when the battery is tested, the charge will affect the 'true' reading of the multimeter. If the car has recently been running, the battery is likely to produce a higher misleading number on the multimeter, thus is inaccurate.





Car Care Cont'

Get your multimeter

You have to set the multimeter to a range so that it can measure within that range each time you use it to test something. To test a car battery with a multimeter, set your multimeter to 20 DC voltage, which will let you measure a battery that stores between 0 and 20 volts.

Do this by turning the knob to 20 on the "DCV" (Direct Current Voltage) range. Sometimes this is denoted by the letter "V" with a solid line above a dash line on its right. The multimeter should read 0.00.

Connect the multimeter

Touch the red (positive, marked "+") meter probe with the red (positive) battery terminal. Touch the black (negative, marked "-") meter probe with the black (negative) battery terminal.

When fully charged, batteries should have 12.6 volts or above.

Note that when a battery goes down to 12.2 it is only 50% charged. A reading below 12 indicates the battery is no good and needs to be replaced.

Additional test.

Have an assistant crank the engine and read the multimeter again. This time if the revised voltage dips below 5 when the car is running, it should be tossed and replaced right away. If the reading is lower than 10, it is a sign that the battery is not in a good enough condition to turn the motor starter reliably.

Charge your car battery if it's not fully charged.

If you get a reading below 12.6, disconnect the battery by disconnecting a battery cable. Charge it, then test again after a night's rest. If the new reading is not 12.6 or higher, replace the battery.

How to clean a car windshield

For a really dirty windshield, give it a good soaking and a scrub with hot water and a soft brush. Car shampoo should do the trick, but hot water is usually more than enough. Allow the glass to dry completely before any polishing begins.

A quality glass cleaner will do away with spots and film on the inside of your windshield. Use a streak-

free glass cleaner, apply to a terry cloth towel and work in straight lines for best results. Applying a defogging product to the inside of a clean windshield provides a barrier against the residue in the future.

Baking soda and vinegar are ideal cleaners for all of your windows. You don't need to go spending money on expensive window cleaners. You just need a couple of common household ingredients. Be sure to wash your windows on a cloudy day so the heat of the direct sun will not cause streaks.

Homemade glass cleaner

Take one clean spray bottle. Fill the bottle with 1 part white vinegar and 3 parts water.

Shake the bottle until the solution is thoroughly mixed

Exterior glass

What you'll need: A glass cleaner (ammonia based glass cleaners can cause discolouration) good quality, clean, lint free, micro fibre cloths/towels.

Steps:

1. Carefully lift up both windscreen wipers and point them away from the glass.
2. Spray one half of the windscreen with glass cleaner, making sure the entire surface is coated.
3. Take one of your cloths and wipe the windscreen with smooth, straight vertical wipes.
4. Next, wipe the same area of glass with smooth and straight horizontal wipes – this method ensures that no areas on the windscreen, are missed.
5. Repeat steps 2-4 on the other half of your windscreen, using the clean side of the cloth.
6. With the windscreen wipers still pointing outwards, spray the glass cleaner onto the blades. Take the cloth, pinch both sides of the blade and wipe downwards. This technique will help to ensure any dirt and grime that has accumulated in the grooves of the rubber, is captured.

Using the second cloth buff the entire windscreen dry using small circular motions (avoid allowing your hands to come in contact with the glass.

Tip: Don't forget to wipe the edges of the windscreen and trim, any overspray in these areas will show up when dry.



Car Care Cont'

Interior glass

Cleaning the inside of the windscreen requires a slightly different approach. Sometimes a film of grease and other contaminants can coat the glass.

What you'll need: Rubbing Alcohol (this helps to remove grease and contaminants).

An alcohol based glass cleaner (ammonia based glass cleaners can cause damage to upholstery and leather). good quality, clean, lint free, micro fibre cloths/towels.

Steps:

1. Take one of your cloths and beginning at the bottom where the dash and glass meet, wipe in a circular motion to attack the dirt from every angle.
2. Next, flip the cloth over to a clean side and wipe using up and down motions – try to avoid letting the cloth come in contact with the dash, as this can transfer any grease and contaminants from the dash onto the windscreen.
3. Apply the rubbing alcohol to a fresh cloth and clean in a circular motion – avoid letting the rubbing alcohol drip on the dash as this can cause staining. If this does happen, clean the area immediately using paper towel.
4. Next, take another fresh cloth and spray the glass cleaner directly onto the cloth – if you spray it onto the windscreen you risk overspray on the dash which will cause staining.
5. Start on one half of the windscreen using the same vertical and horizontal wiping method you used on the exterior. Repeat this process on the other half of the windscreen.

Look After the Leather (and Vinyl) Seats

First, vacuum the seats, being careful to remove dirt and debris from the crevices. Next, apply a cleaning solution to the seats.

Do not use bleach or ammonia-based cleaners as they can damage the leather. You can use a commercial leather cleaner, or you can make your own. Mix warm water and Castile soap or liquid dish washing soap together in a bucket. Use a ratio of 5 parts water to 1 part soap.

Dampen a cloth with the solution and wipe down the seat surfaces. Don't saturate the leather because too

much water could pool in the seat seams and seep into the cushions. Don't wet the seats, as excess water can stain the leather. Wipe clean with a second damp cloth. Dry thoroughly with a towel.

You can either buy a leather cleaner at Bunnings or stores like Repco, or make one yourself by mixing 1 part vinegar and 2 parts linseed oil in a bowl or bottle. Spray the cleaner onto a dry towel and gently rub it over the seats. Rinse the cloth and repeat the process until the spots disappear.

Another DIY idea to clean leather: Mix half cup olive oil with quarter cup of vinegar in a spray bottle. Spritz on the seat, let sit for five minutes and wipe.

Baking Soda is good for removing oil and grease stains. Sprinkle on the soiled area and rub it in with a damp cloth. Let sit for a few hours or overnight. The soda will absorb the oil. Wipe off the powder with a soft cloth. Follow with a damp cloth to remove residue, and dry with a towel.

Of course, this is a Riley we are talking about. Do it yourself cleaners work, but the bought ones do too, and are safe on old leather. From experience, the more you pay the better the result, unfortunately. And read the labels: there is a big difference between leather cleaner and restorative products.

Once your seats are clean, apply a leather conditioner that contains sunscreen to keep them from cracking and fading. Conditioner also makes the leather resistant to future stains and gives it a nice shine. Knowing how to clean leather will extend the life of your car seats and keep them looking new.

Leather Car Seat Cleaning

Do spot-test any leather cleaner in a hidden area to make sure it is suitable for your seats. Do vacuum thoroughly first. This ensures dirt, sand and loose grime won't scratch or rub into your seats as you clean. Do go slowly and work in small sections, to minimize any chance of discoloration. Do use microfiber cloth. They are soft and won't scratch your leather surface.

Do clean regularly and condition occasionally. Clean your seats once a month and condition two to three times a year. Hot days are best.

Car Care Cont'

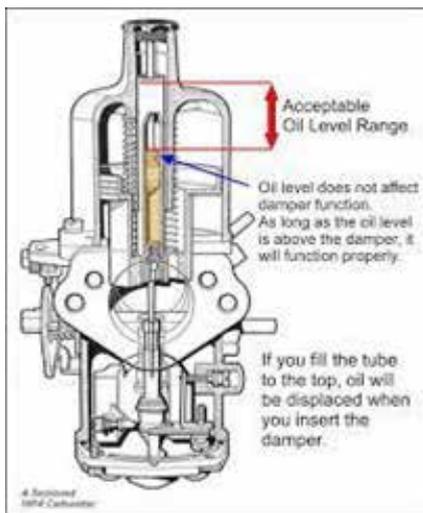
Don'ts of Leather Car Seat Cleaning

Don't spray anything directly on seats. Dampen your microfiber cloth with the solution instead. Don't use conditioners that contain petroleum or waxes as they can cause product build-up and dull your leather's finish.

Don't let the wet solution dry on the seats. Make sure you massage it in with your cloth until it has been absorbed. Don't use hard bristles for deep cleaning. Use a soft-bristled toothbrush or a specifically-made car cleaning brush. Don't skimp when it comes to price. A high-quality, natural leather food will bring out the beauty of your leather.

As a general rule of thumb, it's a good idea to start slow and build up to a more aggressive cleaning if your seats need it.

Check the oil in your carburetors



Dash Pots

It's assumed you have S.U. carburetors, and this is a quick task! It is fast work to unscrew the oil cap at the top of the carburetor and add a very small amount of oil. You may well be surprised at the results in terms of improved idle...

But what oil should you use?

People like Penrite sell SU Damper Oil, which is a straight 20 grade and comes in a handy 125ml bottle. This oil is for use where the carburetor is fitted with a damper inside the piston and can be used on all SU and Zenith carburetors. The second type is SU Dashpot Oil, which is for use in earlier, pre-war, SU carburetors where no damper is used.

If you do not have these oils, you can use another thin oil, such as 3in1 machine oil.

How much oil?

In the case of carburetors fitted with dampers, the oil should be filled to a level just below the top of the hollow piston rod, so that when the damper is fitted it does not displace the oil any higher than the top of the piston.

Fill that inner tube to about 1/4" below its top. Do not fill above the top of that inner tube. Overfilling won't hurt anything, but you should develop a feel for how much oil should be in there. Oil above the top of that inner most tube will just get sucked out of the carb and burned.

Is your engine modified?

SU Dashpot oil is good for SUs in STANDARD applications. That is on engines that are completely standard as the manufacturer produced them. It is a little on the thin side, but the whole engine tuning data for each engine is based on using this oil. Used as such it works very well, especially where economy is the main goal and the car is driven very sympathetically. If you have time, try experimenting:

ATF – 'automatic transmission fluid' can be a substitute where the genuine SU dashpot oil isn't available for use in STANDARD spec engines.

If your engine is modified, try a 20W fully synthetic engine oil – not to be confused with 20W50 engine oil of any sort – look for a 'straight weight' oil. This works on practically anything where any modifications at all change the spec away from original. This includes any induction/exhaust changes no matter how small. Largely because the engine is likely to see more 'aggravated' use. Active use of the throttle pedal requires a more stabilising effect on the dashpot piston along with slightly more resilience to give the desired pick-up. The main benefit of the synthetic type is its consistency over a very broad operating temperature range.

The important thing is to have oil—any light oil is better than no oil!

Car Care Cont'

I know you find this hard to believe, but some cars will leak. Water. Oil. Sawdust. Sometimes passengers, too.

If you own one of the rare cars leaking oil, rejoice, because it means it still has oil in it, and that is supposedly a good thing.

However what about those unsightly dark blotches on the driveway, caused by these leaks?

If you have tried and failed to convince the rest of the household that these are merely an artistic expression and add value to the home, a project could be to try and remove them.



You can buy oil remover, just for this problem. I have tried it, with not much success. You can use a water blaster, but in my experience this is better at spreading stains than cleaning them off. Here are some other ideas:

New oil spots.

Rinse with water. Wash with soap - Dish soap and a scrub brush are often effective on new oil spots. Rinse the concrete clean.

Old oil spots.

Start by pouring sawdust or kitty litter on the stain and let it soak overnight. Then sweep it up.

Make up a paste, and scrub into the stain - Use baking soda or powdered laundry detergent and water to dissolve the oil stain.

Another recipe variant is to make the paste from: 1½ teaspoon baking soda, 2 tablespoons of white vinegar, 1¼ teaspoon dish soap, and 2 cups of water.

Then these remedies do not work, try:

Oven cleaner

Oven cleaner can be a very effective treatment for oil stains on concrete. Simply spray the target area with oven cleaner and let it settle for ten minutes. Use a hard bristle brush to scrub it clean and rinse with a hose. Repeat the process until the stain is removed.

Baking soda

If you are researching how to get rid of oil stains on driveway, baking soda has to be on your list. Similar to the way you use oven cleaner, you can apply baking soda to an oil stain, wait 20 or 30 minutes for it to be absorbed, and then use your hose to rinse the area. If that doesn't work, pour more baking soda on the oil stain and, after a half-hour, use a wet, hard brush to scrub the area, and then spray it clean with water.



Liquid detergent

The reason heavy-duty liquid detergent is such an effective remedy for oil stains on concrete has to do with the behaviour of molecules and chemical processes – we'll spare you the details.



Car Care Cont'

Start by pouring the detergent directly on the oil stain, add water, and scrub with a hard brush. Then rinse it off with a hose and take a moment to marvel at the majesty of your work. If it works.

Use concrete cleaner or degreaser

If you need a more aggressive approach for removing oil stains on concrete, you can always get a concrete cleaner or degreaser at your local hardware store or online.

This involves scrubbing what is essentially a concentrated alkaline soap into your target area. The soap loosens up the oil and enables the grime to be rinsed away more easily.

The kitchen sink approach

Getting rid of oil stains on concrete sometimes requires unusual solutions. This is the “throw the kitchen sink at the problem” approach, and our friends at Readers Digest attest to its effectiveness. Instead of using any one idea on this list by itself, try combining them into one powerful solution.

You will need a bag of cat litter, some laundry detergent, a few cans of cola and bleach. You will also need a broom, rubber gloves, and goggles to protect your eyes.

Begin by applying a thin layer of cat litter over the stain. Pour cola over your target area, mixing it in with your broom. Let it stand for about 20 minutes. Then, mix 1/4 of a cup of laundry detergent with 1/4 of a cup of bleach in four litres of warm water and use this magic potion to mop up the mess.

WD-40

Most families have a can of WD-40 in their garage. This multi-purpose solvent has over 2,000 uses listed by the company, and said to be suited for ridding your driveway of that unsightly oil stain.

If the oil stain on concrete is still wet, first use a paper towel to soak up as much of it as you can. Then, spray your target area with a generous amount of WD-40 and let it sit for five minutes. Next, wipe it with an old rag.

That alone may solve your problem, but if not, pour

dish soap on what's left of the stain and some hot water over the dish soap. Scrub the stain with a bristle brush and then, for good measure, pour a bucket of boiling water over the area. After it dries, your stain should be a thing of the past.

What have you tried, and did it work?

Please let us know... and even if it didn't work, we'd like to hear about it!

Hoses and Belts

Electrochemical degradation is the most common cause of hose failure. This happens when chemicals and heat eat the inside of hoses, causing pinholes to form. Rubber hoses and belts are also susceptible to heat and oils from the engine. You should check your engine's belts and hoses at least every year.

Always keep safety in mind.

Never open a radiator cap or even a holding tank cap while the vehicle is hot.

Inspecting Hose Pipe clamps and Hoses

If the radiator is often low, you should suspect a leak in the cooling system. In some cases, you may be able to see a leak if cooling system is under pressure, so sometimes leaks may be seen once the vehicle gets hot.

If you can't see the leak, you'll have to look for one. When the hoses are cold, they should be malleable, but not mushy. Check near the hose pipe end fittings for leaks. The connections are one of the most common places for hoses to leak. Look for bulges and cracks in all of the hoses, including heater hoses.

Inspecting Belts

The method of checking the belts is the same. First, look at the top and edges of the belt to see if it is glazed. A glazed belt will slip and could cause problems such as poor charging.

Check for dry rot on the belts – this shows up as little cracks on the belt and is caused by the heat of the engine. Also, check the belts for frayed pieces. Grab the belt and twist it 90 degrees. If it turns more than 90 degrees, it may not keep enough tension on the belt. When you twist the belt, you should also look for cracks on the ribs of the belt.



Car Care Cont'

Take Decent Photos of Your Car

Bleedin' obvious: make the car presentable

Unless you are trying for that "barn find" look, spider webs, dried flies and random hunks of biological debris are not improving the look of your Riley.

Wash your car. Make the paint as shiny as you can get it, your interior is loosely detailed and your engine bay doesn't look like the aftermath of some kind of oil spill.

Be aware of your surroundings

One of the most overlooked elements in taking a quality picture is the background.

Visually complex backgrounds, like walls of vines, or rows of trees, look nice, but they tend to cast shadows and reflections. The same can be said for grass as it can change the colour tone and it masks the shape of your tyres, making them look under inflated. Stick to pavement or hard-packed dirt.

Also make sure your pictures are also free of anything else that may be deemed distracting or undesirable such as rubbish bins. Best avoid including people in your photos.

The car, the whole car, and nothing but the car
For whatever reason, people have difficulty getting entire cars into single photos. I'm all about detail pictures, but find it annoying to see 12 pictures, and none manage to get the car in the frame from bumper to bumper.

This is the list of good car photos:

- Front $\frac{3}{4}$
- Straight on nose shot
- Straight on profile (driver side)
- Straight on profile (passenger side)
- Straight on rear
- Rear $\frac{3}{4}$

Another commonly overlooked item is the space surrounding the car. Make sure you leave some. Always give your car a decent amount of room to breathe in pictures and send high-resolution pictures that can be cropped if required.

As a rule of thumb, shoot with the sun behind you.

The idea is to avoid glare and heavy shadowing. Your best bet is to shoot when the sun is most balanced and least extreme. This means that the ideal times are in the morning before the sun reaches its peak and late in the day when the sun begins to make its exit. Think between the hours of 7:30 a.m. and 9:00 a.m. and then again between approximately 5:00 p.m. and 6:00 p.m. Of course, this depends on the time of year and where you live, but these are good basic guidelines to work from.

Quality is essential

This one is easy. Don't shoot low-resolution photos! A grainy stretched-out photo that has no discernible details helps nobody.

You never want to try and present your car in a photo that's less than 1500 pixels wide and less than 1.5 MB in total size.

Make sure you aren't compressing your photos or using a camera with low resolution.

Special note for Apple users: Beware of emailing the pictures you take with your Apple devices from your Apple devices. Apple compress absolutely everything, especially if you try and paste it into the body of an email. Try and find another way to send if you are an Apple person (Suggest WeTransfer, Dropbox or Gmail).

Get low

You want to create photos that are versatile, yet at the same time make your car look good. This is accomplished by shooting from the ground up with your wheels pointed in an aesthetically pleasing direction. Pseudo street-level angles, especially on your front $\frac{3}{4}$, rear, $\frac{3}{4}$, profile and front shots look so much better. Take the time and concentrate on how the angles of your photos will be perceived. It really does matter.

Back to air cleaners

By the way you should have a look at your air cleaners, as properly looked after cleaners prolong engine life. It's all explained in Section C of the 100 Workshop Manual and Section D of the 100/6 and 3000 Workshop Manual. Don't have a Workshop Manual. Good thing that our Club Library does.

Super Tourer



Terry and Theresa Pulford have an Austin-Healey that was built for tarmac rallies and racing. So it handles their kind of touring with ease.



As with any marque of classic car it's up to the individual owner. A classic car to one person may be something very different to someone else. This of course applies to Austin-Healeys as it does with any other marque.

In the last issue of *BMCE* we looked closely at an Austin-Healey 3000 Mk3 that had been restored and modernised with long distance touring in mind. In this issue we look at another of the same model, that's also used for touring, but is a very different story indeed.

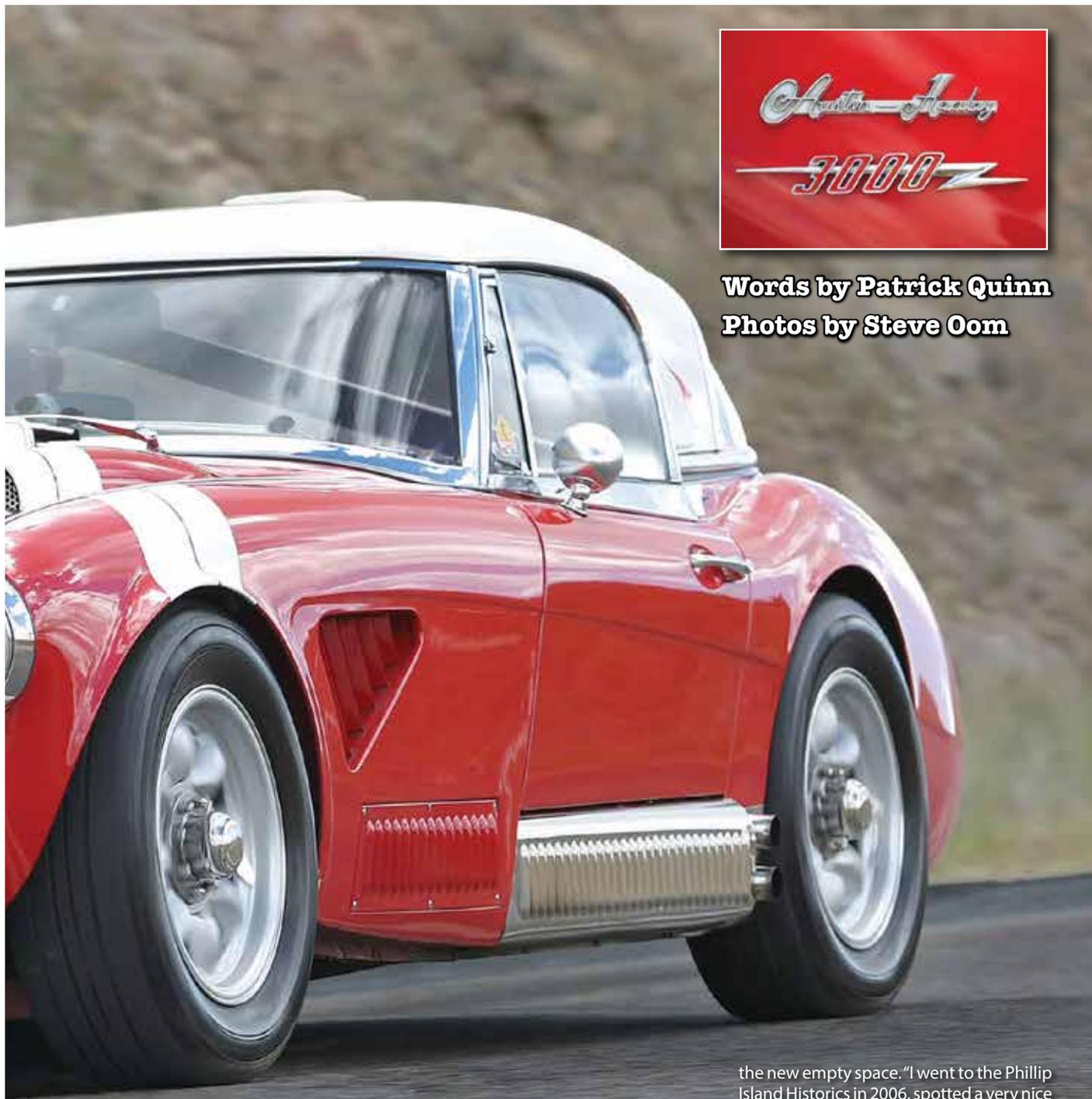
Terry and Theresa Pulford hail from the Australian Capital Territory and have been enthusiastic Austin-Healey owners since acquiring this car close to six years ago.

However, Terry's interest in older cars goes back a few years before that, having spent all his working life in the motor vehicle repair industry. His father was a motor mechanic and his grandfather a marine engineer, so it was only natural that a young Terry was very interested in motor cars and would help his dad out before he was in his teens.

Then at the tender age of ten, along with a mate, he acquired a Singer 9 that he used to race around the backyard. We can imagine what the neighbours must have thought of that.

Terry started his apprenticeship as a panel beater in 1966 and fondly remembers working on BMC cars when they were still relatively new.

"I've always had a love for classic cars," Terry said. "Not so much vintage cars, but certainly the classic cars that I grew up with and when growing up, thought that one



Words by Patrick Quinn
Photos by Steve Oom

day I would like to own a classic car or two."

You could say that he's had success in this wish. Sitting in his immaculate garage in suburban Canberra, enjoying a plate of Theresa's sandwiches, we were surrounded by the fruits of his desire. A Lotus Cortina Mk1, a Morris Cooper S Mk2, a Robnell Cobra 429 and the Austin-Healey.

"The first car I bought was the Lotus Cortina," Terry added. "That was in 1983 and in the 30 years since then it's done five Grand Prix rallies, a Repco Mountain Rally and three Melbourne Mille rallies. The next car was the Cooper S that came my way as a written-off wreck ready for

restoration. That was finished in 1993 and has done 5,000 miles since. It's in concours condition. Both the Lotus and Cooper S are great to drive."

"The next car that came my way was the Robnell, that we have had for less than ten years. With its fuel injection, side exhaust and 17" wheels it can be a handful if you want to be silly in it."

"Both the Lotus and Cooper S were stored at work," Terry said. "When Theresa and I made the decision to sell the panel shop and retire, we decided to do something with our home to fit all the cars in."

With a new four-car garage, Terry began looking for a fourth car to occupy

the new empty space. "I went to the Phillip Island Historics in 2006, spotted a very nice Austin-Healey 3000 and had a chat with its owner. I was thinking that it would go very nicely in my garage."

"I actually put it out of my mind, but saw the car again at Speed on Tweed later the same year. Twelve months later it was still on my mind, so I rang The Healey Factory in Melbourne (where the car was stored and maintained), to find out if it could be up for sale. They said that it belonged to a fellow called Tim Pyne who lived in Queensland and they gave me his phone number. I made contact with him and he sent some info along with a few photos."

"I was really impressed with it," Terry added. "The modifications and how they



Rare Heuer stopwatches on glovebox lid, while inside are the fuses and Volt gauge.



were done really appealed to me. Plus the car presented extremely well especially with the unique striping. I thought it was a very nice Austin-Healey. However at that stage I had no idea of its history."

Terry soon discovered that in Tim's hands the car has quite an extensive pedigree. "He rallied or raced the car in every single state of Australia, in New Zealand, all over Europe, in the UK and also in the US", Terry explained. "Tim and the car certainly got around!"

A New Home

"I purchased the car from Tim in 2007." Terry said. "I first spent a day going over it completely with him as well as driving it. It drove perfectly and I said yes."

"Interestingly, he brought the car to Canberra for me to have a look at. He had flown from his home in Queensland to Victoria, picked up the car...and drove it to Canberra. He must have been pretty confident that I would buy it, as he had a return ticket that night to Brisbane."

"As with any older car, it did need a few things done to it like the rear axle seals, brake master cylinder and the power booster. All those were sorted out fairly quickly and all I've had to do since was to put a couple of sets of tyres on the car and enjoy driving it. Theresa and I might jump in the car on a Sunday and have lunch somewhere. We have also done three Targa Tasmania Tours with the car."

"The car is not quite your normal Austin-Healey and before I said yes to Tim it was important to me that Theresa liked it. After driving it, but before I said yes to Tim, I commented to Theresa that the car made quite a bit of noise out the left hand side. I told her my concern of her sitting next to the exhaust for days on end while we were touring. I was quite prepared not to buy it,

if she wasn't happy with the noise. Anyway, Tim was kind enough to take Theresa out in the car for a time and when they got back she said that it was fine by her. That was the final piece in the puzzle that said that it was the Austin-Healey for us."

"Since then we have been around the Lakes Entrance, certainly to Cooma and the South Coast with the Cooma Car Club. Then there has been Gnool Blas at Orange on three occasions, plus there have been a number of events with the Austin-Healey Owners Club of NSW. The car is fully registered and we can drive it anywhere, like to the 2014 Austin-Healey National Rally in Western Australia. It's a great car for touring and I intend on doing that until I'm physically not able to."

The Differences

So, sandwiches finished we had a close look at the car to see what differences there were from a standard Austin-Healey 3000 Mk3.

Lighting the way is a set of Lucas Flamethrowers, as were fitted to the Works Rally 3000s of the 1960s. The grille has been modified to allow for a greater flow of air through the aluminium radiator. The brakes are very different, with four-pot callipers and cross-drilled disc rotors up front and solid discs at the rear.

Terry says that the engine remains under 3-litres, with a steel billet crankshaft, but the cylinder head is an Australian-made DMD alloy unit with high-rise intake ports, roller camshaft and rockers, magnesium intake manifolds for the triple Weber carburettors, big-bore exhaust and a large capacity baffled sump. All moving parts, of course, are fully balanced.

Externally, the gearbox looks like the standard Austin-Healey 4-speed, but its internals consist of a set of Hollinger

straight-cut gears. Its accumulator overdrive works on third and fourth gears, which I'm told suits the car perfectly. At the rear is a Quaife limited slip differential, with various ratios that came with the car. It had a 4.1:1 fitted when we tested the car, which is great for acceleration but not so for touring.

I was interested in the exhaust system that exits the car just in front of the left-hand rear tyre. The most striking aspect of this is that the door and sill panel have been modified so that the muffler sits as far away from the ground as possible. Covering it all is a stainless steel heat shield. A similar arrangement without the heat shield was used in the later Works Rally cars.

Terry's car also has vents in the front guards and a further vent just forward of where the extractors join to the muffler. The boot lid has been modified as in the later Works cars so that twin spare tyres can be squeezed in and half enveloped by the twenty gallon fuel tank.

What is also interesting is that the cockpit is as modified for rallying as the rest of the car. Terry pointed out the cable driven Halda plus the Halda Speedpilot, both of which look perfect in a period rally car. There are also two Tag Heuer stop-clocks mounted on the glovebox lid. All of which points out that previous owners went to some considerable lengths to emulate what was carried in the Works cars of the 1960s.

For a bit of comfort the car is fitted with a couple of hand-made seats that were built by Garry Blackman in Melbourne. Covered in Connolly leather, they are very comfortable indeed; even with the five-point harness. The car has been issued with a CAMS logbook, which it still has, but





it has been bought with touring in mind rather than competition.

While touring is the main goal, one compromise is the car isn't fitted with a heater. An Austin-Healey 3000 came equipped with a 3-litre heater and many people go to great lengths to reduce the generated heat.

But there are some times in a Canberra winter when such a luxury as a heater wouldn't go astray. Terry just shrugged his shoulders and remarked that the car is equipped with Smiths windscreen demisters, as were the Works cars, that do throw out a modicum of heat.

Restoration

Terry's car was built in March 1966, finished in Colorado Red with black trim. A month later it was despatched for Seattle, Washington in the US.

In the early 1990s it was found in Denver, Colorado and bought by Rob Rowland from The Healey Factory. "It was sitting in this yard and was destined to be pulled apart as a wrecking proposition", Rob recalled. "However, on looking at it closely I thought it was the basis of a very sound car. When it arrived in Australia we restored it for an enthusiast in Melbourne who had been to the US where he had seen an Austin-Healey 3000 that was racing and was quite taken by some of its aspects."

"What he wanted was a concours quality lookalike of the car he had seen in America. So we restored the car as a rally/racing car, but made sure that it looked as good as it performed. The first owner in Australia kept it for quite some time before he sold it on to another Victorian enthusiast."

"Then Tim Pyne bought the car." Rob added. "He started competing in such



events as Targa Tasmania, Classic Adelaide and that sort of thing. The car evolved further, to such an extent that it probably wasn't as faithful to the Works Rally Cars as it was, but continually improved with things that were more in keeping with the 1960s than later. Tim was highly successful with the car while having a lot of fun with it at the same time. You could say that Tim took the car and played with it everywhere while always keeping it immaculate. If ever it received such minor damage as stone chips and the like it was back to the workshop here for a touch-up. While competing in the car he kept it as a showpiece. The Healey Factory had the role of maintaining the car, irrespective of where he was living at the time. I'm pleased that the car is still in very good hands."

On the road

Terry certainly keeps his Healey in immaculate condition. When we tested it, the weather wasn't the best with some rain and I felt kind of guilty having some dirt and small stones on my shoes. However, Terry said I wasn't to worry about it and just enjoy his car.

Enjoy it I certainly did and, after I managed to get myself strapped into the seat with the harness seatbelt, I felt very much at home. The dash of the car is still in a timber veneer, but with the additions of the Halda Twinmaster and various other

stopwatches and gauges. I particularly liked the touch of positioning the fuses, relays and other electrical components inside the glovebox for the passenger to take care of.

The gearshift is the normal H-shift pattern, but the gears are special straight-cut ratios. I must confess I just love the noise of straight-cut gears coupled with the boom of the Austin C-series straight-six engine. Normally BJ8s, with their four-muffler system, are far quieter than other Austin-Healeys, but this one made all the right types of noises.

Driving Terry's car was as simple as you could possibly imagine. The shift was direct and the clutch progressive, but of course being mindful of wanting to keep my licence I had to be careful just how far my right foot went to the floor. In top overdrive and at the speed limit it felt just magic, but it would have been good to take the car out to its limit.

The upgraded ventilated four-wheel disc brakes were the best I have ever used in an Austin-Healey and were capable of instilling the greatest of confidence, no matter the conditions or speed.

All up, the 1966 Austin-Healey 3000 BJ8 of Terry and Theresa Pulford is just a magic car that shows that while it was restored with tarmac rallying in mind, it remains very suitable indeed for touring. 

