



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

## The Mildura Meander - Second Edition

By Gordon Lynas

The Covid-safe first edition Meander stayed in New South Wales for all its accommodation, but did stray into Victoria daily once we found out how easy it was to get a 'pass' from the Vic Government.

This time around Covid restrictions had been lifted so passes weren't required. We stuck with the original itinerary; Jugiong, Beechworth, before detouring to Kerang in place of Murray Downs. As before, we had a northern contingent with us, and an expanded one at that. Some Queensland AHOC members joined with far north NSW members. As some are members of both the NSW and Queensland clubs it's difficult to give actual club numbers. Suffice to say that NSW was not quite outnumbered, except that the northerners did all come in their Austin-Healeys. That gave us 12 'cars of the marque' out of 14. Now that is quite an achievement, and the folk from the north ought to be

congratulated. Without them we would not have made such a great parade on the roads of NSW and Victoria. The Kelly's would have made it 13 out of 15, except that their 3000 hadn't returned from The Healey Factory, and to add insult to injury, their MGRV8 failed to proceed far from its home.

Our first meeting place was The Heatherbrae Pie shop at Sutton Forest, where some of the NSW contingent met the Queenslanders. Then it was off to Jugiong for the night. The weather was kinder to us this time as it didn't rain while we were travelling, but it was ccccolddddd once we were up on the Southern Highlands. In Sydney our car had reached its normal operating temperature of 160 degrees, as usual; however, as we steadily ascended, the engine temperature just as steadily dropped, to finally hover just over 120 by the time we reached Jugiong. We refused to erect the roof, but

**The Joseph's 3000 is top the fore whilst Ray Hick is yet to de-car. Behind are Neil Tregea's and Wayne Rabnott's cars. Behind them are Larry Johns' and Peter Laurantus' cars.**



## COMING EVENTS

### JUNE

- 2nd 4th General Meeting  
Central Coast  
Workshop - See P6
- 8th Committee  
Meeting
- 11th Workshop - See P8
- 25th Workshop - See P8

### JULY

- 3rd Donald Healey  
Birthday Display  
See P11
- 7th General Meeting
- 13th Committee  
Meeting

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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.

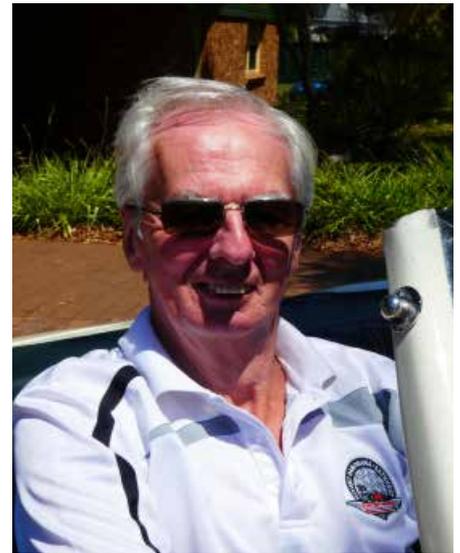
## PRESIDENT'S MESSAGE

The Covid recovery proceeds apace. Those who braved it had a wonderful time at the Mildura Mini-Rally, although the dread disease took its toll on more than a few of those who went. One of the good things about Covid, possibly the only one, and it's still questionable, is that it takes three or four days to show any ill effects. That meant that if you were so unfortunate as to catch the bug at the Rally, you most likely wouldn't know until the Rally was over. You can read all about our adventures on the way to Mildura and about the Rally itself elsewhere in this Flat Chat.

Soon you will be seeing details of the next National Rally in 2023 which we are currently busy organising. The venue is Chateau Elan in the Hunter Valley. The dates are 2nd to 5th May, so be sure to put that in your diary and reserve your place when registrations open.

That is the big news for Australian Austin-Healey clubs. For your club of course there will be many opportunities to drive your cars on club events as well as just to socialise.

See you there  
Gordon



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



Somewhere in the Internet ether is Gordon's original report, so after a short email he penned the above words from NZ.

With a little extra space resulting, it provides a chance to remind all members that July 3rd is Donald Healey's birthday and as has become an AHOC tradition we gather together with members of other clubs to remember Donald. For where would we be without what he accomplished. See page 11 for more detail.

### COMMITTEE LIST - 2022

Club Patron—Ross Bond

President - Gordon Lynas  
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[jpjimbeau@gmail.com](mailto:jpjimbeau@gmail.com)

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[hedli@tpg.com.au](mailto:hedli@tpg.com.au)

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Technical Officer - Greg Strange  
02 9319 2299  
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(Inc Conditional Registration)  
Please send all Conditional Registration documents to Patrick's postal address at left

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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 2754  
North Parramatta NSW 1750

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 June 2022 issue of the Flat Chat Newsletter.

The months just fly past as it surely wasn't a month since the May issue of the Flat Chat Newsletter was sent out. Well a month has gone past and how I wish I would be feeling thankful to everyone who sent in their words, photos or whatever for their fellow Austin-Healey owners to enjoy.

Tell him he's dreaming, comes to mind. I did receive one article from Geoff Golding and it's a big thanks to Geoff for that, but not one other thing. It certainly makes a bloke want to give up in despair, which I nearly did when the Quinn Austin-Healey didn't want to play.

So apart from Geoff's most welcome words what do we have in this issue? There are the reports from Committee members, including the much lamented minutes. Woo Hoo! There are also reports on the Mildura Meander

and the AHOC Vic's Mini-Rally at Mildura. Thank you to Gordon Lynas for sending in the words and photos. It sure would have been thinner Flat Chat if these things weren't forthcoming. Don't know if it's possible to have a thick or thin digital publication.

However being a nosey sort of bloke I did manage to find a few other bits of interest that are in this issue. Did you know that one of our members recently got married? Have a look on page 25 to see who I am talking about. If photos of Austin-Healeys are of interest, have a look at page 27 for a lovely 100 in a country that you might find surprising. Have a look at page 18 for the first advice on the 2023 National Rally in the Hunter Valley. Lastly don't forget it's the Donald Healey Birthday Display Day on Sunday the 3rd of July. Always a good day to enjoy the company of fellow enthusiasts.

Swimmingly! A good word to describe how the Quinn Austin-Healey was going back together and I estimated that in a month it

would be back on the road. Well that wasn't quite how it has worked out. I tried to turn the engine over and it wouldn't budge. Flat Battery? Dead starter? Charge the battery. No go! Remove the starter and call Ray Roberts for his electrical expertise. It whirred on the garage floor. Call Neville Stirton and tried to turn the flywheel with a hefty screwdriver. It moved slightly, stopped and could be moved back. Neville dropped in for coffee and he used a bigger screwdriver. We worked out that the crank could turn a quarter turn, stop and back again. Mystery!

At time of writing, the radiator has been removed and coffee is on again this weekend. With an endoscope we will have a looksee inside the cylinders, then remove the timing cover followed by the distributor/oil pump drive and probably the gearbox. Watch this space.

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



Need a clean too!

## 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**



## Minutes of the General Meeting

Thursday, 5 May 2022.

Commenced: 7:45pm.

Venue - Strathfield Golf Club

### ATTENDEES

Refer attendance list.

### VISITORS & NEW MEMBERS

Naji Khoury was welcomed as a visitor to the meeting.

### APOLOGIES

Patricia Bancroft, Bruce Ewan, Mal French, Richard Horwood, David Mould, Doug & Pamela Ross, Ronnie Strange and Allan Whitehouse.

### APPROVAL OF MINUTES

Resolved that the minutes of the General Meeting held 3 February 2022, as published in the March 2022 issue of *Flat Chat*, be verified as a correct record of that meeting.

### PRESIDENT'S REPORT

- Gordon's most exciting news was that he (and others) would finally be heading off the next day for the Mildura Mini-Rally.
- The Donald Healey Birthday Display Day had been confirmed for Sunday 3 July, at the Bowling Green at Parramatta Park.
- Chateau Elan in the Hunter Valley had been chosen as the venue for the 2023 National Rally, to be held 2-6 May.

(JL: Colin Goldsmith then made the mistake of asking when Easter was. Things got very silly after that, with much banter about Easter following and periodically resurfacing during the course of the meeting. You really had to be there!)

### VICE-PRESIDENT'S REPORT

Jim didn't have much to report.

### SECRETARY'S REPORT

Julie advised of snail mail received:

- The Australian Jaguar Driver – February and April (JL: March's issue must have gone AWOL)
- Blue Sky News – March (Prostate Cancer

Foundation of Australia newsletter)

- Letter from the Stroke Foundation seeking a donation

Given that it had been three months since the previous general meeting, there'd been loads of electronic magazines and newsletters received, including the usual suspects:

- National Motor Museum Newsletter – Autumn
- Oberon Tarana Heritage Railway Newsletter – Feb, March & April
- Rally Directions (CRC) – Feb & March
- Healeys West (WA) – March
- Speed Read (MSA) – Feb, March & April
- Healey Torque (Qld) – March & April
- The Preserve (CMC) – April
- Motorlife News (Australian Motorlife Museum) – Feb & April

There were also a few other bits and pieces:

- Offer of a collection of The Austin Advocate magazines
- Some Austin-Healey books for sale
- Enquiry regarding past ownership of a Sprite
- Notice of various events (forwarded to Bruce Ewan for consideration)
- Membership enquiries (forwarded to Christine Lyttle and Patrick Quinn)

### TREASURER'S REPORT

While he had the floor, John took the opportunity to present Terry Bancroft with the 2021 Hard Luck Trophy.

John then reported on the Club's funds as at 30 April 2022:

Debit card	\$301.93
Main Account	\$15,749.79
Cash Reserve	\$12,501.05
Charlie's Run	\$10,546.29
Term Deposit	\$79,221.94

Total interest received was a miserable 16c.

Receipts for the month included membership subscriptions (\$230) and advertising receipts (\$500). Payments included \$100 for the 2023 rally logo deposit, \$1945 for issue 30 of the Australian Aus-



tin-Healey magazine and \$3.29 in PayPal fees. John advised he'd also paid a deposit to Chateau Elan for the 2023 National Rally.

## **SOCIAL SECRETARY'S REPORT**

No report

## **WELFARE OFFICER'S REPORT**

No report

## **WEBMASTER'S REPORT**

Jim advised that the Events section on the website was gradually getting closer to being rolled out. He'd added details to the website on the Donald Healey Birthday Display Day, including a link to some info on the great man himself.

He again reminded members that if they had any issues with their password when logging into the website, to let him know so he could fix it.

## **MEMBERSHIP**

Christine advised that there was a healthy turnout of 28 at the meeting. She'd had one new member confirmed, with several more enquiries on the go. Once back from the Mildura Mini-Rally, she would be sending out membership invoices to everyone.

## **EDITOR'S REPORT**

On a positive note, Patrick advised that there'd been no bounce-backs from sending out Flat Chat the previous evening. On a pleading note, he asked members to help out with providing content for the magazine, e.g. stories, learnings or anything of potential interest.

## **REGISTRAR**

Patrick advised that it had been a busy month for registrations. As an aside, he noted that some Service NSW staff didn't appear to know what to do when it came to historic vehicle registrations.

He also advised that as of late 2021, all cars being imported to Australia required a 17-digit chassis number. This was automatically generated with the import permit and was something that would have to be provided when registering the vehicle.

Lastly, he reminded those heading off to Mildura to

make sure they filled in their log books if they travelled less than a direct route that entailed a longer travelling time.

## **HISTORIAN**

No report

## **LIBRARIAN**

No report.

## **TECHNICAL OFFICER/CLUB EQUIPMENT/SPARE PARTS**

No report

## **PUBLIC RELATIONS REPORT**

No report

## **CMC REPORT**

Ray advised that at the recent CMC meeting there'd been discussion on an increased focus from police on compliance matters, so suggested that everyone be careful. As an example, he advised that when completing the logbook, members should record their full name to match their driver licence.

## **ASSOCIATION OF BRITISH CAR CLUBS**

There hadn't been any meetings held, so Christine had nothing to report.

Jim advised that the All British Display Day scheduled for 11 September was going to be held at The Kings School.

## **CSCA REPORT**

Colin Goldsmith provided an update on super sprint activity, with the Sprite Club having held an Easter meeting at Eastern Creek, and the MGCC Newcastle next cab off the rank in June, at the Pheasant Wood circuit.

## **REGALIA**

Given that he'd had to wait three months for another chance to part members from their money, Colin was on fire with loads of great stuff on offer:

- oil drip tray
- 1/76 scale model cars
- coasters
- car stickers

- fridge magnets
- BJ8 key ring
- badges
- laminated electrical diagrams
- umbrellas
- American Austin-Healey magazines (donated by Patrick)
- an Austin-Healey shirt (donated by Allan Whitehouse)

However, the piece de resistance were the Australian-made seatbelts he had available, in red, blue, green or black. A set of lap sash seatbelts was \$260, and lap only \$180.

### FOR SALE/WANTED

Terry Bancroft had a few things on offer, including a bugeye Sprite (details were in *Flat Chat*), and a hard top for a BT7.

George Goodare was looking for a home for his white over blue BN2.

### GENERAL BUSINESS

- Neville had a bit of trivia about a metallic

golden beige car he'd restored and sold about 20 years ago where he'd found out that the granddaughter of that owner was now driving it.

- Terry advised that he'd given a DVD of one of his Tassie trips to Jim Phillips. Jim was going to split it up and potentially show it over a few nights at future meetings.
- Patrick was very proud to announce that in April 2022, he'd chalked up 50 years since attending his first meeting at the BMC Theatre in Zetland in April 1972. He'd had no idea at the time how much a part of his life the Club would become.
- And on the subject of 50-year members, Christine advised that she'd missed only around six National Rallies in that time. She planned to write up a list!
- On a more sober note, Alan Mitchell advised that Life Member Don Read was unwell and had been in hospital for some weeks.
- Gordon provided advance apologies for he and Louise for the next meeting, as they would be in New Zealand.

Meeting concluded at 8:45pm.

## Central Coast Saturday Morning Workshop – June 4th.

Weather permitting, the June 4th Central Coast Saturday morning workshop coffee run to Spencer is on. According to my sources, the road surface is okay, although can be tricky in parts.

The Central Coast folk will assemble and leave from the South Kincumber Workshop at 9.15am. Travelling through Gosford, up the Kariong Hill and turning right to Somersby. Our first stop will be the Somersby Cafe and Hotfood car park at 841 Wisemans Ferry Road.

For those workshop enthusiasts coming from Sydney, stay on the freeway and go past the Gosford turn off and take the Peats Ridge turn to the left. Stay on Peats Ridge Road for approximately one km and then turn left into Wisemans Ferry Road. The Somersby Cafe is about 500 metres from that corner on the right.

We will leave Somersby at 10am and travel to Spen-

cer in convoy. You can bring your lunch and thermos, or you can purchase lunch and coffee/tea from the cafe General at Spencer, 4666 Wiseman Ferry Road, Spencer.

Don't forget to fill up with fuel before you leave home! For further information you can contact yours truly on 4368 2938 or mob 0467 563 523.

All the best and Happy Healeyng. Col and Kerrie Rule.



New members this month are Chris and Lyndell Hatch from Port Macquarie with a 100 BN1. Welcome Chris and Lyn and we look forward to seeing you at the Donald Healey Birthday Display Day on 3 July 2022 at Parramatta Park.

A busy month in May with the drive to Mildura for the Mini Rally MK2 hosted the Victorian AHOC. A great event and so good to catch up with fellow Austin-Healey owners. After the Rally Steve and Helen Pike from Victoria and I booked tickets to visit the Elvis: Direct from Graceland exhibition in the Bendigo Art Gallery. A great exhibition and we were pleased we attended, showing Elvis' many costumes and Priscilla's wedding dress amongst other items on display.

On the Friday morning I woke with a sore throat – my first thought was the flu as the weather had been inclement and quite cool to the temperatures in Sydney. The throat continued to be sore, and by Monday after reading various texts and emails from Austin-Healey owners advising a number had been diagnosed with Covid-19 that I possibly had contracted the dreaded disease and YES I had tested POSITIVE! Isolation time for me!

Being in isolation gave me plenty of time to send the renewals for the fees for the period 1 July 2022 to 30 June 2023, though from the number of phone calls, emails, texts, that many of you did not receive the invoice attachment. They were all definitely attached as this is a manual process of preparing each email and attaching the applicable invoice. I understand some members did receive the invoice. My email was also sent and I never received it at all though did find in my junk email later in the week. Last year I tried the same and resent all the emails out and also sent them via my Hotmail account. After doing that I have received the invoice twice. This year I have not resent any out and instead contacted Webmaster Jim Phillips for his advice and he wrote to the website producer and we are still awaiting advice. I apologise for this.

A few membership renewal payments have been

## Membership Report Christine Lyttle

0410 201 373

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



coming in, so these members must have received their invoices.

If you wish to make your payment and you have not received an invoice, please make the payment to the following bank account for \$100 for one or two members and family members add \$20 for each child (Jessop and Boyd) with your surname in description so that we can marry the payment – if you cannot use alpha characters please use your postcode:

Westpac Banking Corporation  
BSB: 032-669  
ACCOUNT NUMBER: 252564

We will get the invoices out to you once we receive advice from the website producer.

We request that all members log in to the website to check their details and update car information. Jim will give a demonstration on how to do this at the next General Meeting on Thursday 2 June 2022.

Soon you will be able to RSVP and if applicable make payment for any event that we are holding. Thanks in advance for taking the time to view the website and add your vehicle photos.

Sending best wishes to Terry Bancroft after his recent stay in hospital following a stroke, we hope to see you soon.

Look forward to seeing you at an event soon!

Keep safe and well!  
Happy Healeying  
Christine Lyttle

## Regalia News

In addition to all the regalia goodies that are listed in the minutes there are two 100/6, 3000 roadster windscreens left. If you are interested call Colin Rule on (02) 4368 2938 or 0467 563 523.

## Social Report

Bruce Ewan 0432 096 493

[bruceewan1@gmail.com](mailto:bruceewan1@gmail.com)

Art Deco. There is no greater or more recognised style of architecture ever created! Grace, Splendour, Glamour - Exactly the same as the Austin-Healey; the most beautiful car ever created. There is nothing that will ever match the stunning lines, short overhangs, balanced chassis, verbal and responsive engine, etc. Forget about the Miura, whose panels split and break; the E-type with the long nose completely at odds with traffic: and the impetuous Ferraris of the 1950s - 2000s which require casino like fortunes to keep active and running.

The last Sydney Technical Workshop held at Greg Strange's Darlington heritage listed Art Deco petrol station, converted to a functional and very busy workshop, was very well attended with parking at a premium. Yet as the photo defines a really fantastic fun and jovial morning was enjoyed by all.

On busy Cleveland Street, we were no shrinking violets attracting lots of attention and praise. Many stopped and found parking in surrounding streets to pop by and get the social media pics which are de rigueur for the younger generations, yet others were simply happy to wave, smile and show their children what cars were like before they were all made beige through the interference of superfunds, beancounters and hedge fund managers.

## COMING UP

### June

**Date:** SATURDAY 11 June

**Time:** Start 9:30 AM (finish 12 midday)

**Address:** 117 Cleveland Street, Darlington  
11 June - Sydney Technical workshop hosted by Greg Strange

**Topic:** Oil and Lubrication - Penrite will be on hand to chat and discuss lubrication and modern oil - opposed to period correct maintenance schedules

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

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

In the lead up to the Donald Healey Birthday Dis-

play Day we are going to focus on tidying engine bays and prepping cars for show.

### June

**Date:** SATURDAY 25 June

**Time:** Start 9:30 AM (finish 12 midday)

**Address:** 213 Seventh Avenue, Llandilo

**Event:** Concours preparation and detailing led by Patrick Quinn hosted by Terry Bancroft (Llandilo)

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

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

### July

**Date:** SUNDAY 3rd July

Donald Healey Birthday Display Day Show & Shine

**Times:** Start 10:00 AM - 3:30 PM

**Address:** Bowling Green Parramatta Park  
Corner of Macquarie & Pitt Streets, Parramatta

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

Urgent Contact: 0432 096 493 Bruce

Instead of reading about the tours and wonderful things others are doing, register now for these events in June.

Last and finally, the new events section of the Austin-Healey NSW website is active. Please register to attend through the website or via 0432 096 493 or [Bruce.ewan1@gmail.com](mailto:Bruce.ewan1@gmail.com)





Austin Healey Owners Club (NSW) Inc

By Jim Phillips - Webmaster



## Member Details

Invoices for renewal of your memberships were recently sent out via the club's email account. Unfortunately for some reason some of the invoices were not attached and I am making enquiries as to how that happened.

The email also asked you to look at the information that the club has about your cars and the following will show how you can do this on your webpage.

Go to Austin-Healey Owners Club (NSW) Inc - Home ([austinhealeynsw.com.au](http://austinhealeynsw.com.au)) and login. If you

have forgotten, lost or think you never received this information contact me to reset your password. You will then see a list of Member options

Click on membership details and ensure that we have all of these details correct. While you're there why not upload a photo and when you have finished click on "save". Then click on cars and make sure that the information that is shown is correct and if not, change what is incorrect.

You are also able to add any of your cars that are not showing. If you are adding a vehicle that is not on the list provided, let me know and I'll have it added. To make the list of manageable size it only has Austin-Healeys plus all other makes currently belonging to members according to Patrick's list of vehicles on Historic Registration.

Again, when you have made all the changes click on "save".

You will note from the list of Members options that there are quite a few sections that you can explore. Not all of them have been populated although someday it is my aim to improve these sections, but please let me know what you would like to have access to, and I'll concentrate on those.

I always appreciate your comments relating to things on our website and while I'm not able to fix many issues I will direct them to our webhost and developer, Andrew. Good Luck

## Member options

- ▶ [Membership details](#)
- ▶ [Cars](#)
- ▶ [Club points](#)
- ▶ [Competition results](#)
- ▶ [Payments](#)
- ▶ [Events calendar](#)
- ▶ [Printable events list](#)
- ▶ [Classified ads](#)
- ▶ [Forums](#)
- ▶ [Newsletters](#)
- ▶ [Meeting minutes](#)
- ▶ [Technical resources](#)
- ▶ [Library](#)
- ▶ [Club constitution](#)
- ▶ [Change password](#)
- ▶ [Logout](#)



## Historic Vehicle Registration News

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

Not such a busy month, but still receiving calls or messages from members telling me that they have received their renewal from Transport for NSW and asking what they need to do. It makes me think whether the below is being read, which clearly it isn't by some.

On to something that is perhaps the most important aspect of having a car on Conditional Registration through the AHOC and that's your membership.

The rules of Transport for NSW are quite simple, but the main one for cars on Historic Conditional Registra-

tion is that you must be a member of a recognised club, of which the AHOC is one. So if you are not a member, your registration IS NOT VALID.

Your AHOC membership falls due at the end of June and if you don't renew it your registration lapses. You may choose to join another club and register your car through there and that's perfectly fine, but you must be a member of a club recognised with Transport for NSW.

By the way, I was asked the other day about the difference between Conditional Registration and Historic Vehicle Registration. The answer is straightforward as Conditional Registration is an overarching term that covers registration of agricultural, construction, street rods, rally, oversnow and other vehicles. Historic Vehicle Registration is a subset of Conditional Registration.

So here we are with the steps again and I must say that I am resigned to having to include the steps needed to renew your registration until the cows come home.

- 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

# *DONALD HEALEY BIRTHDAY DISPLAY DAY SHOW & SHINE 2022*



Please join us on **SUNDAY 3 JULY 2022**

At the Bowling Green, Parramatta Park  
(Located near the main entry at the corner of Macquarie & Pitt Streets Parramatta)  
From 10am until 3.30pm

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

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

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

For further information, please contact Ross on 0408 465 547 or email us at [enquiries@austinhealeynsw.com.au](mailto:enquiries@austinhealeynsw.com.au)

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**The June monthly meeting is scheduled for Thursday the 2nd at Strathfield Golf Club Weeroona Rd, Strathfield. Starting at 7.30pm or enjoy dinner from 5.30pm**

**Meander cont'**

we needed sweaters, coats and scarfs to combat the chilly drafts of topless travel. I discovered another new and interesting thing about my 100. The heater doesn't give any noticeable heat if the engine isn't at 160! I'd never experienced that before, not even in England. The difference is that my engine is now very, very clean inside. Probably its waterways are as clean now as when it left the factory in 1955. It no longer gets hot in traffic. It does still try to cook the driver and passenger, but it no longer boils them (or itself).

We spent a very convivial first night in the Jugiong Motel restaurant. 'Tin-pot little place' according to some, but it's comfortable, has a reasonable bar and provides great food at fair prices. It also has character. I suspect that the NSW club will visit again when



**Clockwise from left, Maryann Wickham, Peter Laurantus, Larry & Helen Johns, Glenda Rabnott, Colin & Delwyn Goldsmith, Fran & John Thornton, Adrian and Marita Joseph.**

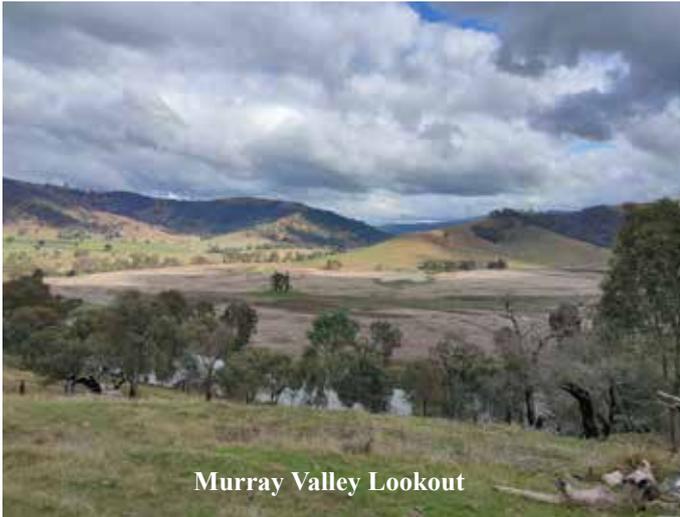
we pass that way on a trip.

From Jugiong we headed south to Holbrook, where we met Daryl and Dianne Ross from Wagga Wagga. They had previously been members of the Queensland AHOC, heard about our trip and decided to join us for our two nights at Beechworth. That is one of the nice things about these trips in that we can reconnect with country members, who live too far away to be able to join in the usual club activities. Perhaps we ought to keep a register of ex-members and contact them when we are visiting their area?

From Holbrook, after coffee and cakes or pies some continued along the Hume Highway, while the more intrepid took the scenic route, travelling to Jingellic, and then following alongside the Murray River and Lake Hume to Tallangatta. It was a beautiful drive, the fields were green, the cattle being driven to market looked to be in peak condition. Autumn was colouring the leaves on the trees. The river was full and rushing down to the lake, and that was higher than for many a long year, such has been the extraordinarily wet year that we have experienced.



**The Laurantus, Tregga, Rabnott and Hick Austin-Healeys enroute to Jingellic and Lake Hume.**

**Meander cont'**

Murray Valley Lookout



**Peter Laurantus, Neil Tregga, Gordon Lynas, Ray Hick, and Wayne Rabnott with their cars at the lookout**

The adventurers eventually found Beechworth just as the sun was dropping toward the horizon. Our hosts at the Armour Motel had thoughtfully turned on the heaters to warm our rooms, and we proceeded to settle in before it was time to wend our way across the road to the Empire Hotel to enjoy their roaring log fire, before proceeding upstairs to the balcony



**Judy Sherman, Fran Thornton John Sherman and Louise Lynas enjoying a joke and the log fire before dinner at Beechworth.**

for out tapas-style dinner. There was a wide variety of dishes on the menu, and three or four of those provided a delicious and unusual dinner for a couple.

Sunday was a rest day. We rose for the day, accompanied by church bells, courtesy of the local campanologists ably assisted by our very own Delwyn Goldsmith who has been 'ringing' for a few decades.

Those who wanted could drive their cars to Bright, Yackandandah or other pretty locations, whilst the rest moseyed about the shops, historic buildings, museums and parks of Beechworth before joining together for drinks at the Commercial Hotel warmed by another roaring log fire. Then it was a short stroll to the Bridge Rd Brewery for a pizza dinner.

From Beechworth there are a number of possible routes to Kerang, the final overnight stop of the Meander. We went via Wangaratta and Bundalong skirting Lake Mulwala, following the Murray to Cobram, and then heading due west along a very long straight road before turning onto the back roads to Picola and Barmah before crossing back into Victoria at Echuca.

We arrived at the Kerang Valley Resort to find that Peter and Patsy Rowland had arrived before us. We'd been joined by the Ross' for our stay at Beechworth. Now we had the Rowlands for company as they were also going to the Mini-Rally. So an enjoyable time ensued whilst we sat in the warmth of the sun and chatted. We hadn't seen much sun so far, and this was the first occasion when we had felt its warmth sufficiently to want to bask in it.

Dinner that night followed the usual pattern of meeting for a pre-prandial noggin, followed by dinner. Bartt's Restaurant has a very special and involved way of preparing and cooking its steaks. That process only allowed the grilling of two steaks at a time. This meant that it took an inordinate length of time before everyone had been served their main course (If they had ordered steak that is – the lasagnes were delivered, eaten and plates probably washed and put away before everyone had received their steak.) After a while, each appearance of a steak was greeted with a cheer and congratulations to the recipient, plus the occasional ribald comment. It didn't really matter as we all would have been sitting there

**Meander cont'**

enjoying a few glasses of wine anyway, so the slow service really wasn't too much of a problem. AND, truly, the steaks were awesome, tender, delicious, and perfectly cooked. In my opinion they were very much worth the wait!

Monday morning dawned bright and clear and we were off on the last lap to Mildura. Kerang is surrounded by lakes – Reedy, Cullen, Charm, even one called 'Dry Lake', and of course Lake Boga.

Lake Boga was a maintenance base for servicing seaplanes during WWII and today it hosts a museum dedicated to the memory of that base. Many years ago a local farmer bought one of the redundant Catalina flying boats and had it mounted within the base area as a memorial. Today, that Catalina stands in the same place, but now it has been cosmetically restored and stands inside a terrific museum which includes many other artefacts and records from that time to help tell the story of the base. Most days it has an excellent café as well. We were a little unlucky to be there on Monday, when the café doesn't open. However the museum is excellent and well worth a visit, even without barista coffee.



**Lynas, Rabnott, Laurantus, Johns, Morgan, and Tregear Austin-Healeys at Lake Boga Catalina Museum.**

After Lake Boga the benefits of irrigation became very evident. Where there is irrigation, there is intensive agriculture. Where there isn't, there isn't anything much, but scrub or marsh. Such is the way this area has been developed into highly productive farmland.

Just to make the trip a bit more interesting we thought that we would try to cross the Murray

as many times as we could between Kerang and Mildura, but without going too far out of our way. Our first opportunity was one of the last punts still crossing the river. This one is at Speewa, and would have allowed us to cross into NSW and then head west, re-crossing the river by the bridge at Nyah. We arrived at the barrier, sure enough, there was the punt waddling across to the north bank carrying a lone ute. I looked at the slope down. I considered the likely sharpness of the angle between the slope down and the ramp up onto the punt. I thought taken at an angle, it should be do-able. Then I looked at the barrier, where the road just changed angle abruptly from slightly uphill, to determinedly downhill. Now, in road design, there are things called transition curves. These transform straight roads into curved roads without driver or passenger even noticing. They also happen in the vertical frame too. There they effortlessly change roads from one gradient to another. Again, without the driver even being aware it is happening. One suspects that the designer of this ramp was employed by the river authority and was more concerned for the sanctity and security of the levee bank than for avoiding damage to vehicles, for the road simply switched from slightly uphill, to determinedly downhill. Having split the sump once before on a speed hump, there was no way I was going to risk going over that crest. So I took a photo and we headed back to the highway.



**It's too steep to attempt with an Austin-Healey!**

And so, we finally arrived at Mildura. Here we were all at different motels, as these were organised by the Mini-Rally. That being so, the Meanderers finally meandered into a number of different 'billabongs'. We did meet them again at the Mini-Rally, but that is a story for another article.

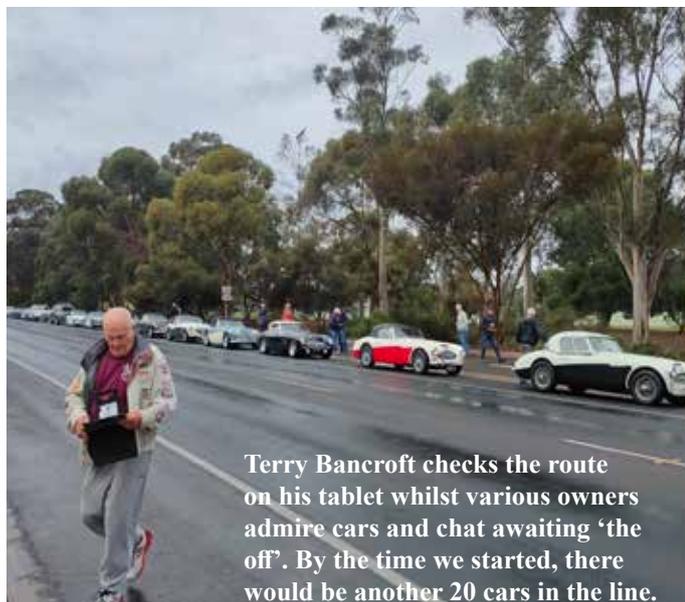
## The Mildura Mini-Rally

By Gordon Lynas

We'd had a very enjoyable trip to Mildura with NSW and Queensland Healeyites on the Mildura Meander, which if you have got this far in Flat Chat you would have already read. Now we had reached Mildura and entering the Sunraysia Resort for the first event of the Mini-Rally.

We assembled on a warm and sunny Tuesday evening to join everyone else for a natter and a noggin, and so the much postponed Victorian Rally was off to a great start.

When I read that there was to be finger food served at the 'Welcome' lounge and I wondered where we would go for dinner afterwards. Our previous experience of finger food has almost always been that those nearest the kitchen eat well and that everyone else chats and drinks whilst occasionally hoping that a tray of food might actually reach them. Not on Tuesday! There was plenty of tasty food on platters that everyone could easily access. No need to consider a late pizza that night! It was obvious that the Victorian organisers were both pleased and relieved to finally see us all arrive. Sadly, Covid still managed to force some late cancellations due to the need to isolate. Even one of our NSW contingent after collecting his registration documents and goodies, returned to his hotel room suspecting that he might have Covid. A visit to hospital revealed that it wasn't, and while that was some good news, it wasn't a cure and their attendance at events was much curtailed.

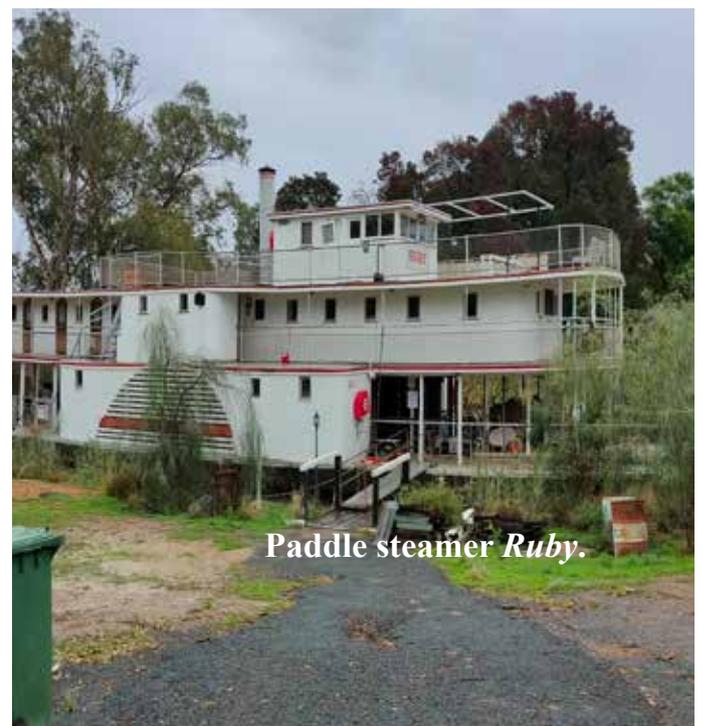


Terry Bancroft checks the route on his tablet whilst various owners admire cars and chat awaiting "the off". By the time we started, there would be another 20 cars in the line.

While our drive to Mildura had been in sunshine, we awoke on Wednesday to grey skies and showers. However we weren't going to let a little rain spoil the rally or stop us driving to Wentworth in company with about 40 other Austin-Healeys. It was a magnificent sight, seeing the cars lined up ready for the trip.

We had a very pleasant and dry drive along the banks of the Murray via Merbein. We drove through the countryside on wide roads before being met by a red traffic light with neither town nor crossroad in sight. The light turned green, and all was revealed. It was the extraordinary single lane Curlwaa Bridge over the river. It is a very narrow bridge across a very broad river. Clearly a sign stating 'No overtaking, No Passing on bridge' simply wouldn't be adequate, hence the traffic lights at each end.

Once safely over the river it was a short drive along the Silver City Highway to Wentworth. The name of the highway just reinforced how far west in NSW we were. Broken Hill, the other end of the Silver City Highway is almost due north of Mildura. Wentworth reinforced its river town credentials as almost the first thing that the visitor sees is the restored paddle steamer 'Ruby' moored alongside Fotherby Park.



Paddle steamer *Ruby*.

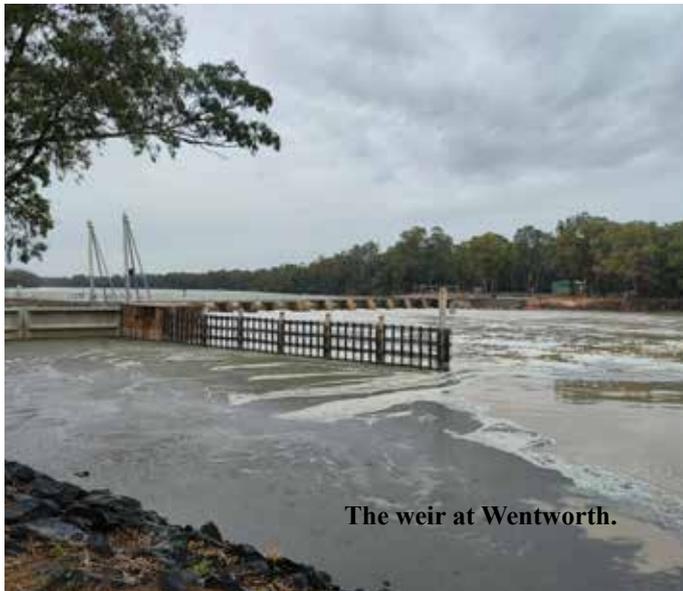
**Mini-Rally cont'**

Wentworth is on the west bank of the Darling River, so another longish, but this time, wide bridge was crossed to enter the town where the bakery provided excellent coffee, as well as tasty bakery foodstuffs. A Kransky sausage roll made a novel and interesting breakfast.



**Meeting of the waters at Wentworth**

The Murray and Darling rivers meet at Wentworth, but don't at first mix. The muddy brown Darling flows alongside the clearer dark Murray. However, not far down river is the weir, which mixes the waters as well as maintaining the water depth upstream.



**The weir at Wentworth.**

After sampling the sights of Wentworth, a very tasty and well-presented lunch was organised for us all at the Coomealla Club at Dareton, a short drive from Wentworth. Wentworth Gaol was another worthwhile historic place to visit, as well as being a good place for Louise and me to spend time during the showers that dampened the afternoon.

Wednesday evening saw us gather at the wharf for a dinner cruise on a paddle boat. Despite the damp conditions, everyone had a great evening, even if some guests had to change seats when the drips leaking through the roof made their original seats a tad damp. It all added to the ambience of the 'cruise', and the food was excellent.

Thursday was the last full day of Rally events. We started early, taking Henrietta, our '100', to the nearby Mildura Central Shopping Centre where we joined half a dozen or so other Austin-Healeys which had arrived before us. Cars continued to arrive and extend the display until we had three lines of our cars filling the parking aisles closest to the main road. As you can imagine there was much interest in the cars.



**Rob Rowland brought Ed Neumeyer's Austin-Healey 100/100-6/3000/++ special. As Rob said when asked what it was "it's a collection of bits from different models that the owner liked". It's definitely not a car that would appeal to the traditionalists, but I think looks absolutely fantastic. If I could afford it, I'd have one! Until I win Lotto, I'll just enjoy driving Henrietta.**



### Mini-Rally cont'

By my count there were some 36 Austin-Healeys on display. It was a shame that the weather didn't encourage many spectators, although the owners enjoyed being sociable.



**Wayne and Lynnette Morgan and others chat. Neil Tregear's, Wayne's, and a 100/6 stand behind.**

After the morning's display we were free to amuse ourselves before the Gala Dinner that evening at the Grand Hotel. Louise and I decided to explore Mildura's early history. Mildura was first settled by Europeans around 1850 as a pastoral run. The Old Mildura Station Homestead is a recreation of that early style of settlement. In the late 19th century, irrigation was pioneered by the Chaffey brothers. Eventual success enabled WB Chaffey to build 'Rio Vista' (River View) to be their magnificent family home, although that success was fleeting. The Chaffey's company was liquidated only a few years later ruining the brothers financially. Rio Vista is part of the Mildura Arts Centre which includes a theatre art gallery and sculpture park and is well worth a visit.



**If I didn't own an Austin-Healey I might have been able to afford this.**

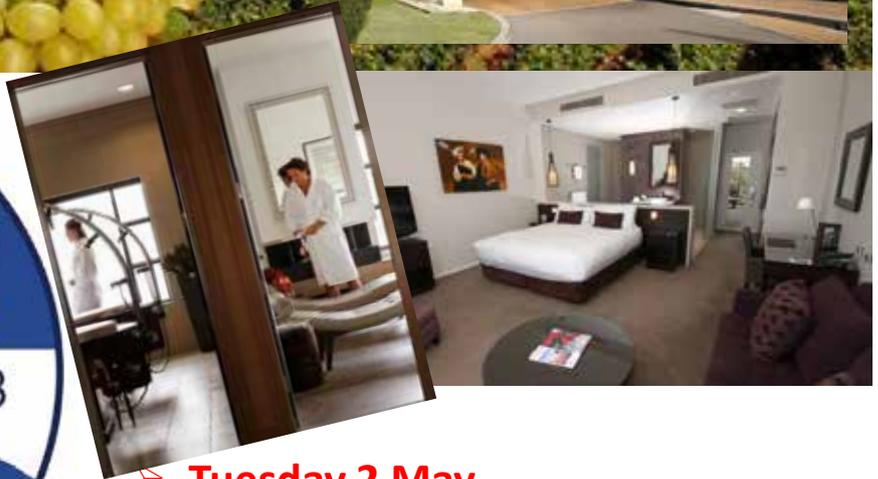
And so, the Rally came to the grand finale with the Gala Dinner, which was very appropriately held at the Grand Hotel. It looked wonderful, with imaginative table decorations and a lively throng of mauve, purple and blue outfits befitting the theme of '50 Shades of Mauve'. The food was excellent, although the wine service was occasionally interrupted by supply problems. At the bar I was told that they had run out of glasses. 'No problem' I said 'we have glasses'. So, they sold me a bottle of wine; however, by the time I returned to our table, the wine glasses had been reclaimed to be washed! Luckily, we still had water glasses. They weren't so elegant, but they did the job. From the sound of chatter and laughter everyone much enjoyed the evening. The placemats were collages of photos from previous rallies. Some designs were repeated while others were unique and won a prize if you could find the required witty inscription or detail in your placemat. We also had the crowning of the King and Queen of Mauve, at least I think that was their title. It was awarded to the two most imaginatively dressed for the theme. Finally, the NSW club announced the National Rally for 2023 which will be held from 2 to 5 May at Chateau Elan in the Hunter Valley. The Gala Dinner ended in party mood with dancing and everyone generally enjoying themselves.

Friday morning, we congregated at Lock 11 for a farewell brunch. The bbq was busy providing everyone with their choice of breakfast. Even the drizzle didn't stop people attending and enjoying a last chat before hugs and handshakes before finally hitting the road for home.

They billed it as a Mini-Rally, but other than that numbers were less than for previous multi-State events this Rally was anything but 'Mini. Indeed, as far as I could tell, everyone had a 'Maxi' good time.

Louise and I sincerely thank the Austin-Healey Owners Club of Victorian for having the fortitude to host such a welcome and enjoyable event after having three previous attempts cancelled. Persistence does pay off!

See you all in the Hunter Valley in 2023!



## 2-5 May 2023

The NSW Club invites you to an event at Chateau Elan in the unforgettable scenery in the Hunter Valley.

Come, relax in the opulent rooms, sip on a wine, enjoy the health spa or a round of golf.

- **Tuesday 2 May**  
Social meet and greet to refresh acquaintances with other Healey members
- **Wednesday 3 May**  
Lunch in the wineries, dinner and dance the night away at the resort
- **Thursday 4 May**  
Display of Healeys, some time to explore the Hunter and the Gala Dinner
- **Friday 5 May**  
Brunch before saying goodbye and set off for your drive home

**Further Details to be revealed soon  
Bookings will open September 2022**



**For Sale**

Colin Rule offers the following Austin-Healey panels for sale. (POA )

1. Front shrouds: one BN1, four 100/6-MK1 3000, one single big light BJ8, one twin big light. All can be used for parts.
2. Rear shrouds: seven roadsters and one early BJ8.
3. Doors: twelve six-cylinder roadster and four BJ8.
4. Front Guards: six 3000 and one BN1.
5. Rear Guards: ten 3000 LH/RH and two BN1s.
6. Bonnets: two 3000s and one 100/6.

**For Sale**

7. Bootlids: two six-cylinder.

All panels are in need of repair. However, some are worse than others, but repairable.

All are POA

Contact Col Rule on (02) 4368 2938 or 0467 563 523

**WANTED**

100 BN1 front shroud. Please contact 0417 673 065  
Surely a potential marriage made in heaven.





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## Do you suffer from a sagging suspension?

By Geoff Golding

Firstly let me explain.....I'm not referring to you!

As we all get older everything starts to sag; a complaint your "favourite G.P." is unlikely to try and rectify. However, our "pride and joys" in the shed also suffer the same issue, but we can certainly do something about it. Let's be factual, (Ssshhh say it quietly) our "Pride and Joy" are near enough 60 "years young" or older.

Here in the Southern Highlands, we are well served by the local Council, who in their wisdom develop "plantations of Potholes" (i.e. there are large patches of potholes scattered across the district) in many of our local roads. Some appear to be in "small plantations". You can get lost in these very easily. Others are just a plain irritation and very dangerous.

So what's this got to do with Austin-Healeys? Well, a possible solution for you, but certainly a solution for our car.

Since moving here just over 17 months ago, and using our 100 sparingly (principally due to the continuous wet weather) it has become obvious something was wrong with our car in that we were dragging the tailpipe regularly, the muffler not quite so often, it even occurred on the gutter to our drive.

Driving on any of the local roads is a challenge and to navigate safely without hitting one of the many potholes and poorly executed repairs. We never had this problem with our Austin-Healey on any of the NZ roads, in the eight and a bit years we lived there (travelled around 14,000 miles). It seems this is a problem we have inherited back here in "OZ".

Firstly, the rear springs were replaced a couple of months ago, not a difficult task. This made a considerable difference. Measuring, the height at the rear of the car prior to fitting the new rear springs, the car was just under a 1 ½ inches too low. HHHHHmmmmmm!

Part A of the problem solved with the replacements; but what to do about the front?

We have no particular desire to rip the bottom out of the sump, depositing about 12 + pints of oil on the road and ruining the engine. That would be a "BIG financial OUCH!"



So the obvious question came up. What is the correct ride height of the front of an Austin-Healey100?

The workshop manual is silent on this particular point. There are a lot of other measurements, but not the correct height of the car at the front, particularly under the sump. That's okay! I'll email a friend in NZ who is well on the way with the restoration of a similar car; anticipating he has replaced the front springs. That seems a practical and relatively straight forward solution.

The reply came back to the effect "the car is not on its wheels". Not quite the answer I was anticipating as I thought he had progressed further, but not to worry there must be a solution "out there somewhere".

I figured Kilmartins may have a readymade sump guard, product "on the shelf", no joy there, but Greg kindly gave me a couple of businesses to try H & R Classic restorations and of course The Healey Factory.

A phone call to "H&R Classic Restorations" put me in touch with a very knowledgeable fellow who suggested cutting the sump, effectively taking out about 1" to 1.1/2 " off the sides, thus taking the sump up into the protection of the chassis rails when fitted back on the car. However, this has issues with the oil pump and the oil pick-up for the motor. Hhhhhhhhhmmmmmm. Interesting but not what I was envisaging.

Then he suggested making up a race sump i.e. dry "sumping" the engine – that in my book is not an option for a road car, besides oil tanks and pipes are a lot of work and all probably above my "pay grade".

## Sagging cont

The other suggestion was to phone The Healey Factory. “They should know and/or have confronted the issue previously” They may even have a sump guard “on the shelf” I thought.

The phone call was made and yes The Healey Factory had a sump guard. At the time of the call they had three 100s on the showroom floor. John the fellow in the spare parts area to whom I spoke, kindly measured the height under the sump of all three cars, they varied from three to just on five inches. That’s a big range of variation in percentage terms, so one has to ask which is correct?

I figured after the call, that new springs would solve the problem and maximize the clearance under the sump back to “factory specs” but this still begged the question of what is the correct ride height of an Austin-Healey 100.

Then some reading of the usual Austin-Healey restoration books, they were silent on this particular question of the ride height of the front of a 100.

So it was then a case of considering that fountain of the knowledgeable “Google”. It produced a figure of 5 ½ inch clearance under the sump. I now have a possible starting point. Our car measured (as best I could laying on the floor of “The Shed”) slightly less than 4 ¼ inch. So there was a problem, our car sits too low at the front!

Another “Google” search took me to a website “The Austin-Healey Experience” (which I have been aware



of for many years and contributing to), upon scrolling through there was a posting from a fellow in the USA which seemed a simple and accurate solution AND you can take a measurement accurately and with ease. That appealed to me as the task can of course be completed without even getting into the overalls and wriggling under the car.

The suggestion was to measure from the garage floor to the centre of the headlight; this indicate height measurement should be 24 ¾ inches. The next step was to measure our car (the centre of the headlight is “pre-marked as it is fitted with P700 tripod headlight units.)

The result was; left hand side was 23 ¾ inch prior to the fitting of new springs. Post the new springs, the measurement is 26 inches. In other words a height gain of 2 ¼ inches. The right hand side was 23” pre new springs being fitted and post the new springs the height increased to 25 ¾ inches, a gain of 2 ¾ inches. a significant amount in real terms and in percentage terms.

Given the springs are new, they will settle as time rolls on and these ride heights will drop by maybe ½ inch which in turn gets the ride height back to the 25 ¼ inch indicated by the Austin-Healey owner in the USA. Just as a cross check, the height of the sump now is just over 5 ¾ inch, so in effect the 5 ½ inch figure seems pretty right.

The other thing that needs to be taken into account are the tyres. In our case we are running Bridgestone Dayton (185x65Rx15) tyres they have less than 1000 miles road running behind them. Virtually new, so the figures are very close to “spot on” but certainly within acceptable tolerances.

Earlier, I gave you the ride heights on both the LHS and RHS of the car which were considerably different. You may be wondering why the difference between left and right side in ride height pre the new front springs being fitted? Simply the driver’s side of the car has an occupant in the driver’s seat a lot more often than the passenger’s side and hence over 60+ years the RHS sags more than the left.

So in summary “Your Ole Girl” in “The Shed” probably has “The Sag” albeit small BUT there is a solution.



## 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 on 0409 323 133, (02) 4777 4883 or [bangers@bancroft.id.au](mailto:bangers@bancroft.id.au)



## Austin Healey Car Club

### Tasmania Tour 9 - 23 October 2022

#### Day 1 Sunday 9<sup>th</sup> 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 10<sup>th</sup> October 2022

##### Devonport to Launceston

##### Stay LAUNCESTON :

Country Club Villas

In 10 Out 13 October

Includes Full Buffet Breakfast Daily

#### Day 4 Thursday 13<sup>th</sup> 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 14<sup>th</sup> October 2022****Scamander to Hobart**

**Stay HOBART :** Old Woolstore  
In 14 Out 18 October  
Includes Full Buffet Breakfast Daily

**Day 10 Tuesday 18<sup>th</sup> October 2022****Hobart to Queenstown**

**Stay QUEENSTOWN :** Gold Rush Motor Inn  
In 18 Out 20 October  
Includes Cooked Breakfast Daily

**Day 12 Thursday 20<sup>th</sup> October 2022****Queenstown to Burnie**

**Stay BURNIE :** Beachfront Voyager  
In 20 Out 22 October  
Includes Cooked Breakfast daily

**Day 14 Saturday 22<sup>nd</sup> 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 23<sup>rd</sup> October 2022****Arrive Melbourne**

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

Costs			
	<b>Land</b>	<b>Porthole</b>	<b>Inside</b>
<b>Adult</b>	\$1772.00	\$465.00	\$415.00
<b>Single Person</b>	\$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



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## 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



## Congratulations to Will and Peg

When was the last time that we acknowledge the wedding of a club member of the AHOC? Sure, there have been quite a few where we heard about the nuptials of members' children, but not a member.

So it's congratulations to Will and Peg Sherman on their marriage on 3 April.

You don't have to look closely to see that the BJ7

and BJ8 of John and Judy Sherman played an important role in the big day. Of course Will is the son of past members Geoff and Mia Sherman and is John and Judy Sherman's nephew.

All this isn't too long after Will bought his BT7 Mk2 that we featured in Flat Chat last year. No doubt both Will and Peg intend to spend their nights together working on their Austin-Healey.





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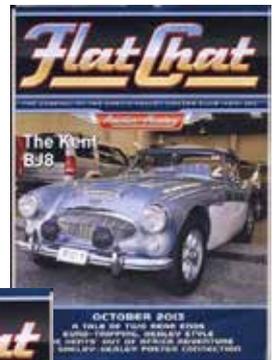
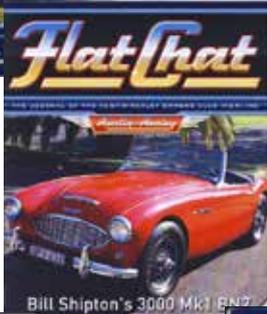
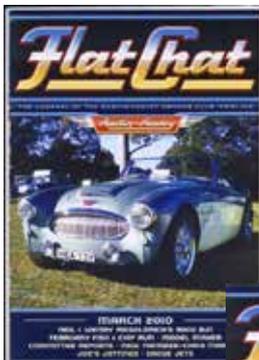
## Flat Chat Back Issues

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

That's 180+ 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.



## What country are we in?

see below



It's the 100 of Tomohiro Asada in Japan

## A Healey Story By Graham Gauld



Ken Downing in his Healey Elliot saloon being chased by Harry Havelock-Slack's shooting-brake version at Charterhall in 1952.

In the early 1950s, when I first started to write about motor sport, my local circuit was Charterhall in the Scottish Borders, and at one of the earliest meetings I attended there was a tremendous battle in the saloon car race between two Healey Elliot models. This was the car built by Donald Healey before his link with Austin and Austin-Healeys.

One was a saloon and the other was a "Woodie" style estate car. The driver of the saloon was Ken Downing, who had come from the Midlands to race in this event. The other was a local Glasgow driver, Harry Havelock-Slack who had bought his Healey Elliot from the Glasgow dealership but had specified the "Estate Car" version which had wood trim round the doors and windows.

As it turned out they had an amazing battle in the race with Ken just edging out the "debonair" Harry after the two of them had been running nose to tail for the whole race.

Harry Havelock-Slack was the son of an entrepreneurial Glasgow garage owner called Bill Slack who was not only the Scottish agent for the Belgian Minerva cars but became the only garage owner in Scotland to sell aeroplanes alongside cars in his city centre showroom. Bill was also so influential he persuaded Glasgow Corporation to change the name of the street in which he had his Belgian dealership to Minerva Street.

Bill Slack's son Harry (who added the hyphen and

Havelock to his name because he thought "Slack" was not a good business name) was a bit extrovert and at one time had a Bugatti with which he used to terrorise the neighbourhood. He was even drafted into one of the films produced by the Scottish director John Maxwell who became a leading light in the British film industry. His job was to act as stunt driver and appear to drive a car over a cliff during a car chase.

It was Harry's father, Bill, who was the real entrepreneur and grafter and not only owned a few garages but Waldorf-Auto-Aero which sold both cars and aeroplanes. He then took over the franchise for a new electric welding system and founded the Modern Electric Welding Company that worked 24 hours a day repairing ships during World War II. Tragically Bill and his wife were both killed in one of the bombing raids on Glasgow in 1941.

Ten years after watching Ken and Harry race I married Harry Havelock-Slack's daughter, Valerie.

Around thirty years after that, and when I had moved to the South of France, Ken Downing and I used to get together at the hotel in Monaco where he spent his retirement. It was on the old Station hairpin bend of the Monaco circuit, and we would talk motor racing over lunch. My fondest memory of Ken was that, invariably, we ate the same meal for lunch every time and he paraphrased each course with "I think you will like the smoked salmon today.....and "...the fish pie here is excellent". What a charming man Ken Downing was, a true gentleman of the old school.

## Your Last Page Le Mans



Le Mans 1952 and that's Roger Menadue fettling the DHMC entered Nash Healey driven by Leslie Johnson and Tommy Wisdom.

They finished third behind two Mercedes-Benz W194s.

The most successful finish for any Healey badged car at the French circuit.

Yes it's a MGA, but what year? Well we know it's 1955, the year of tragic events at Le Mans.

How do we know 1955? Have a look over to the right and you will see the number 26. That's the privately entered 100S (NOJ 393) of Lance Macklin and almost obscured in Roger Menadue. So while privately entered Macklin was supported by the DHMC. The MGA is one of three DOHC EX 182 entered.



Not Le Mans, but thanks to Joe Jarick of the AHOC Q we know that it's a Le Mans start of the 1956 'Daily Herald' Trophy Race Meeting at Oulton Park in Cheshire.

'Le Mans' starts were banned from 1968, due to the practice of drivers not doing their seat belts up in an effort to save time. 1968 was officially the last 'Le Mans' start at the Le Mans 24 Hour Race.

### 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**