



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



By Bruce Ewan. Photos by Alan Mitchell or Patrick Quinn

After multiple stalled attempts, the long-awaited tour of Retford Park occurred on Sunday 27th March. Retford Park, long known as the jewel in the crown for National Trust NSW, the visit did not disappoint.

Meeting at the Partridge VC Rest Area on the Hume Highway a really positive vibe emerged. As the coffee van rolled in, hot coffee and chocolate brought smiles to many faces as we started the well-planned scenic journey created by

Alan Mitchell. Despite the incredible potholes, a result of recent intense rain which has decimated roads across the state, there were many sights to see, some brought purely into focus by the need to navigate left and right and not fall into a crater that could have been on the moon. The scenic route, well planned, documented and timed made it easy for all to arrive at the destination refreshed.

Arriving at Ngunungulla Regional Art Gallery was a surprise.



VOL. 9 ISSUE

#4

COMING EVENTS

April

- | | |
|------|-----------------|
| 2nd | Workshop |
| | Central Coast |
| 7th | General Meeting |
| 9th | Concours |
| 13th | Workshop |
| | Committee |
| | Meeting |

May

- | | |
|------|----------------|
| 5th | General Meeing |
| 7th | Workshop |
| 11th | Committee |
| | Meeting |

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P21 ... Was it Inevitable?



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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.

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PRESIDENT'S MESSAGE

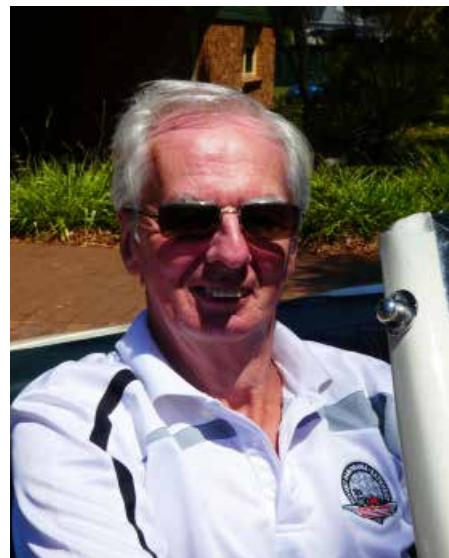
This month I'd like to share a few words of warning.

'If it ain't broke, don't fix it', is a common saying. However we all know that there are some things that do have to be fixed before they can cause grief. I'm sure that we are all aware that tyres don't last forever and that they should be changed when they reach the grand old age of seven years or thereabouts despite them having obvious depths of unused tread.

Fixing it when 'it ain't broke', is really just forward planning essential maintenance. We replace a component which is still functioning as intended on the expectation that it might soon fail due to its age. There are of course many components in our cars and none of them last forever. Some of these we can expect to identify at each service or roadworthiness inspection. We might remain ignorant of others, accepting that

it might mean a roadside repair, or trip home courtesy of a NRMA truck. Some others however can have very dangerous consequences if they fail 'in service'. Amongst the latter are the wheels, brakes, steering and suspension.

What has brought this thought to my mind just now? A couple of weeks ago Louise and I were cruising sedately around an admittedly tight left hand corner when the rear end of our '100' decided to overtake the front end. We spun until we were rolling backwards. I'd wound on a fair bit of right hand lock to try to correct the spin which now caused our backwards travelling car to continue with a further half circle spin. It was a relief to once again be going slowly forwards! Amazingly we were on the correct side of the road, and all seemed to be well once more. Except for a wet road with some leaf litter there wasn't any obvious cause for the spin. The tyres



Gordon Lynas – 0403 198 343 –
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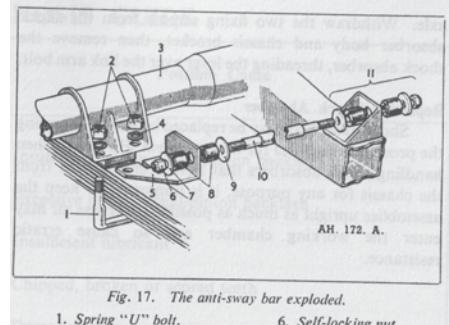


Fig. 17. The anti-sway bar exploded.
 1. Spring "U" bolt. 6. Self-locking nut.
 2. "U" bolt locking nut. 7. Washer.
 3. Axle tube. 8. Rubber bushes.
 4. Serrated washer. 9. Washer.
 5. Anti-sway bar anchor plate. 10. Anti-sway bar.
 11. R.H. anchorage assembly.

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COMMITTEE LIST - 2022

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CSCA Delegate - Colin Goldsmith

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CMC Delegates - Ray Roberts
Ian Clayton

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

Assn of British Car Clubs Reps - Christine Lytle

National Assn Delegates - Gordon Lynas & Jim Phillips

AHOC Life Members - Don Read, Joe Armour, Christine Lytle, 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 April 2022 issue of the Flat Chat Newsletter.

It's been raining a bit, and actually it's still coming down as I write this. However over the last month we have had a lack of moisture on a couple of occasions. On March 27th many of us took the opportunity to finally visit Retford Park in Bowral. Planned by Social Secretary Bruce Ewan over a year back, we found ourselves thwarted again and again by Covid, but it finally happened. A most enjoyable day. Thank you Bruce! If you have got this far you would have already have seen the report on this visit starting on page 1.

Saturday April 7th saw the continuation of the very popular Central Coast workshops held and hosted by Colin and Kerry Rule. From reports, the last workshop once again proved to be an entertaining and informative gathering. This starts on page 7.

So who am I indebted to this month? First of all it's Geoff Golding for sending in two communiques that give rise to thought. Thanks also to both Allan Whitehouse and Andrew James for sending in snippets for us all to enjoy.

If you are into touring in your Austin-Healey you will find information on four separate events, both near and far. You have a choice from this year's Charlie's Run, Terry's Tassie Tour, a circuit of New Zealand and lastly a ten week tour of Europe taking in the 2023 European Healey Meeting in Norway. Quite some choice.

Do you know the number of times you press the letter t when you are writing something? I certainly didn't realise until my laptop started playing up a few months back. Sitting behind me and tempting me to fire it up is a

brand new machine. Only had it a month, but have yet to turn it on. Please wish me luck.

With the Quinn Austin-Healey, I am pleased to say that my bag of goodies arrived from AH Spares. That included a length of draught excluder called Furflex, which is somewhat difficult to find in Australia, unless you want to mortgage your grandkids.

Anyway it arrived along with some special fasteners and with the good guidance of Colin Rule it's coming together with all due haste, which in my case is slowly. Also the headlight buckets finished in new black paint look too good to fit to the car. Now if it would only stop raining.

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



Monthly Meetings

**We meet on the first Thursday of the month at Strathfield Golf Club
 Weeroona Rd, Strathfield. Starting at 7.30pm or enjoy dinner from 5.30pm**

Thank you to Bruce Ewan for organising the Retford Park tour in Bowral. It was great to see through the house and gardens. We were lucky dodging most of the showers on the day.

Paul Nicholas from Gordon is a new member this month. Paul has joined as an Associate member and at the April Committee Meeting Paul's membership will be submitted and be regraded to full membership. Paul has a 1961 Austin-Healey Sprite MKII HN6. We welcome you to the Club and hopefully there will be an event soon that you will be able to attend.

Our club year comes to an end on 30 June 2022, meaning that membership fees are due on the same day. Invoices should be sent out late April/early May via the website. Don't forget payment is due by 30 June 2022 to avoid being unfinancial. Also please ensure your email address is correct on the website to ensure you receive your invoice.

The next General Meeting will be at Strathfield Golf Club on Thursday 7 April 2022 and at this stage everything is okay to meet in our usual room and dinner beforehand in the bistro where there have been some tables reserved for our Club. There is no requirement for QR code or mask entry though if you feel you prefer to wear a mask please bring one with you.

Remember, we can only have details correct about you, if you advise us and update them, so keep me

FOR SALE

ORIGINAL: NOT REPRODUCTION

100/6 Owners handbook original 1957: "aged" good condition

100/6 Owners handbook MINT BOXED Feb 1958

100/6 Owners handbook MINT May 1957

3000/Mk 111 BJ8 Owners handbook BMC 1966

Austin-Healey 3000 BN7 BT7 Mk11 Supplement to handbook

Healey Silverstone Profile Publications #71

AH Sales Brochure 3000 Mk111 2035K (2035G USA hole punched)

AH Sales Brochure 3000 Mk111 1734

AH Sales Brochure 3000 Mk111 aged cellotape on spine & (2035 A Dutch)

AH Sales Brochure 100/6 #1334

AH Sales Brochure 100/6 #1405D

AH 3000 Mk11 Preliminary Spec brochure stamped Taylor's Garage Penzance

AH press photo and typed details 3000 MK111

AH single page B/W 3000 Mk 11

Copper participant plaque Donald Healey visit Mel-

Membership Report

Christine Lyttle

0410 201 373

membership@austinhealeynsw.com.au



advised of your changes such as phone numbers, email addresses and home address. Changes can be made online and if possible please send changes to my email address above. I noticed that there are a lot of photographs added to members on the website. Please keep adding vehicle photos to the website.

I'm off to the Mildura Mini Rally MKII in May, thankfully the Rally is going ahead after the Victorian Cape Schanck National Rally and the original date for Mildura was cancelled due to the Pandemic. Looking forward to the trip driving through NSW to the border to catch up with Austin-Healey friends that I have not seen for a long time!

Also looking forward to seeing you at an event soon. Keep safe and well!

Happy Healeyng
Christine Lyttle

FOR SALE

bourne 1977 AHOC (Vic)

AH 100/6 -3000 bonnet grille

AH 100/6 parts list Vol2 original

Two x Austin of England chrome boot badges

Austin-Healey chrome boot badge

AH 100/6 grille badge Austin-Healey wings badge

FOR SALE

MODELS

Matchbox Dinky 100 green mint

Dinky 100 #109 yellow, blue wheels with driver

Dinky 100 #109 Ice Blue white driver = chassis separated from rivets

Dinky 100 red with grey driver civilian

Lesney model #16 red, white driver (miniature)

Corgi 100 white

Corgi 100 red missing screen

Vitesse AH Rally #3 Red white hardtop

Spot-On Triang AH 100/6 silver white interior missing windscreens.

If interested please contact Phil Whitton on 0404 322 139



Historic Vehicle Registration News

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

Another busy month for renewals and new registrations. Even received advice from a club member that he has renewed his non-AHOC marque vehicles through another club. That's absolutely fine and much appreciated as it prevents wondering what has happened once the renewal date has passed. Yes I do keep records of the registration details of each car registered through the AHOC.

Last month due to flooding we did not receive any mail for around a week. A couple of days later it all arrived in a flurry, except for one renewal that didn't

arrive for a further three weeks. This necessitated that in the interim, the club member drove to our home for the papers to be completed. All done and the car was re-registered, but it made me think that it would make some sense to advise members that their paperwork is on its return journey. So in future, everyone will be receiving an email once their envelope has been entrusted to Australia Post.

It's finally happened. A month has gone by and no one has asked what they need to do to renew their Historic Vehicle Registration. Is it a sign that members are reading this page or is it just a burning bush?

Time will tell of course and to show that I don't believe in miracles here are the steps again.

- 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 2008

Tel: 9319 2299
Mobile: 0412 811 958
MVRL 35580

President's Message cont'

all seemed properly inflated and intact. In fact, the car looked very normal. Having had one scare however, we travelled very carefully until we were home. The next day I put the car up on axle stands and pulled the rear wheels off to check the suspension. A little investigation soon showed the cause of the spin. The anti-sway bar should connect the right-hand chassis rail with the left-hand leaf spring at the axle mounting as shown in this diagram from the Service Manual.

My anti-sway bar simply lay there, on top of the spring, but disconnected from it. The pictures below show what had happened. The anti-sway bar anchor plate had become two separate pieces of steel. Regular inspections with the car up in the air hadn't identified the cracked bracket as it is hidden by the axle and spring. I suspect that even a wheels-off inspection might not have found the cracked bracket unless done very carefully.

It is also obvious that the bracket was very worn



where the sway bar passes through (the lower now oval shaped hole in the photos). This can only be inspected by removing the rubber bushes, and clearly ought to have been done on my car, but wasn't.

So what had happened? My conclusion is that sweeping around that left hand bend had put the rod into tension and the bracket had finally given way. Clearly this had been cracked for some time. Each and every corner weakened it that little bit more until eventually it failed. The result was an uncontrolled spin. Thankfully there weren't any vehicles coming in the opposite direction. Had there been, I'm not sure that I would still be around to write these words.

So please make sure that you have your precious cars very carefully checked sufficiently regularly so that you don't share my recent experience, or worse!

Happy Healeyng

Gordon



European Healey Meeting



We have one space available for an Austin-Healey in a 40ft shipping container with AHOC Q members going to Southampton UK for a road tour around northern European Countries including attending the EHM2023 at Geiranger, Norway over 12-18 June 2023. The five AHOC Queensland members have a ten week road tour planned if interested. All Austin-Healeys will be returned to Australia from Southampton after the tour. For more on the Rally have a look at <https://www.ehm2023.com/>

If interested please contact Neil Tregea on 0419 048 000 or ntregea@bigpond.com



Central Coast Workshop – April 2nd

by Colin Rule

The Rain has stopped!!! We were finally able to hold our first Saturday morning Central Coast for 2022. There were 14 attendees, six Austin-Healeys and a gaggle of tin tops all very eager to get out of the house and go for a drive.

The morning's demo by yours truly was on paint stripping and rust removal with molasses. With a very good quality paint stripper, a paint scraper and a container to collect it, the process was finished with a 4000 psi water blaster ready for the molasses tank.

very successful start to the 2022 Saturday morning Austin-Healey workshop. A big welcome to Hugh Schneider on his first time workshop attendance.

Attendees were, Julie and Gary Lee (BJ8), Ian Richter (BJ7), Mark McAllan (BJ8), Geoff Smith, Suzanne Ellicott, Richard Horwood, Helen Vance and Adam Lethlean (BN7 Mk1), Scott Parry-Jones, Jim Phillips (BN4), Hugh Schneider, Col and Kerrie Rule (BN1).



Previously soaked panels for rust removal (boot lid skin and frames) were removed from the 1000L tank of molasses. With a quick lick of the water blaster the panels came up squeaky clean with all rust removed. All were very impressed with the outcome.



The next Saturday morning workshop Central Coast will be held on May 7th, all going well.

All the very best for now and Happy Healeyng. Col and Kerrie Rule.

The workshop finished around noon with coffee and very nice morning tea goodies. All in all, a

Cont' next page

Workshop cont'



Colin Rule showing a rear guard who's boss



The end result



Helen Vance cleaning a bootlid frame



It's Julie Lee's turn

Left to Right. Richard Horwood, Geoff Smith, Gary and Julie Lee, Hugh Schneider, Suzanne Ellicott, Mark McAllan, Helen Vance, Adam Lethlean, Scott Parry-Jones, Jim Phillips, Ian Richter and Kerrie Rule.



Retford Park cont'

Ngunungulla is one of two newly funded galleries by the NSW Government. The building, being the former dairy to Retford Park is huge and having not visited before looked unkempt, a view really quickly emancipated. Walking into the gallery to see a modern and really sophisticated renovation belies the heritage exterior.

Polished concrete floors inset with copper details, impressive high ceilings and thoughtful industrial features really brought into focus that not all is at it first seems.



We were one of the first to see a brand new display of John Olsen's art. The latest exhibition and only the second held in the facility, was officially opened the night before our visit. Art and works spanned over 50 years, including diverse scale and across multiple rooms.

There was a little time to explore other galleries and the grounds, or grab a bite to eat, before grouping together to view the inside of Retford Park. An impressive monumental house, high ceilings, wonderful furniture, art and knick-knacks showed how life would have been over the past 50 years for the James Fairfax and visitors to this impressive country estate.

Being a large group we were divided in two. One group exploring the expansive and luxurious bedrooms and the other the ground floor sitting, living, library and other rooms. The term common really could not be deployed for any of the rooms that were viewed, upstairs and or downstairs.

A break with tea, coffee, biscuits allowed us to restore energy levels before moving onto the tour of the gardens led by three knowledgeable and able guides.



Retford Park Cont'

For most of the tour and drive, the weather held out, everyone had a great time, the visit was as impressive as the website and a great deal of coverage across many different media over the past few months has promised. All too quickly though it was time to depart and make our way home. On the way home the heavens opened, yet a great and memorable experience was not diluted.

COMING UP

Concours Preparation and detailing
Led by Patrick Quinn
Hosted by Terry Bancroft

Instead of reading about the tours and wonderful things others are doing, register now for this Saturday's Concours day. Yes there are many things to divert our



Retford Park Postscript by Maryann Wickham

Undeterred by the threat of inclement weather, a small group of our club were able to enjoy a visit to Retford Park on Sunday. We were shown inside the 1887 former home of Samuel Hordern and James Fairfax prior to a guided tour of the magnificent garden. I was excited by the white Japanese anemones all about. The monstrous bunya tree in the Cretaceous Garden got our attention very quickly. The peony garden a little tired in the wet, but will delight us in the spring. A good explanation of the Knot Garden was given by our guide John, assisted by Vivienne. This area shaded by one of the biggest pin oaks. We walked by the emu walk, the Green Room and saw an orchard. Bees were mentioned as well as chooks

Around a corner near the pool complex was a very colourful 'Persian Carpet' garden with a display of dahlias, salvias and cone flowers. The dahlia tree not yet out.

attention each month. With Easter coming and Anzac Day on the horizon this is the only event for the month of April.

April

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

Event: Concours preparation and detailing

Date: SATURDAY 9 April

Times: Start 9:30 AM (finish 12 midday)

Address: 213 Seventh Avenue, Llandilo NSW 2747

Register: PLEASE register in advance so that we can cater accordingly

Bring: Morning tea to share e.g. cake, biscuits or similar

Urgent Contact: 0432 096 493 Bruce Ewan



The mention by John of the Romanian Bus Stop a bit of fun.

It was very pleasant wandering amongst areas of garden set aside for violets, bamboo and a very beautiful fountain walk headed by marble dog statues. Headstones of loved dogs were also seen beside a headstone remembering James. A quirky attention to detail with the ground beneath a cork oak tree littered with champagne corks.

My favourite area of the garden was 'Aunty Eileen's Best Room' with furniture created or enhanced by plants and surrounded by shrubs trimmed cleverly. A collection of aged watering cans placed on a step also caught my eye.

I hope we can all return to this special area again in the spring.



Tasmania Tour - 2022

Most would be aware that the tour of Tasmania organised by Terry and Pat Bancroft scheduled for February had to be postponed due to Covid.

Well the good news is that the new dates for this popular event are 9 October to 23 October inclusive.

Terry is happy to provide the below itinerary for those who are interested.

If you want to know more please contact Terry Bancroft on 0409 323 133, (02) 4777 4883 or bangers@bancroft.id.au



Austin Healey Car Club

Tasmania Tour 9 - 23 October 2022

Day 1 Sunday 9th October 2022

Melbourne to Devonport

The Spirit of Tasmania departs Station Pier (this may change to Geelong) 7.30pm for your overnight sailing to Devonport. Upon arrival at 6:00am, disembark and proceed with your tour.

(Breakfast will be at the Edgewater Hotel Ph: 03 6427 8441)

Day 2 Monday 10th October 2022

Devonport to Launceston

Stay LAUNCESTON : Country Club Villas
In 10 Out 13 October
Includes Full Buffet Breakfast Daily

Day 4 Thursday 13th October 2022

Launceston to Scamander

Stay SCAMANDER: Scamander Beach Hotel
In 13 Out 14 October
Includes Cooked Breakfast



Groups Tasmania is an accredited tourism operator and a member of Business Events Tasmania.
ABN 73 414 536 817.





Day 6 Friday 14th October 2022

Scamander to Hobart

Stay HOBART :

Old Woolstore

In 14 Out 18 October

Includes Full Buffet Breakfast Daily

Day 10 Tuesday 18th October 2022

Hobart to Queenstown

Stay QUEENSTOWN :

Gold Rush Motor Inn

In 18 Out 20 October

Includes Cooked Breakfast Daily

Day 12 Thursday 20th October 2022

Queenstown to Burnie

Stay BURNIE :

Beachfront Voyager

In 20 Out 22 October

Includes Cooked Breakfast daily

Day 14 Saturday 22nd October 2022

Burnie to Melbourne

The Spirit of Tasmania departs East Devonport terminal at 7:30pm for the overnight crossing to Melbourne.

Day 15 Sunday 23rd October 2022

Arrive Melbourne

The Spirit of Tasmania berths at 6:00am (either at Port Melbourne or Geelong - TBA)

	Costs		
	Land	Porthole	Inside
Adult	\$1772.00	\$465.00	\$415.00
Single Person	\$2722.00	\$674.00	\$574.00

The above adult price is based on per person and 2 people sharing a room/ cabin

The above Single person price is based on per person and 1 person in a room/ cabin

Vehicle under 5 metres \$198.00 return



Groups Tasmania is an accredited tourism operator and
a member of Business Events Tasmania.
ABN 73 414 536 817.



PURPLE HAZE – CHARLIE'S RUN 2022

In 2018 Charlie's regulars will recall that we went north and had a lovely time meeting fellow Queensland and Northern NSW members at Inverell and Dorrigo. Over a glass or two of wine one evening on that trip, it was suggested that it would be great if one year Charlie's Run was to visit the Grafton Jacaranda Festival. This is an event that a select group of northern members have made a fixture in their calendar for a number of years. As they recommended it so highly, this year you have the opportunity to join them to enjoy the oldest floral festival in Australia.

This year, the Festival is being held from 28 October to 6 November, although we will be visiting for only a few of those days. As usual we will take a relaxed tour both to get there and to return. Our provisional schedule is as follows:

Wednesday, 2 November –
travel to Gloucester.

Thursday, 3 November –
Gloucester to Armidale via Thunderbolt's Way.

Friday, 4 November –
arrive at Grafton and meet with the northerners.

Saturday and Sunday, 5 & 6 November -
at Grafton to enjoy the festivities.

Monday, 7 November -
depart Grafton for Port Macquarie.

Tuesday, 8 November -
overnight at Tea Gardens

Wednesday, 9 November -
Home.

This should mean that we will driving for around three hours each day leaving time for a leisurely lunch and to have a stroll around town each afternoon.

The cost of this run will be around \$550 per room for seven nights' accommodation. As we have limited numbers this year, we can take advantage of some

smaller towns and motels, however these generally don't have restaurants attached. Hence meals will be for you to decide at each location, although I suspect that our northern contingent will at least be able to provide good advice of where to eat. I suspect that we will probably organise a BBQ or such like for at least one of our Grafton evenings.

The Festival is very popular and accommodation is limited so don't delay in booking your place. To do so, email or call Gordon (gordonl@aussiebb.com.au, or 0403 198 343) and don't forget to pay your deposit of \$50 per person to the club by electronic funds transfer, including your name and reference 'Jacaranda'.

If you can't add a text reference, most banks will allow you to add a numeric reference so please use your club membership number or, if you don't know that, your Postcode, to help me identify your payment.

If you are not able to make an electronic funds transfer, 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.

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

Happy travels

Gordon Lynas



More Rotor Rumblings

By Geoff Golding

The article by Ronnie Strange caught my eye and prompted a few words for Flat Chat.

We had ignition troubles while living in NZ (I sent you an article on the machine/device I was loaned to find the source of our troubles) in this case it was the coil being “cooked” being attached to the side of the engine of the Austin-Healey 100. During the process of working through all the alternatives as to what was the cause of the miss the car had, particularly when it was “hot”, I replaced the rotor button in the distributor with a “Red” Rotor button from the “Distributor Doctor” in the U.K.

Have a look at [http://www.distributordoc.com/
red-rotor-arms.html](http://www.distributordoc.com/red-rotor-arms.html)

The original Lucas unit which is probably still in many of our Austin-Healeys has no doubt completed excellent service over the years, but they do fail and I’d recommend members seek out a “Red Rotor Button” – not sure if The Healey Factory or AH Spares stock them, so the suggestion is to go direct. These rotor buttons are stronger and fit straight on the shaft in the existing distributor.

The other issue we had with our 1970 Riley Elf (in effect it’s a Mini with a larger boot and different grille) in NZ was again ignition related in that the original condenser was giving trouble, and was duly replaced with supposedly a “New Old Stock” one from Repco.

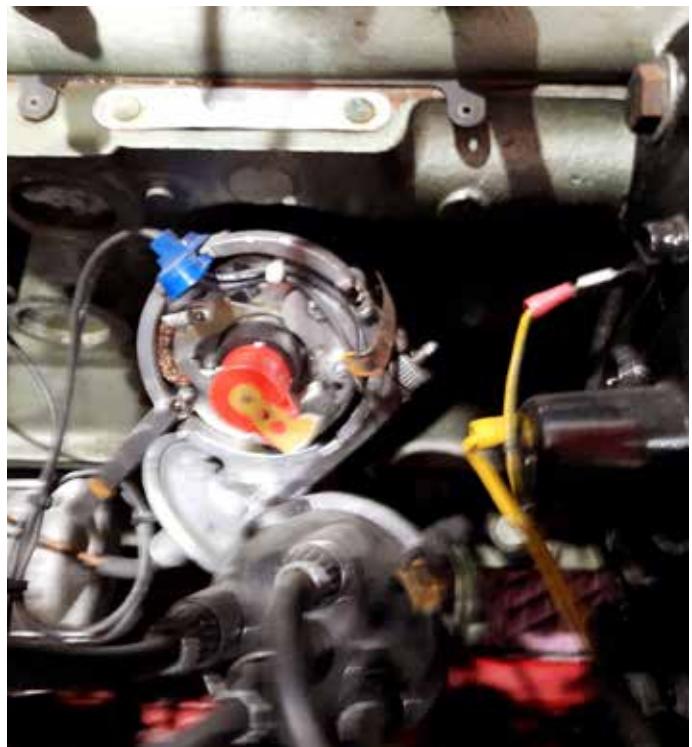
Within days of being fitted, the new item failed completely. The AA in NZ came to the rescue with a tow home. This failure prompted research on a suitable electronic ignition along with a “Red Rotor” which would all fit into the existing housing. Success with appropriate parts obtained AND a noticeable increase in performance in the Riley’s 998cc engine. You may call it “an innocent modification”. Fitting electronic ignition does require a bit of “tinkering” as the timing at the distributor will have marginally changed.

With the ignition troubles with our Austin-Healey, a part of the solution was to fit a Petronix Electronic Ignition kit (while made in the USA, there are

several stockiest in Australia shown on the Internet). Same result as with the Riley Elf with more noticeable performance and well worth the money.

While on the subject of making our Austin-Healeys go and become reliable, I have found our car was difficult to get idle relatively smoothly for quite some time (given the Cam grind we have in the car). I have found to use Shell 10-40 synthetic oil in the SU carburettor dashpots has changed/improved the car idling considerably and for the better. The option here to this grade of synthetic oil is to use two-stroke motor cycle synthetic oil. I’m not sure if the synthetic grade of oil is significant to use in the SUs in your Austin-Healey. Perhaps a “Club Wise Head” is willing to comment in detail for us all, on this topic.

Just as a comment from the “resident passenger” usually sitting in the left hand seat of our Austin-Healey (most times getting a new hair style “for free”). The carburettors in our car do not make a “pinning” sound under heavy load i.e. when the driver moves the pedal further to the floor than usual, a sound that had the “resident mechanic” puzzled for many a day. Oh! It wasn’t a timing/mixture issue ascertained very early in the piece.



Wheeler Dealers

Allan Whitehouse has written in suggesting that many of us would be interested in viewing the episode of the TV programme titled Wheeler Dealers. It features a couple of blokes who buy a car and then after some work would sell it for a profit.

If interested it was season 14 episode 8 showing on channel 9. Allan says that you have to sign on to 9Now.com.au to watch it, but it's free to join.

Have a looksee and let us know what you think.

Thanks Allan.

No.	# [20]	Vehicle	Budget	Purchase Price	Final Cost After Restoration	Final Selling Price	Profit/Loss	Original airdate	Labour (man-hours)
143	8	1965 Austin-Healey 3000 Mark III BJ8 Convertible ^[22]	US\$40,000 £32,000	US\$35,000 £28,000	US\$44,535 £35,628	US\$71,000 £56,800	+US\$26,465 +£21,172	22 November 2017	45

Work Completed: Engine oil leak sorted by replacing the valve cover cork gasket. Radiator re-cored and repainted. Custom stainless steel exhaust manifold fabricated to replace the factory cast iron ones. Exhaust system replaced with custom fabricated stainless steel side exit units with two mufflers instead of four. Dual SU carburettors replaced with triple Weber carburettors. Non-working overdrive solenoid replaced. Black vinyl interior re-trimmed in red leather and new carpets installed. Dashboard veneer refurbished. Aftermarket luggage rack removed. Car cleaned and detailed.



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Thank you to Andrew James for the below borrowed from the UK Classic Car Magazine

Big Healeys back in the race

Values of 'Big' Healeys have been pretty much parked for the last few years. Indeed, for a while it looked like they might be starting to totter. That appears to be changing in 2022. It is so far only in small steps, but there's a definite firming up of prices paid. This holds true across the whole range though is most noticeable on the early 100/4 and late 3000 MkIII models.

Most of the movement is in the mid-range examples – Usable to Mint in our guide –

suggesting most buyers are looking for a car to drive rather than chase show trophies with. Perhaps it is being driven by the desire to get out and play at long last now the covid restrictions have been removed. Most of us have had far too little wind in the hair of late.

There's no shortage of suitable cars on offer at the moment, so growth with good supply is a sure sign this is more than a blip. And a rising market is always good time to buy. As ever, early 3000s offer the best value for money.



PRICE GUIDE MOVERS

On the up

Something of a revival for Ferrari's Eighties and Nineties poster cars

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo GTV V6 Cup	01-02	15,000	11,000	5500	2750	+13%
Allard K2	50-52	100,000	75,000	54,000	36,500	+8.1%
Allard K3	52-54	112,500	92,000	67,500	48,500	+2.3%
Allard J2/J2X	50-54	285,000	225,000	150,000	100,000	+3.6%
Aston Martin V8 Coupé	96-99	65,000	50,000	34,000	25,000	+7.0%
Austin-Healey 100/6 BN4/6	56-59	59,000	40,000	26,000	15,000	+13%
Austin-Healey 5000 MkII BN7	61-62	65,000	48,000	35,000	22,500	+2.4%
Austin-Healey 5000 MkII BT7/BJ7	62-64	56,500	40,000	26,000	14,500	+2.7%
Austin-Healey 5000 MkIII	64-68	69,500	48,500	30,000	20,000	+3.0%
Bugatti EB110	92-95	750,000	625,000	500,000	375,000	+7.1%
Datsun 280ZX	78-81	11,500	8250	4000	1500	+4.5%
Ferrari 400/400i/412i man	76-89	44,000	35,000	22,000	12,000	+10%
Ferrari 400/400i/412i auto	76-89	37,500	30,000	17,500	10,000	+7.1%
Ferrari 288 GTO	84-87	2.1m	1.9m	1.75m	1.6m	+5.0%
Ferrari 512TR	91-94	125,000	100,000	70,000	50,000	+6.4%
Ferrari F512M	94-96	190,000	150,000	115,000	80,000	+2.7%
Ferrari F40	88-92	1.2m	1m	800,000	n/a	+9.1%
Fiat 124 Coupé	69-73	9750	6750	3000	1100	+8.3%
Ford Cortina MkII	66-70	10,000	7000	3400	1500	+18%
Ford Cortina MkIII	71-76	9750	6750	3250	1500	+15%
Gibbern GT MkI 950-1800	59-66	18,000	13,000	6750	3250	+5.1%
Gibbern Genie	66-69	13,750	9500	4750	2200	+5.8%
Gibbern Invader III	72-74	15,000	11,000	5500	2750	+4.1%
Honda S800 coupé	67-70	27,500	20,000	12,000	6750	+10%
Honda S800 sports	67-70	35,000	26,000	17,000	10,000	+6.1%
Jaguar E-type S1 2+2	66-68	65,000	47500	22,000	11,000	+18%

Photos of Interest



Spot the Austin-Healey

The Shape of Things to Come?

by Geoff Golding

The local newsagency is a great place to wait for someone, out of the wind, rain and cold AND scour the magazines stand for interesting issues.

One such gem of information was discovered in the current issue of “Thoroughbred and Classic Cars” which has enormous potential to affect us and our motoring pleasure, if adopted here in almost any form.

Apparently the Department for Transport (DFT) in the U.K. is proposing to outlaw modifications in/on a car.

The proposed review states- “We will create new offences for tampering with a system, part or component of a vehicle, part or component of a vehicle intended or adapted to be used on a road. This will enable us to address existing gaps in the legislation, ensuring cleaner and safer vehicles”.

Proposals for legislation include a specific offence for supplying, installing and/or advertising a “tampering product” for a vehicle- this will apply where a principal effect of a product is to bypass, defeat or reduce the effectiveness of or render inoperative a system, part or component.

The product in question might be a physical part or component, hardware and/or some software.

So in practical terms, to replace the traditional coil and points in an Austin-Healey with electronic ignition is illegal, or how about fitting disc brakes to a BN1 or BN2, or perhaps fitting 60 spoke wheels to replace the original 48 spoke wheels. Fitting seat belts to our cars.....I wonder where this fits?

The language this “Review” is couched in currently overlooks the practical aspects of modifications we all have adopted within our “Pride and Joys” parked in “The Shed” (despite the statement in the Reviews text regarding safety).

It appears this Review is possibly well-intentioned, but without considering the practical aspects to; for example the classic car fraternity and in effect, ensuring all our Austin-Healeys become relics sitting in a shed on a farm and not being used and enjoyed.

While it’s very early days in the UK with the consultation process closing on 22 November 2022, one has to question whether this the thin-edge of the wedge to force inefficient electric vehicles upon us all as time goes on, both in the UK and elsewhere in the world?

I leave you with just one thought.....What “tricks” will an Australian Government use over the next couple of terms in office to achieve their agenda/policies? This is really quite scary if you think the ramifications.

More Photos



Spot the difference. Nash Healey in the background with a Healey Three Litre Convertible (aka Alvis Healey)



Nothing to spot here. I just like the photo

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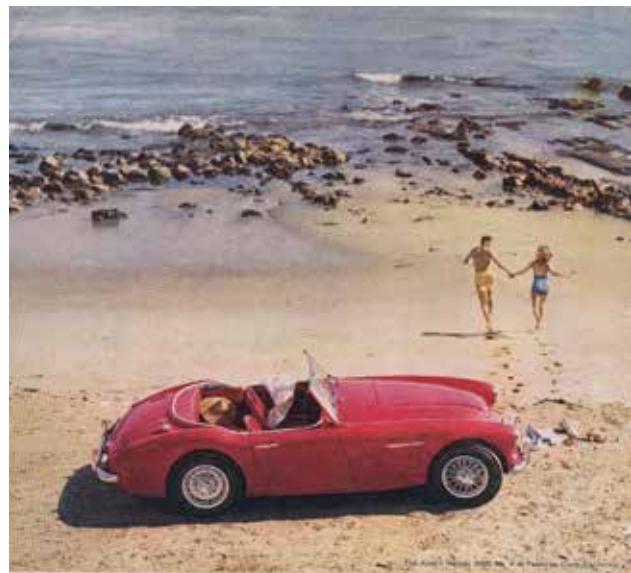
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AUSTIN HEALEY



Sprite

MG

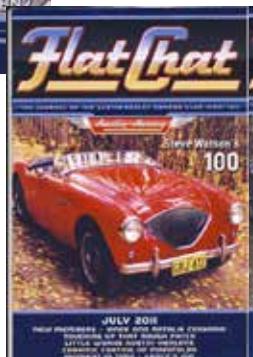
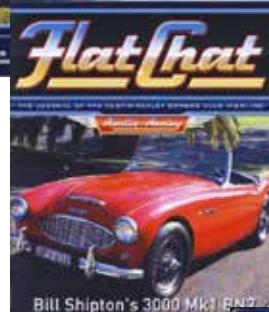
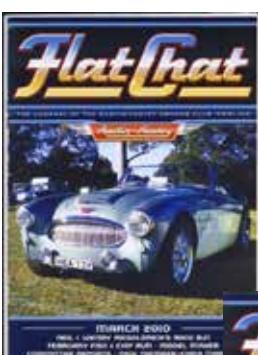
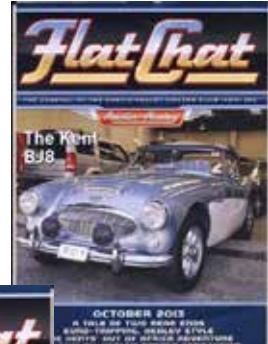
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Vale Vic Elford Ex-BMC Competitions Department

by Patrick Quinn

If you are in anyway interested in Motorsport you would have heard of the passing of Vic Elford on 13 March at 86 years of age following a long battle with prostate cancer.

Should you have read any of the many eulogies for 'Quick Vic' you would have noticed his very long list of victories driving for Porsche, not only in streamlined racing cars on circuits such as Daytona, but also driving a 911T to win the 1968 Monte Carlo Rally followed by a win in that year's Targa Florio in a 907. Later in the same season he finished fourth in the French Grand Prix driving a Cooper-BRM.

London born 'Quick Vic' or 'Versatile Vic', Vic Elford stood out as a hero to many during an age not exactly lacking for superstars, as much for his willingness to drive anything, anywhere, as for his uncompromising will to win. Nobody was comparable to him during the 1960s and early '70s.

Elford first became interested following a family visit to Silverstone in 1949 to watch the British Grand Prix. As he was want to say, he knew in an instant that his life was going to revolve around Motorsport.

However Elford's family was not in a position to buy a car, so it quickly became clear to him that the

only way that he was able to compete was to join the South London car club and navigate on club rallies. This is how he met David Seigle-Morris and in Minis they had some success, including in the 1960 Tulip Rally.

The team of Seigle-Morris and Elford soon caught the eye of BMC Competitions Department Manager Marcus Chambers and further rallies in BMC prepared Minis followed. In 1960 Seigle-Morris and Elford were in 3000 Mk1 BN7 SMO 744 for the Liege-Rome-Liege, one of four Works Rally cars prepared for the event. It was won by Pat Moss and Ann Wisdom in URX 742 and in fifth were Seigle-Morris and Elford. The following year they drove XJB 870 in the Alpine Rally, but crashed.

Records indicate that Elford's relationship with team manager Marcus Chambers wasn't harmonious, although his time with BMC did allow him to acquire a racing Mini 850 which he used to great success.

Elford moved on to rallying a Works DKW before being hired to drive for Standard-Triumph in 1963. He then moved to Ford for an eventful three-year stint before being picked up by Porsche's competition chief Huschke von Hanstein. The rest is Motorsport history.



Pat Moss, Ann Wisdom, David Seigle-Morris, Vic Elford (horizontal striped shirt), John Gott and Rupert Jones after the 1960 Liege-Rome-Liege.



David Seigle-Morris and Vic Elford in the 1961 Alpine Rally before crashing.

Borrowed from the AHOC Q's Healey Torque who borrowed it from the June 1999 issue of Healey Marque Magazine

Mechanicals

It's Just a Fan Belt



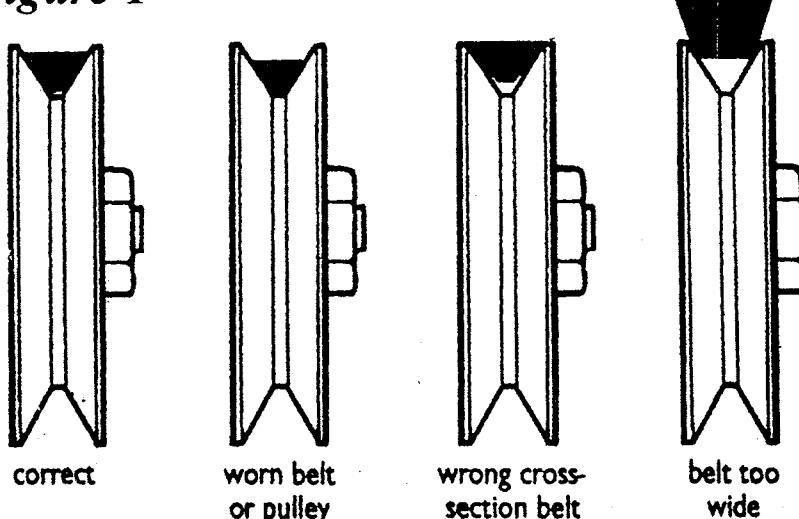
I wish to thank Dayco for the help they gave me in my research about automobile fan belts.

The fan belts for the Austin-Healey come in various sizes — $\frac{3}{8}$ " - $\frac{1}{2}$ " - $\frac{3}{4}$ ". If the wrong size belt is used, it can slip or wear rapidly.

The pulley has an angle of 38° and the belt has an angle of 36° . The 2° difference makes for a tight fit without it locking solid and jamming. When the correct belt is used it should **not** bottom out in the pulley. This would remove the wedging effect of the taper. Shown in figure 1 is a cross section of fan belt and pulleys.

The load placed on the belt by the generator will cause the belt to slip between generator pulley and belt. The generator will not be charging the battery due to this belt slip condition. If the belt is **very loose**, the generator can take electricity out of the battery and it is possible for the generator to stay running like a motor after the engine has stopped.

Figure 1



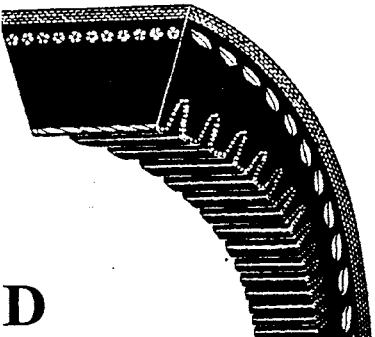
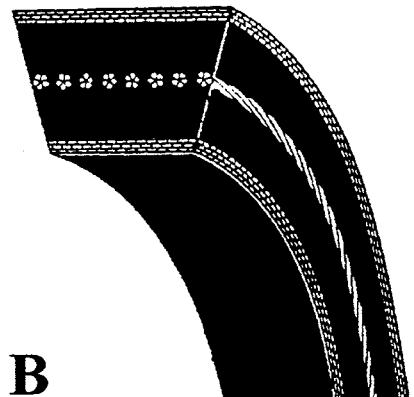
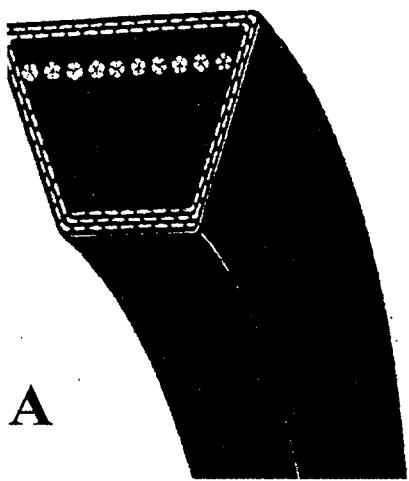
The effective length of a belt is taken at the cords.

Fan belts should be inspected for wear. Turn your engine over slowly and look at the inside of the belt. If you see lots of fine cracks replace the belt now and readjust after 200 miles.

C

This belt is recommended for heavy duty garden equipment, extra heavy clutching and reverse bend characteristics.

C



This type of belt, with super strength cords on the outside of the belt, withstands overloads, shocks, vibration and pulsations. As would be used on automobile engines, this type of belt, with the cords on the outside, is only designed to flex around a pulley in one way.

This type of belt with raw-edge side walls and a centralized neutral axis cord placement is used for functional horsepower motors and can be flexed both ways around pulleys. The fabric sides on belts are designed so it does not grab as would be with a lawn mower.

The advantage of this belt is that, due to the cogs, it operates at a lower belt tension, bending easily around the pulleys. The wide O.E.M. $\frac{3}{4}$ " belt on the 100-4 is very stiff. There is available a double sided cog belt which fits the 100-4 removing the strain from the generator rear commutator bush.

This is the Last Page

Was it Inevitable?

No not the last page, it's an electric Austin-Healey

I suppose it was, but you would have to wonder.

No doubt it would go like stink, but would I like to drive an Austin-Healey that sounds like a Tamiya remote control car?

There isn't much information about the transformation, but it's being undertaken by the Moment Motor Company of Austin, Texas. Now is that an appropri-

ate name/place or not?

The company specialises in doing this sort of thing to older cars and what additional information there is, can be found at - <https://www.momentmotors.com/>

I still wonder what it would sound like.

