



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

COMING EVENTS

**February**

- 3rd Monthly Meeting
- 9th Committee Meeting
- 27th Presentation Day

**March**

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

**The Times They Are a-Changin'** Thanks Bob

Yes the times they are a-changin'. As with other like organisations in NSW we have been restricted for close to a period of two years, but it looks as if we are heading back to normality. Well at least to what it perhaps a new form of normality.

Through the good work of Bruce Ewan, our Social Secretary there are events on the horizon and thankfully that horizon it getting closer and not receding beyond our grasp.

For further details go to page 4.

Sunday 27 February will see us returning to the Belrose home of Philip Bloom for our Presentation Lunch.



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We have been trying to visit Retford House for over a year and it's finally happening on Sunday 25th March.



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

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 WEB: [www.austinhealeynsw.com.au](http://www.austinhealeynsw.com.au)  
 FB: [www.facebook.com/groups/681723625314952/](https://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

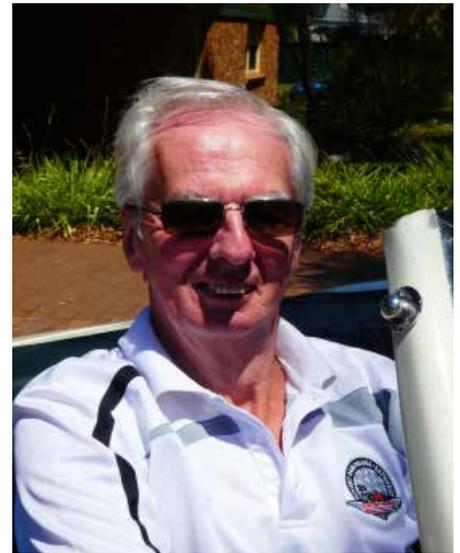
Healeys running fast, you know  
how it feels  
Sun in the sky, you know how it  
feels  
Breeze drifting on by, you know  
how it feels,  
It's a new dawn  
It's a new day  
It's a new year for us, yeah  
And we're feeling good.  
(With Apologies to Anthony New-  
ley and Leslie Bricusse who wrote  
the original song, and Nina Sim-  
one who sang it so well, although  
she probably missed the Healey  
reference.)

Yes, it's a New Year and I have a  
feeling that we shall be enjoying  
this one a lot more than the last  
two. Looking on the bright side of  
the pandemic (as much as is poss-  
ible) all that time staying home  
should mean that our cars are in  
fabulous condition, just waiting  
to be unleashed on the highway,  
sun in the sky, roof down, and  
your partner by your side, or just  
enjoying a solo jaunt. It's going to

be great, and your club is going to  
make sure that we have plenty of  
opportunities to feel that breeze  
drifting by. If it's roaring, rather  
than drifting by, perhaps it might  
be time to lift that right foot just a  
little.

Apart from the regular general  
meetings, monthly workshops  
and social events, you have the  
opportunity of a club run to  
Mildura in May, a trip to Tasma-  
nia in October, and Charlie will  
be running North this year to join  
some Queenslanders and Northern  
NSW residents for the Grafton  
Jacaranda Festival in November.  
The details for the Second Edition  
Mildura Meander you will find  
elsewhere in this edition of Flat  
Chat. If the Tasmanian Tour isn't  
detailed here, just get in touch  
with Terry Bancroft to join the  
fun.

Next month you will find details  
of this year's Charlie's Run. And  
just to let you exercise your cars



Gordon Lynas – 0403 198 343 –  
[gordonl@aussiebb.com.au](mailto:gordonl@aussiebb.com.au)

there is a great social programme  
coming your way this year. You  
can find the details on our web-  
site. While I suspect that most of  
our readers were, like me, born a  
little too early to be fully internet  
or social-media savvy, do have a  
look at the club website. ([www.austinhealeynsw.com.au](http://www.austinhealeynsw.com.au)) There  
you will find all our events. With  
the latest development of the

**Cont' on Page 6**

## COMMITTEE LIST - 2022

Club Patron—Ross Bond

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Technical Officer - Greg Strange  
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[gregorymstrange@gmail.com](mailto:gregorymstrange@gmail.com)

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(Inc Conditional Registration)  
Please send all Conditional Registration  
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[mitchellaj@ozemail.com.au](mailto: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 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  
(02) 4567 7380  
0417 673 065  
[p\\_quinn@tpg.com.au](mailto:p_quinn@tpg.com.au)

Greetings and welcome to the February 2022 issue of the *Flat Chat Newsletter*.

What's happened during January? Actually nothing! Well I wish that there had been plenty of things for us to do, as if there was I just know that so many club members would have sent me copious words and albums of photos for their fellow Austin-Healey owners to see. Sadly this wasn't the case and the result was that this issue of the Flat Chat Newsletter is the thinnest tome there has been for some months. The one consolation from that is that if I was printed on real paper you wouldn't need very much.

Having got that off my chest there are a few words of thanks that need to be put out there. Thanks to Tony Ash for his words on his less than enjoyable experience he recently endured. An experience that I am sure has crossed the minds of us all.

Thank you to new member Stewart Everitt for sending in his words and photos on the work he recently undertook on his BJ8 with son Riley.

Many thanks to Bryan Levy for the photos he sent in featuring his BJ8 alongside a rather delectable Citroen DS21 Décapotable.

I can feel it from here that everyone is missing their monthly minutes fix, but sorry there isn't any in this issue as there was no January meeting. Next month they will be back. There are reports however from our Membership and Social Secretaries plus some words for those members who have cars on Conditional Registration. There is also news for those who are interested in travelling to Tasmania and/or Mildura. As well as bits and pieces that feel out of my screen over the last month that I thought would be of interest.

There has been a bit of work on the Quinn Austin-Healey and in particular on the windscreen posts. Sometime in the car's past it was



fitted with a six-cylinder roadster screen. I have a photo of the car taken at the DHMC showing that it had a one piece 100 screen, but I have kept with what came with the car. Anyway I decided to repaint the posts and stripped the paint and spent a considerable time rubbing back along with a little filler where needed. Time for a little etch primer, which I bought from Bunnings in a spray can.

All was going fine until the spray nozzle started to blow out little white specks that when dried were raised above the paint. Not impressed, but they did sand out when I went back to them a day or so later. Yes I did write to the paint manufacturer, but no response as yet.

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



## Social Report

Bruce Ewan 0432 096 493

[bruce.ewan1@gmail.com](mailto:bruce.ewan1@gmail.com)

SOCIAL ACTIVITIES February & March 2022

**Sunday 27th February** - Trophy Presentation Day at Belrose hosted by Philip Bloom.

A fully catered lunch with spit roasted meats, multiple salads, bread and much more. It is easy to understand why this is generally the highest attended event of the year. For those who have not attended in the past there is plenty of parking, a stunning bush side setting and an abundance of space.

The club is paying for catering and the setup, yet with higher costs this year a small contribution of \$10 per head is to be paid into the AHOC NSW bank account in advance.

Please register your interest in attending ASAP so that I can lock in catering numbers. Register NOW [bruce.ewan1@gmail.com](mailto:bruce.ewan1@gmail.com). Last registrations Friday 18 February.

**Saturday 12 March** – Sydney Technical Workshop Paint Correction hosted by Vince Cessario (Artarmon) Register NOW [bruce.ewan1@gmail.com](mailto:bruce.ewan1@gmail.com).

Happy New Year to all members!

Sorry I did not submit a report last month as I was confined to bed for two weeks and am still limping around. Unfortunately I had taken leave for the period weeks and had to cancel a planned trip down south.

New members over the past two months are Garry Vangestel from Tumby Umbi who joined as an Associate Member in December. Keith and Louise Manwaring from Raleigh have rejoined the club after purchasing a Sprite from the Cessarios. We welcome Garry, Keith and Louise to the Club and hopefully there will be an event soon that you will be able to attend.

The next General Meeting will be at Strathfield Golf Club on Thursday 3 February 2022 and hopefully there will be no further changes with Covid-19 rules with further lockdowns. At this stage everything is

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

Retford Park is the jewel in the crown for National Houses NSW. Gifted by James Fairfax complete with furniture, art and gardens it is easy to see why this property generates such immense coverage in the media.

Three hour house and garden tour is included at \$27 with numbers capped at 30. For those in Sydney and North of that we can meet at Pheasant's Nest for a guided drive through the beautiful Southern Highlands.

Register ASAP to get further details on meeting points and times - Almost at maximum capacity [bruce.ewan1@gmail.com](mailto:bruce.ewan1@gmail.com)

Registrations for events via email [bruce.ewan1@gmail.com](mailto:bruce.ewan1@gmail.com) or phone 0432 096 493.

Looking forward to catching up with members.

Until then, cheers.

Bruce Ewan

## Membership Report Christine Lyttle

0410 201 373

[membership@austinhealeynsw.com.au](mailto:membership@austinhealeynsw.com.au)



okay to meet in our usual room and dinner beforehand in the Bistro where there have been some tables reserved for us.

Remember, we can only have details correct about you if you advise us and update them, so please let me know your changes eg phone numbers, email addresses and home address.

Look forward to seeing you at an event face to face soon in 2022!

Keep safe and well!

Happy Healeying  
Christine Lyttle



Austin Healey Owners Club (NSW) Inc

### Webmaster's Report Jim Phillips



### Changes to the website

Hopefully by the time you read this, these changes to our website will be functioning. The developer has been working on this for several months now, but I'm told that it will soon be a part of our site.

On the Home page there is a new tab called "Events"



Austin Healey Owners Club (NSW) Inc

Login



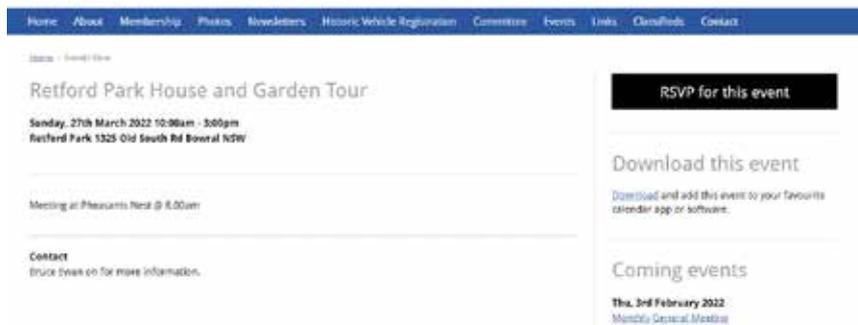
When you click on this it will open the "Events" page showing what is coming up, with details of when and where and even an opportunity to download it to your calendar app or software.

For some events we will need to know how many are coming, and for these there will be an opportunity to record your attendance via the "RSVP for this event" tab. If numbers aren't a factor, this option will not be showing.



Austin Healey Owners Club (NSW) Inc

Logout



When you click on the "RSVP" it will provide you with a form to be completed and, depending on what information is required for the organisers, questions to be completed e.g., vaccination status, dietary requirements or other special needs.



President's Message Cont'

website you will soon be able to book in for them there very easily. For which many thanks are due to Jim Phillips and Andrew McCurdy who continue to develop the website to make life easier for us all.

It's probably not a thought that comes to mind often, but while computer systems have their difficulties, they really do make life easier for Club officers to

manage events, and to keep everyone up to date with what is happening. If you haven't yet had a look at the website, can I suggest that you do, and soon. If you doubt your computer skills, just enlist a friendly teenager to help you. It will be worth the effort!

Happy Healeying

Gordon

Webmaster's Report Cont'

RSVP: Retford Park House and Garden Tour

Sunday, 27th March 2022 10:00am - 3:00pm
Retford Park 1325 Old South Rd Bowral NSW

Use the form below to complete an RSVP for yourself (main contact) along with any additional attendees.

Attendees form with fields for Name, Vaccinated against COVID?, RSVP response, Email address, Contact number, and a CAPTCHA section with Suzuki logos.

This new feature should eliminate the need to email or phone to book to record the fact that you are attending or not attending, but in any event your feedback is welcomed. Let me know what works for you or doesn't work and I'll pass it back to the developer.



You might have to enlarge your screen to see this clearly. It's a couple of pages from Autosport of 5 April 1957.

The car doing the nosedive is a streamline 100/6.



## Historic Vehicle Registration News

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

As at the beginning of February we have 214 vehicles on Conditional Registration, which includes 122 marque cars and the rest are other makes. Of these, 213 are under the Historic scheme and just one under the Classic. If you don't know about the Classic scheme, that's for vehicles that are sufficient modified away from when they rolled down the production line.

Recently I received a query from someone who is domiciled in the ACT and whether they can place their vehicle on Historic Vehicle Registration through our club. The answer is unfortunately, no! We can only assist members who live in NSW obtain

Historic or Classic Vehicle Registration through Transport for NSW.

Talking about renewals, still some members are sending me reams of paper dealing with their Conditional Registration. Please read below and you will see what needs to be forwarded. You can send your paperwork by Express Post or ordinary post. It's your decision, however I will say that just because something comes via Express Post doesn't mean that I am going to drop what I am doing to take it immediately to the post office. Generally I drop it into the letterbox at the bottom of the hill.

Talking about letterboxes, for my last two renewals I have posted the documents to Services NSW in Parkes instead of standing in a potentially unsafe queue at the local Services NSW office. Everything arrived back by post and in the interim they email a receipt.

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 this 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 this 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 2088  
Tel: 9319 2299  
Mobile: 0412 811 958  
MVRL 35580

## THE MILDURA MEANDER -2nd Edition

If you missed it last time, you have a second chance to enjoy a meander to Mildura just in time to arrive for the much delayed Mini-Rally in May!

For those who want to get there quickly, there are more direct and faster routes. This trip is the alternative for those who enjoy visiting a number of towns and having time to 'smell the roses' as they travel in the company of like-minded people.

So, for those intrepid club members who will be taking their lovely Austin-Healeys to Mildura (and even those miscreants who prefer to travel in a more modern vehicle) we have organised a leisurely wandering route to Mildura via Jugiong, Beechworth and Kerang before arriving at Mildura on Tuesday 10th May in good time to check-in and register at the Rally. Even if you aren't going to the Rally you can still join us on the run to Kerang.



Murrumbidgee Valley from the Jugiong lookout.

Depending on where your journey begins, we begin with a longish drive to Jugiong on Friday 6th May where we will stay once again at the Jugiong Motor Inn, as everyone enjoyed it last time. This is an older style motel, but clean and tidy and it has a well recommended restaurant bar and beer-garden, so we should be able to enjoy a welcoming drink and tasty dinner as we get together at our first stop. Jugiong is 336kms (3hrs30) from Sydney and, if you don't know it, sits in a very scenic part of the Murrumbidgee valley.

On Saturday 7th May we will drive to Beechworth (260kms ~2hrs45) to the Armour Motor Inn. There are a number of pubs and restaurants in town and a

brewery that serves pizzas for those who would like a casual dinner.

Sunday 8th May is a rest day for you to enjoy Beechworth and surrounds.



Sunset, Beechworth

Monday 9th May will see us wend our way from Beechworth to the Murray Valley, following the river from Lake Mulwala to Kerang (295kms ~3hrs25). Or, if you want a slightly quicker trip, there are also the main roads via Glenrowan, Benalla and Shepparton, but that is considerably less scenic.

On Tuesday 10th May those of us who are going to the Mini-Rally will drive to Mildura (278 kms ~3hrs5). Don't miss the Lake Boga Flying Boat Museum as you near Swan Hill.

Note that this only gets you to Mildura. The return route is up to you! Louise and I are intending to return via Hay, Junee, and Bathurst after the Rally. Let me know if you would like to join us.

I am expecting that the cost of the run to Mildura will be around \$535 per room for the four nights' accommodation. I haven't included any meals at this stage, but I have booked dinner for everyone at the Jugiong Motel (meals at your cost).

Please don't delay if you would like to join us on this amble to Mildura. Confirm your booking with Gordon ([gordonl@aussiebb.com.au](mailto:gordonl@aussiebb.com.au) or call 0403 198 343) and don't forget to pay your deposit of \$50 per person to the AHOC by electronic funds transfer, including your name and reference 'Mildura2'.

If you can't add a text reference, most banks will

allow you to add a numeric reference so please use your Postcode to help me identify your payment.

Westpac Bank: BSB 032 669, A/c no. 277411  
'AHOC Charlies Run'

If you cannot do that, please deposit a cheque at your local Westpac bank payable to the Austin-Healey Owners Club NSW account detailed below and let Gordon know that you have done so by email or phone.

Happy Rallying

Gordon Lynas



A photo showing Leonard Lord and Donald Healey in the original Healey 100 at the 1952 Earls Court Motor Show.

While the car is still carrying Healey 100 badging, the sign at the top right shows the partly obscured words 'Austin-Healey'.

Behind is a Nash-Healey rolling chassis while behind that, looks to be the rear of a Healey Tickford.

## Tassie Tour 2022

Hope you all had a great New Year.

The Tassie Tour was postponed because Covid was spreading very quickly and participants were worried we might get caught in a lock down.

What has now happened, we have transferred everything over to a proposed time in October 2022, exact dates to be announced at the February meeting, we hope.

We are having a little problem with securing the accommodation we want, so our agent in Tasmania is jiggling the dates around to get us what we want.

All those originally on the list have had their deposit automatically transferred to the October time slot. All other monies were repaid immediately.

I had a terrific phone call recently from Jack Beseau, who with his wife Stephy, were members back in the 1990s. Jack actually organised the first Tasmania trip in 1995, when there were close to 50 attendees. Jack and Stephy want to come on the last tour and have already been included.

I feel it will be a very nostalgic trip.

Space is open for anyone who would like to join us for a great time in a wonderful place.

Ring me if you would like further info 0409 323 133.

Terry Bancroft.

## Mixing Fuels – NOT (recommended!)

By Tony Ash

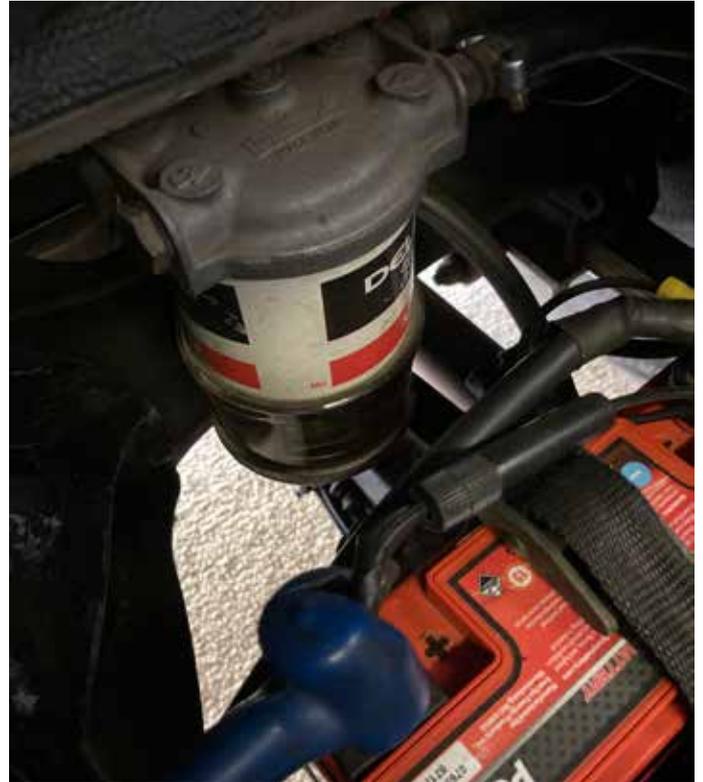
It wasn't Christmas Eve, but it was Christmas week, under pressure! My Conditional rego was due mid-January, the papers had arrived and my AHOC inspection officer (of choice, and nearest) Geoff Smith on the Central Coast is a very busy man. We agreed on a Tuesday morning check giving me a 510km round trip in the Austin-Healey, which hates any combination of hot weather and traffic. My route included both – the Newcastle bypass through Hexham, navigating the M1 and Christmas/holiday traffic into the Central Coast. I decided to dodge the peaks, travel over two days and overnight with a schoolmate at Bateau Bay, which is 30 mins from Geoff's home.

Leaving the coast at 1pm Monday, roof on (sans side screens and rear window) and cruising at 110, the temp held below 190 with electric fan helping. I was frustrated by drivers not keeping left or not wanting to pass the 'semis'. Hexham Bridge was a light bottleneck but opened out a little once on the M1. The roundabouts and lights into Gosford were a challenge, but thankfully I was the only thing getting heated. Eventually we arrived, and although somewhat 'cooked', I was able to cool off in the surf.

On Tuesday Geoff okayed the car for another 12 months on the road. Mate John and I checked out his Bolwell Nagari and the green 3000 before heading to Bateau Bay and a pre-departure coffee. Back into the traffic at 11:30, conditions were warmer. Again I was able to keep moving through the suburban sprawl, but the M1 was mad - just 'busy as', to Newcastle and through Hexham. Once clear, and in easy traffic, I made for a fuel stop at Bulahdelah, about 50 minutes from home.

I pulled off the M1 at Bulahdelah and sat under a tree to cool off with an iced coffee and snack from my esky. I was bloody hot! About 15 minutes later I drove into the BP servo, stopped adjacent to the Ultimate nozzle and began fuelling. My car's filler is external, high on the left hand rear shroud. I'm absently looking around, as you do, and noticed a small button and sign on the bowser – "push for increased flow". That's right, it's for diesel. Shit! I looked at the nozzle and the little "Diesel" word below the

"Ultimate" was very obvious. I stopped pumping, too late, at 31 litres! Which I calculated was on top of about 10 litres of 98 Ultimate. I went and paid for the bloody stuff!



Modern servos don't have a mechanic or workshop, and the nice man behind the till told me I couldn't dump it in the adjacent paddock! (For some reason I thought it was Sunday with nothing open.) However there WAS a mechanic down the road. The BP was on a corner at the top of a small hill and the mechanic was at the bottom of the hill, but through an intersection.



Mixing Cont'



another bowser and topped it up at \$2.09/lt. The car was happy, I was happy and we drove home happy with no subsequent problems since.

There's a moral here somewhere, but..... I clearly wasn't seeing, or thinking – only the 'Ultimate' signage was obvious to me as I looked out the left hand window to park by the nozzle. My VW 'Healey Hilton' van goes drinks 80lts diesel a month (1000kms) so I'm used to using the stuff over the past three plus years. So why the sudden brain-fade? First time for everything - bought my first Sprite in '73? I don't think I have ever noticed the Ultimate sign associated with BP diesel. The black (D) and the royal blue (98) caps on the nozzles aren't really similar? Could have been a lot worse and doesn't bare thinking about.

Guilty as charged



I started the engine and drove across the fore-court (40 metres) shutting it off (10 seconds?) as it bounced over the driveway and turned down the road, crossed the intersection, coasted down into the mechanics and rolled up to the office. He was very busy, but eventually drove the car onto his hoist and drained the tank. Fortunately, I have a glass filter bowl (between the fuel pumps and engine) that he checked to confirm it wasn't contaminated. We put 10 litres in the tank and I drove back to BP, selected



**AUSTIN-HEALEY**

Moteur AUSTIN-HEALEY 1500 cc - 75 CV  
 Démarrage électrique - Inverseur de marche hydraulique  
 Double carburateur - Instruments de bord complets  
 Cuvette fibre de verre - Insubmersible

**RUNABOUT grand luxe 12.500 NF**

**HEALEY-SPRITE 5 CV - 2 carburateurs 140 Kwh - 9 950 NF**

**AUSTIN HEALEY 3000 6 cyl. freins à disques hard top - 200 Kwh - 19 800 NF 2 places**

1<sup>ère</sup> toutes catégories LIÈGE-ROME-LIÈGE

Agence française d'importation de Véhicules Anglais - 13, Av. de Madrid NEUILLY sur SEINE - MAI 71-40

Interesting that this French advertisement not only includes an Austin-Healey 3000 and Sprite as well as a Healey boat. Wonder who paid for the ad as after all the boat was a product of the Donald Healey Motor Company while the cars were BMC.

## Us and Our New Austin-Healey

By Stewart Everitt

New to the club at the end of 2021 with my 1967 BJ8 I look forward to learning from everyone.

This is my second BJ8 (HBJ8U/42583G), my first I owned for nearly ten years in the early 2000s, which was fully restored with Vintage Motor Garage (VMG) and used it very often. It ended up at the Gosford Car Museum – one of life's regrets! After several years of trying to find it I decided during Covid, it was time to restart, so here we are.



The first Everitt 3000 - HBJ8L/33980



Our new BJ8 came from Queensland from an owner who rarely used it. My experience is that cars prefer to be used rather than sitting around. As a result for our use, we wanted to address some things. Most of the additions I had done to the previous BJ8 so we sort of hit the ground running. I took this opportunity to do the work in our scope with my 16 year old Riley, who was keen to get his hands dirty. Full disclosure after a couple of stumbles, with a small bit of help again from Jonathan at VMG.

We did the following over all the locked up periods



and had some great learning and bonding father/son time. Bigger brakes, electronic ignition, new leads, alternator, high torque starter, radiator and heater chemically cleaned and some cosmetic bits.



While doing the brakes we also changed the wheel bearings as things were already apart. The brakes of course are a big improvement and all went smoothly with two problems. Firstly we found the new braided hoses from Moss did not fit, as the thread was not

### New Austin-Healey cont'

reaching, so I took them to a brake specialist to cut the end back a little and machine – problem solved. Secondly and perhaps the bigger problem was the master cylinder failed when we started to get it all back together and needed new seals. This became a bigger project than expected. I was getting a bit over the brake fluid spilling on me and the floor, so got a little help here from VMG.



For the rear, drums we removed and resprayed, easy to do and looks like new.

The new electronic distributor, leads and starter makes a massive improvement. For those who prefer original, it's easy to swap it all back, but I won't be doing that during

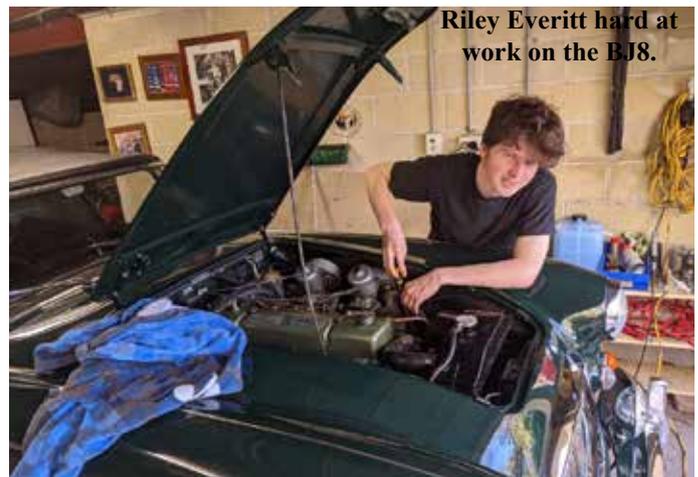


my ownership. Starting is much easier and less potential problems with distributor.

I also removed the generator and installed an alternator from Moss, with a problem of the brackets being for a left hand drive car. Also we found the installation instructions from Moss are incorrect (cable connections) – so back to VMG to get some brackets made up and cables sorted. Battery is in much better shape now, again for the purist, plus the generator is an easy change back.

Radiator and heater needed attention as both had gunk in them and long overdue for a clean. In my last BJ8, keeping it cool in summer traffic was really hard and I made many changes with one that made the biggest improvement. This being rather than adding standard coolant, I changed to Evans Waterless Coolant, which I know has lovers and haters. I know now from two cars that it's a winner for me, it won't boil so when you get caught out in a traffic jam on a hot day it's a much better chance to escape without overheating. I did not use the prep-fluid as I knew it was bone dry. I understand it's critical to be bone dry for this to work when making this change. Do your own research here.

We are enjoying the new BJ8, using it often and will be hanging on to it for a while.



Riley Everitt hard at work on the BJ8.

## BJ8 and Friends

The Citroen DS21 Décapotable is renowned as one of the most elegant cars in the world. So I was interested in the below photos kindly sent by Bryan Levy showing his BJ8 with one of two RHD DS21 Décapotables in Australia.

Back in 2004 I had the pleasure of testing a visiting French LHD Décapotables in Sydney for Australian Classic Car and found myself amazed at how luxurious the car was while we wafted across the Sydney Harbour Bridge. It created quite a presence.

Bryan's BJ8 was photographed in Centennial Park

on 30 January, the last Sunday of the month. He was attending an unofficial gathering of classic car at Centennial Park held on the last Sunday of every month. Bryan says that cars mysteriously start arriving at 7am much to the chagrin of the ranger who was telling attendees that they shouldn't be there as it's an illegal gathering. Not much has been done about it, because the gathering is never advertised.

Thank you also to Bryan for the photo of his BJ8 parked with the Austin Westminster A99 of Associate member Denis Kasza.



## Interesting Sales

by Patrick Quinn

While there are Austin-Healeys for sale within Australia and throughout the world almost continually, a couple have come up recently that are interesting.

For instance the Sprite that recently came up on US auction site Bring-a-Trailer. It's a Mk1 that has been fitted with what's known as a Sebring front. That's the same style that John Sprinzel ran at Sebring, Florida in period. In no way did the seller suggest that he car had any Sebring history. The car is also in right hand drive and prepared for competition.

Coming with the car was a swag of receipts for work undertaken in the UK and importantly it also has a FIA Historic Technical Passport which would allow it to be entered in any Historic racing event anywhere in the world.

Bidding started at US\$7,000 and four days later was

at US\$20,000. Auctions extend over seven days and early on the last day it had climbed to US\$26,000. Not long after I put up my hand for US\$26,500 and I was top of the tree for ten minutes. Bidding then went up and up until it reached US\$38,000 with just two bidders left.

Normally the auction is over exactly seven days from when it starts, but if there are two or more people bidding at the end it's extended until clearly there just one left. So quickly over a period of six minutes further bids at US\$250 each were placed until it ceased at US\$42,250 which is \$59,807 in our money.

While it may sound like quite a bit for a modified Bug Eye Sprite, it was the opinion of many who wrote in that it was a bargain and I agree.



### Sales Cont'

The next car is on eBay UK and it's a LHD Fibrefab Jamaican bodied 3000 Mk1. Actually we saw a photo of this car in the August 2021 issue of Flat Chat. It showed the car running in a British Historic racing meeting.

The seller states that he bought it as a project and rebuilt it into a race car. After finishing, he ran the car for about

five years before returning it to road specification. This included a full respray which is evident when you compare the photos.

I think it's a good looking car, but whether it's worth the asking price of £65,995 or \$AU\$126,564 I'm not too sure.




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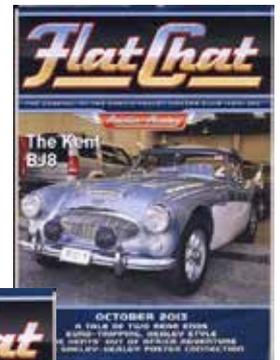
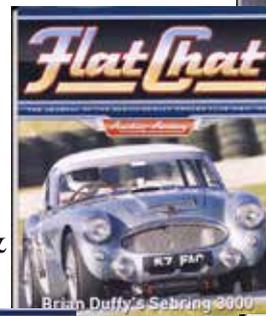
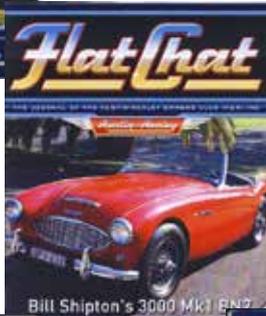
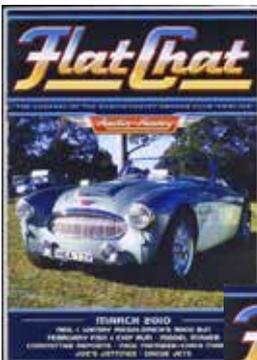
## Flat Chat Back Issues

Interested in receiving backcopies of Flat Chat? Now available, digital copies of Flat Chat for 2005 through to February 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  
Kurrajong Heights  
NSW 2758

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



We are indebted to *deRivas & Ives*, India's very first vintage and classic automobile magazine for the following article. To access the website have a look at <https://magazine.derivaz-ives.com/>



Even if the picture is shot from a barn, the car isn't a barn-find

Indian Healey Westland  
by Gautam Sen

## Yes, It Is a Very Rare Car, But Not Quite A Barn-find As You May Imagine

Images: Makarand Baokar

A legend in the history of automobiles, Englishman Donald Healey Mitchell (1898–1988) was a very successful rally driver, an automobile engineer, president of several societies, speed record holder, and eventually a highly acclaimed carmaker. Interested in mechanicals at an early age, Healey joined the Sopwith Aviation Company as an apprentice, then volunteered in the Royal Flying Corps (RFC), and served in anti-Zeppelin patrols, before being shot down by the British Air Defence... by mistake!

After the war, Healey opened a garage, but was better known for his rallying exploits: winning the 1931 Monte Carlo Rally (in an Invicta 4.5 Litres S-Type), the Mont des Mules hillclimb, the Brighton Speed Trials in 1932, and the Gletscherpokale, in Austria, four times. With an excellent reputation as a consulting engineer, Healey was appointed CEO of the Triumph Motor Company in 1931.

Post WWII, Healey founded the Donald Healey Motor Company Ltd, in 1945, and to power his high-performance sports cars, he decided to use Riley's four-cylinder twin cam 2.4-litres engine, mounted on a lightweight steel chassis. At the time of its launch, in 1948, the Healey Elliott coupe was the fastest closed passenger car in series production, with a top speed of 168.5 km/h.



In terms of design, the Healey Westland Roadster carried over the form language from before the war.

The Elliott was followed by the Silverstone, in 1949, which was lighter and even quicker (172 km/h). With just 104 made, the Silverstone is indeed much sought after. Rarer than the Silverstone though was the Westland roadster variant—at most, 70 were made. The car we feature is one of them.



Despite a distinctive face, there is no denying that this must be an English roadster.

## Westland cont'



The pre-war influence is even more pronounced at the rear.

How the current owner Praduman P Asher came to own this car is bemusing. Asher had heard that the princely family of Idar was selling a 1935 Cadillac: "I went to negotiate for the Cadillac, but Rajendra Singhji, the current titular maharaja, was adamant that I had to buy two cars as he was clearing his property of all junk... I paid a little extra and bought both. After researching I found out that the 'other' car, the Healey Westland, was much rarer than the Cadillac!"



Praduman Asher poses proudly with his rare bolide



It is from this angle that the Healey Westland looks most dramatic.

The princely family of Idar was always true-blue automotive aficionados, with a passion for rare and highly advanced automobiles, as evinced by the kind of cars they have owned: an extremely rare Farman A6 B that still survives (in Germany) and which was bought new by Himmat Singhji's younger brother Maharaj Man Singhji Dowlat Singhji, an Auburn Speedster owned by Himmat Singhji himself, as well as a Duesenberg acquired by his son, Maharaj Amar Singhji.



Asher wrote a letter to the Association of Healey Owners, and they ridiculed him stating that no car in their record had ever been exported to India. They were right, as the car had been acquired in the UK by Paswanji Saheba Feroza (as explained to the author by grandson Karni Singh Idar). She gifted it to Himmat Singhji Dowlat Singhji, the erstwhile Maharaja of Idar, who had the car shipped home to India.

The Healey was fitted with a galloping horse mascot, as the maharaja was an equestrian fan, and the car was used by him to go to Mumbai's Mahalaxmi racecourse.



Instrumentation is indeed comprehensive within a practical dashboard

**Westland Cont'**

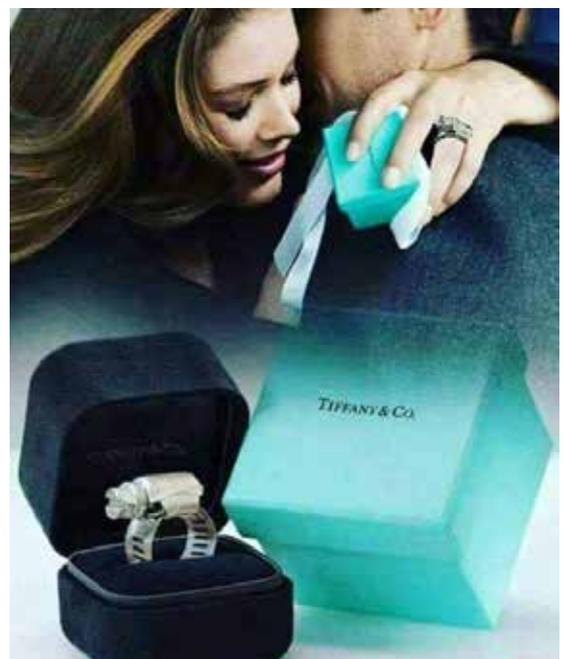
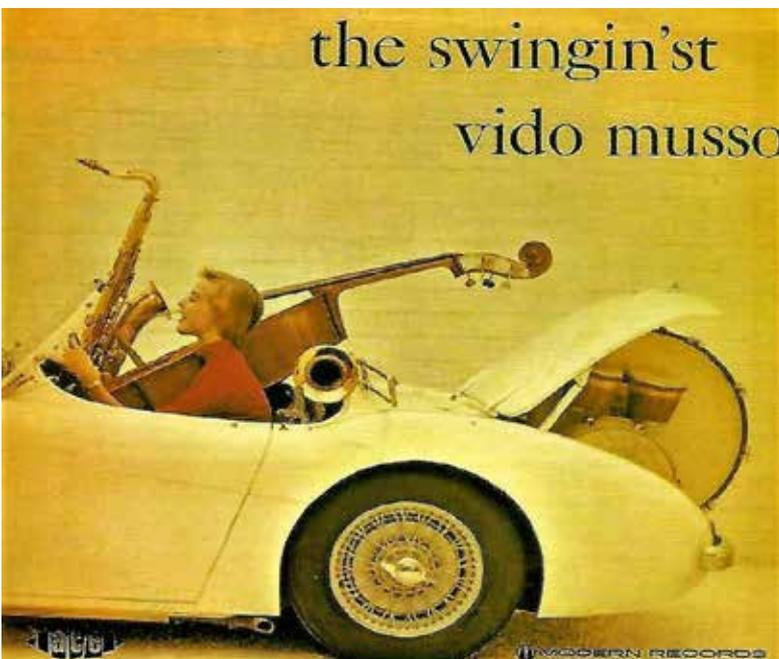
The Maharaja's grandson Rajendra Singhji was given the Healey eventually, and he sold it to Asher.

Asher's reaction to Association of Healey Owners was only but natural: "Angrily I sent them a picture of the chassis plate. And they wrote back that indeed I had found a missing Healey and made me a member of their Association."

The Association sent Asher technical material, based on which he was able to restore the Healey. Entered at the 2008 edition of the Cartier concours award, the Healey deservedly won in the roadster class.



**Interesting Photos**





## LAST PAGE

We will finish this issue of the *Flat Chat Newsletter* with a little Healey History.

It's a letter from Foreign Car Parts of New Jersey to a customer in California outlining the available BMC optional competition parts. They include a list of those parts, which may be familiar to some of us.

Just sit back and think about what you could buy for your car.

KILMER 5-9528

**FOREIGN CAR PARTS OF NEW JERSEY**  
 1101 BARRMAN AVENUE  
 HIGHLAND PARK, NEW JERSEY

Sept 8, 1961

MSgt Robert Taylor  
 Hq. Co. USAF (6003-05) G-3  
 FORT ORD, CALIFORNIA

Dear MSgt Taylor,

Thank you for your reply to our ad. As requested we are sending you a list of BMC optional competition parts. Most of those are in stock at the present time, those that are not can be made available immediately. We can also supply parts for the other cars mentioned in your reply. We are presently supply race cars in 18 states and would like to add yours to the list.

Any shipments you desire can be sent U.S. Air Service to most points in California in 48 hrs. Hoping to hear from you soon.

W.S. REMAIN

Sincerely yours,  
*Walter Dreyer*

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 208 WOODBRIDGE AVE  
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AUSTIN HEALEY 3000 COMPETITION EQUIPMENT		
ENGINE	PART NO.	SUGGESTED RETAIL PRICE
SU (2") H2C Carburetters - Twin Installation (using original manifold)	AUC 938	\$130.84 (pair)
Flare Pipe - 2" Carburettor	H 8399	13.44
Cold Air Box - Twin Carbs	H 8427	26.88 ea.
SU (2") H2C Carburettor - Triple Installation	H 8793*	60.48 ea.
Inlet Manifold - 3 x 2" SU Carbs	H 8788*	120.96 ea.
Camshaft - Competition Type (Tuning for Mid Range)-(Inlet opens 90° BTDC, closes 45° ABDC, Exhaust opens 51° BBDC, closes 21° ATDC	AEC 2029*	89.04 ea.
Camshaft - Competition Type (Inlet opens 16° BTDC, closes 56° ABDC, Exhaust opens 51° BBDC, closes 21° ABDC	ABC 865	63.67 ea.
Distributor - Competition Type Use with Camshaft AEC 865	4062 - Lucas LT 17001*	40.32
<b>GEARBOX AND OVERDRIVE</b>		
Close Ratio Gearbox	H 8794*	571.20 ea.
Overdrive Assembly - 28% (.788)	1B 3839	297.36
<b>BRAKES</b>		
Rear Disc Brake Kit	H 8462	235.20 <sup>(B)</sup> <del>120.00 ea.</del>
<b>SUSPENSION</b>		
Front Spring - Competition	1H 4092	10.20 ea.
Front Spring - Competition	1H 4055*	12.73 ea.
Rear Spring - Competition (1 1/2 leaf)	H 8776	42.00 ea.
Anti-Roll Bar - Competition type	7H 1721	15.62 ea.
Front Telescopic Dampers	H 8792*	120.96 pr.
Additional Rear Dampers - Large adjustable	H 8437	66.75 pr.
<b>Road Wheels</b>		
Roadwheel - 60 spoke, Aluminum Rim	AHM 8000	118.66 ea.
Steel Rim	AHM 8001	37.70 ea.
<b>FUEL TANKS</b>		
Fuel Tank - 25 gallon	7H 1714	79.24 ea.
Fuel Tank - 15 gallon	7H 1716	79.24 ea.
<b>MISCELLANEOUS</b>		
Racing Screen - Full Width	H 8343*	73.92 ea.
Aero Screen	7H 1713	39.11 ea.
Seat - Lightweight	Q 2609*	60.48 ea.
Dynamo - Lightweight	H 8265*	60.48 ea.
Regulator - Lightweight	H 7739*	13.44 ea.