



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

VOL. 11 ISSUE #7  
 July 2024

COMING EVENTS

JULY

- 4th Monthly Meeting
- 6th Central Coast Gathering
- 7th Donald Healey Birthday Display Day
- 10th Committee Meeting
- 17th Motor Life Museum

AUGUST

- 1st Monthly Meeting
- 8th Committee Meeting
- 16th Retford Park
- 22-26th National Rally WA

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**AHOC Illawarra & Southern Highlands Chapters**  
 19th, 20th & 21st June 2024.  
**Explore the Old Hume Highway**  
 by John and Fran Thornton



**Day 1-Camden to Yass**

Our event started with the first 17 adventurers meeting at Narellan and heading off down the “Old Hume Highway” with our first stop, atop the Razorback Range. The view from the top of the range encompasses the whole Sydney Basin from the Eastern Suburbs to the Blue Mountains in the West.

It is also home of the replacement Anthony Hordern’s Port Jackson Fig Tree with the firm’s motto, “While I Live I’ll Grow.” The motto and the tree emblem were inlaid into the 1.8km of carpet that was laid throughout Anthony Hordern’s retail building at Brickfield Hill in Sydney.

And then, what could be better than an onsite demonstration and information session on the release of homing pigeons at the stop-over?



We drove on to Picton and through the old town, passing the arched historic rail underpass. A further 1 km, we detoured to view the 1897 Victoria Bridge, a Percy Allen timber truss design, over Stone Quarry Creek.

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POST: AHOC (NSW) Inc  
 PO Box 3011  
 Rhodes NSW 2138

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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

What a great club we belong to. On your behalf I'd like to express my gratitude for all committee members who spend their time to assist in the functioning of our club, however let me highlight a couple of recent events.

This month (well I guess that it's last month by the time you get to read this) Julie Lee and Alan Mitchell have spent hours (a lot getting answers from the ATO) delving into what we need to do to be compliant with our tax liabilities. This came about by a requirement by the ATO for not-for-profit organisations to complete a return for the current year. Julie's review identified that while we are a not-for-profit organisation we no longer meet the requirements for tax exemption and we will need to complete a return for the 23/24 financial year as our assessable income is greater than \$416. Our assessable income is basically the interest earned on our term deposit.



Another contributor to our club's success are the hosts of the clusters that prepare monthly activities for local members – Colin Rule, Phil Lorking, and John Thornton. Last month John and Fran Thornton organised a three-day run along the old Hume Highway. I've had members ring me to say what a great run it was and were full of admiration for the preparation that went into it. I'm sorry that I was not able to go on it. There will be more information in this issue of Flat Chat, I'm sure.

The Donald Healey Birthday Dis-

play Day is a further example of outings that happen after someone has done a lot of organising to make it an event in our calendar. Ross and Jenny Penman (Jenny also has the responsibility of the Treasurer's role) have been doing this for several years now and hopefully the weather will once again be favourable as we gather at Parramatta Park next Sunday with other marque clubs that share the Donald Healey heritage.

On a different tack, regular readers will know that I have been

**Con't P7**

### COMMITTEE LIST - 2024

Club Patron—Ross Bond

President - Jim Phillips  
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Wyoming NSW 2250  
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Technical Officer - Greg Strange  
02 9319 2299  
[gregorymstrange@gmail.com](mailto:gregorymstrange@gmail.com)

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

Public Relations - Ross Penman  
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[penmans@bigpond.com](mailto:penmans@bigpond.com)

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0413 589 306  
[jjjimbeau@gmail.com](mailto:jjjimbeau@gmail.com)

Public Officer - Alan Mitchell  
PO Box 123  
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[mitchellaj@ozemail.com.au](mailto:mitchellaj@ozemail.com.au)

Non-Committee Positions  
Chapter Coordinators  
Central Coast Colin Rule 0467 563 523  
Illawarra/Sth H'lands John Thornton 0419 266 284  
Mid Nth Coast Phil Lorking 0412 392 362  
Western Greg Poole (02) 5355 0079

CSCA Delegate - Colin Goldsmith

Librarian - Ronnie Strange

CMC Delegates - Ray Roberts  
Greg Strange

Welfare Officer - Pamela Ross 0408 201 226

Display Day Coordinators - Ross & Jenny Penman

Conditional Registration Inspectors -  
Neville Stirton - 0414 472 877 - Geoff Smith - 0458 777  
339 - Phil Lorking - 0412 392 362

Assn of British Car Clubs Rep - Christine Lyttle

National Assn Delegates - Gordon Lynas & Jim Phillips

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

If you want to send something by post, the Club's  
address is:- AHOC (NSW) Inc  
PO Box 3011  
Rhodes NSW 2138

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@outlook.com](mailto:p.quinn@outlook.com)

Greetings and welcome to the July 2024 issue of the Flat Chat Newsletter.

Excuse me! How come it's July already? What happened to June, let alone April? Why is it so? Why is it the older you get, the days, months and years flash past like they are being chased by a herd of buffalo?

This Sunday is the Donald Healey Birthday Display Day at Parramatta Park. Personally I see the day and event as the most important on our annual calendar as it gives us the chance to do what the AHOC is all about – to promote the Austin-Healey marque, not only to owners of other cars, but also members of the public who normally don't get the opportunity of being up and close to part of automotive history. So please drag yourself away from the sofa and TV and bring your car to Parramatta Park on 7 July. By the way it was Donald Healey's birthday on July 3rd.

I thought this issue of the Flat Chat Newsletter was going to go together like a doddle. Well I suppose it did but there needs to be a few thanks passed around.

Thank you to Scott Parry-Jones for his words and pics on installing a new 3.5:1 diff centre into his 100/6. It was going to be one of those smooth and quick jobs that never turns out that way. But it's in now and needless to say it's perfect. Thank you also to new member Neil Biddle for his kind words following taking delivery of the ex-Bancroft Mk2 Roadster. It was my pleasure Neil.

Thank you as well to my friend and MG owner John Young on seeing a bare metal 100 in an event in France and being so thoughtful to send words and photos. Really appreciated that John. Thank you also to those on the committee, chapter convenors and so on for making sure their words are received when requested. It helps!

So what's happening with the Quinn Austin-Healey? Does not the below photo tell the story? Yes it's running nicely thank you. Wanted to run on five cylinders for a time, but a little running in direct top at 2,500 rpm soon persuaded the carbon and crap out of the combustion chambers.

It was a challenge installing the



trim and I can't say that I am completely satisfied with it, so I think a visit to a motor trimmer is on the horizon for some repairs and replacements. However I will say that with the sound deadening now in place all I can hear now is the glorious exhaust.

There was a little hiccup with the lights when one sealed beam unit decided it didn't want to play. So bought another on eBay and once that was in and bringing forth light, the other one decided that it didn't want to work. Is that frustrating or isn't it? Then in the dungeon of the old milking shed where the cars are, a miracle happened before my eyes – I found two sealed beam Lucas 7in lights that I didn't know I had. Who would have thunk it? See you at the Donald Healey Birthday Display Day. It won't rain you know.

I trust you enjoy this issue of the Flat Chat Newsletter and yes I am looking forward to receiving lots of words and photos of what you have been up to with your Austin-Healeys.

**Monthly Meetings - Zoom ID 980 9019 7648 Passcode 336164**  
**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, 6 June 2024

Meeting commenced at 7:40pm.

Venue - Strahfield Golf Club and Zoom

### ATTENDEES

Jeff Burton, Harley Boggis, Natalie & Vince Cesario, Colin Goldsmith, Bruce Ewan (Z), Richard Horwood, Dianne Lawlor, Garry & Julie Lee, Alan Mitchell, Jenny & Ross Penman, Jim Phillips (Z), Patrick Quinn, Rod Richards, Muriel & Ray Roberts, Colin Rule, John & Judy Sherman, Neville Stirton, Greg Strange, Ronnie Strange, John Thornton (Z)

### VISITORS, NEW MEMBERS

N/A

### APOLOGIES

Patricia Bancroft, George & Liz Goodare, Denis Kasza, Bryan Levy, Kris & Kath Long, Caroline Quinn, Bob Ratcliffe, Geoff Smith, Allan Whitehouse

### MINUTES

Resolved that the minutes of the General Meeting held 2 May 2024, as published in the June 2024 issue of *Flat Chat*, be verified as a correct record of that meeting.

### PRESIDENT'S REPORT

President Jim gave an update via Zoom:

- he thanked those members who'd taken the time to provide feedback on the direction of the Club
- Kathleen Long's planned presentation had had to be rescheduled, hopefully for the following month
- any members who had a relevant topic they thought might be good for a presentation were encouraged to get in touch
- all committee positions had been re-elected unopposed at the recent Association of Australian Austin-Healey Clubs AGM
- also discussed at the AGM was the increase in cost for the national magazine

### VICE-PRESIDENT'S REPORT

No report

### SECRETARY'S REPORT



Relevant emails received in the month prior included:

- Multiple Motorsport Australia ads and offers
- The latest issues of Healey Torque (Qld Club), Hundreds & Thousands (Vic Club), Motorlife News (Australian Motorlife Museum), Rally Directions (Classic Rally Club), Speed Read (Motorsport Australia) and The Preserve (CMC).

### TREASURER'S REPORT

On behalf of Jenny, Jim gave an update on the Club's finances as at 31 May 2024:

Term Deposit	\$70,000.00
Cash Reserve	\$42,516.51
Debit Card	\$303.82
Main Account	\$6,327.25
Total	\$119,147.58

In addition, the Charlie's Run account had a balance of \$2,486.18.

Income	
Regalia	\$305.00
Bank Account Interest	\$48.69
Membership	\$3,100.00
Expenses	
Regalia (Windscreens)	\$2,655.00
Post Office Box	\$194.00
Postage stamps	\$15.00
Square transaction charges	\$0.76

### MEMBERSHIP SECRETARY'S REPORT

No Report

### SOCIAL SECRETARY'S REPORT

The Social Secretary and Chapter Conveners present provided updates on past events as well as events coming up (also detailed on the website and in Flat Chat). A particularly hairy story was provided by Colin, describing he and Roger Ramsay's journey home from the Central Coast Chapter's run to Cardiff the previous weekend, in torrential rain with no windscreen wipers!

### WEBMASTER'S REPORT

Jim reminded everyone to make sure their details were up to date, as a few of the Australian Austin Healey magazines were being returned due to incorrect member addresses.

Jim asked members to RSVP via the website to the Donald Healey Birthday event although he would also be sending out a reminder email the following week.

### WELFARE OFFICER'S REPORT

Jim thanked everyone for the get-well card and well wishes that had followed his recent attempt to get a haircut which had resulted in him becoming the surprised new owner of a pacemaker!



### EDITOR'S REPORT

As usual, Flat Chat had been emailed out the previous evening. Patrick thanked everyone who had contributed.

### REGISTRAR'S REPORT

Patrick advised of the new practice effective 1 July 2024 whereby mobile phone cameras would also be able to detect if people in cars were wearing seat belts. This of course presented a problem for older cars which weren't fitted with seatbelts or couldn't be fitted with seatbelts.

He also reminded everyone that people with cars on Conditional Registration needed to be financial members of a recognised club as at 1 July, otherwise their cars were not registered.

### HISTORIAN

No report

### LIBRARIAN

Nothing to report.

### TECHNICAL OFFICER

Greg had a story about fitting a brake booster to member Bob Ratcliffe's car. Neville added that it wasn't possible to recondition after-market brake boosters.



### PUBLIC RELATIONS REPORT

Ross reminded everyone that the Club needed to know numbers for the Donald Healey Display Day at Parramatta Park for catering purposes.

### CMC REPORT

Greg had a couple of matters to report from the most recent CMC meeting:

- there'd been little appetite to discuss the impact on car clubs of the recently introduced tax exemption reporting
- the recent survey on historic vehicles (AMHF Economic Value Survey) had reported that there was estimated to be a surprisingly high 970,000 historic vehicles in Australia, or around 4.4% of the total vehicle fleet

### ASSOC. OF BRITISH CAR CLUBS REPORT

The All British Day was going to be held on 15 September (previously reported as 8 September) at Hawkesbury Showground.

### CSCA REPORT

Colin's update was that there was no further update on the MX5 Club joining the CSCA. And despite the erection of two massive sound barriers and the shift-

ing of millions of tonnes of dirt, there was also still doubt about One Raceway's readiness to host events anytime soon.

Following on from his advice that clockwise races would be known as the Wakefield Park Circuit and anti-clockwise races would be the One Raceway Circuit, Colin expounded on his theory as to why clocks go clockwise. You had to be there...

Ray's thought for this month was to ask everyone to recall the first time they fell in love with Austin-Healeys.

Dianne had bought along her copy of Roger Moment's book Lap of Honour for anyone wishing to have a squizz. She also had printed copies of the historic car

survey if anyone was interested.

#### FOR SALE OR WANTED

- Harley had a 48 spoke wheel to give away
- Jim advised that Geoff had a wheel balancer to sell
- Colin R had a new batch of windscreens for sale
- As per page 24 of Flat Chat, there were also three BN1s available for sale, one with a "duck clutch" (which provided the option of moving a lever on the gear knob to change gears)

#### GENERAL BUSINESS

There was no general business raised.  
Meeting concluded at 8:45pm.

**You can see clearly now the scratches are gone  
No obstacles in your way  
It's gonna be a bright bright sunny day**

## Austin-Healey Windscreens



**The AHOC is pleased to announce that the club has just taken delivery of a new batch of Austin-Healey replacement windscreens.**

**There are five of each, namely 100, 100/6 – 3000 Roadster and BJ7-BJ8. They are extremely well priced at \$280 each, irrespective of the model.**

**If interested please contact Colin Rule on 0467 563 523.**



## Social Report

Dianne Lawlor 0413 873 191

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

Denis Kasza 0407 492 008

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

Despite the unusual amount of rain and cold, the AHOC went ahead with June's activities as planned. The Chapters held their activities, the reports of which you can read about elsewhere in this month's Flat Chat, along with reports of the Q Station and inaugural Car Talk events.

July kicks off with a bang with the regular Central Coast Chapter meeting on Saturday July 6th and the following day sees our annual Donald Healey Birthday Display Day – probably our most important event of the year.

Following these are the Illawarra and Southern Highlands and Mid-North Coast Chapter events.

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### Future AHOC Events

Event: Donald Healey Birthday Display Day and Concours

Venue: Parramatta Park

Date: July 7th 2024

Contact: as above

Event: Motorlife Museum, Kembla Grange

Date: Wednesday July 17, 2024

Venue: Illawarra and Southern Highlands Chapter

Contact: John Thornton 0419 266 284

Event: Hawkesbury Drive

Date: August 2024, please refer to the club website for more details

Contact: as above

Event: Retford Park Tour, Bowral

Friday 16th August 2024

Contact: John Thornton 0419 266 284

Event: Full Historic Tour, Joadja Historic Village

Wednesday 18th September 2024

Contact: John Thornton 0419 266 284

Event: Goulburn Steam Pump House

Frid, Sat, Sun 18th, 19th & 20th October 2024

Contact: John Thornton 0419 266 284

Event: Central Coast Workshop

Dates: First Saturday of each month, beginning February

Venue: 109 Humphreys Rd, South Kincumber

Contact: Colin Rule 0467563523

Please bring a contribution to morning tea

Event: Mid-North Coast Workshop

Dates: Third Saturday of each month, beginning February

Venue: 79 Barton St, Croki

Time: 9.00 AM-12.00PM (Please register in advance)

Contact: Phil Lorking 04123923620

[thelorkings@outlook](mailto:thelorkings@outlook)

Please bring a contribution to morning tea.

### President's Message

Cont.

lamenting the fact that even though the numbers of members remain constant we are not attracting more participants at our events. The attendance at general meetings is down, even though there is a facility to join via Zoom. Participation at our Christmas party has declined, and it would appear that we will have less members at our Donald Healey Birthday Display Day. So, what's to be done? At our last committee meeting we had the opportunity of having Angela Ratcliffe provide us with some expert direction on how we are able to find out and then make changes to reflect the current membership. Somewhere down the track we will be asking for your views and opinions as we need your input if this exercise is going to be successful.

Finally, NSW has 12 of our members attending the National Rally in Geraldton WA in August and therefore numbers at our August general meeting will be reduced, but it will occur. If you don't normally come to a meeting this will be a great opportunity to get to know some of your fellow club members. Safe travels to all those attending and look forward to your reports and photos.

Also look forward to seeing you at our July meeting when you will hear from one of our members, Kathleen Long.

Jim Phillips  
President



# DONALD HEALEY BIRTHDAY DISPLAY DAY 2024



Please join us on **Sunday 7 JULY 2024**

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

A barbecue lunch and soft drinks will be provided, just bring 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.**

The Austin-Healey Owners Club 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)





### Membership Report

by Christine Lyttle

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

Membership renewal is now overdue for 64 memberships and of these 24 have vehicles conditionally registered through the AHOC.

The renewals were sent out in the last week of May 2024. A reminder email was sent to all members on Monday 24 June whether you had already paid or not.

If you did not receive these emails, please check your Junk mail or contact me via [Membership@austinhealeynsw.com.au](mailto:Membership@austinhealeynsw.com.au)

Payment can be made to the club's bank account:-  
BSB 032 069 Account 252564.

If unsure how much to pay, full membership for up to two members is \$100 or you can check the membership form on the website for the amount owing.

One payment was received on 5 June 2024 with the description 025001 and this has not been reconciled due to the lack of description. If you made a payment on this day, please email me if it's your payment with a copy of the receipt or transaction record.

A further reminder email will be sent out in a week to advise if you are not financial, and your membership has lapsed. This email will be only sent out to people that I have recorded as not paid.

Should you wish to continue your membership please pay now. Should you wish not to continue your membership, please send an email to me advising that you are not rejoining.

If you change your address or email, please let me know to ensure your records are correct.

Hope to see you soon at an event.

Happy Healeying,  
Christine Lyttle





## Historic Vehicle Registration News

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

I am writing this on July 1st, the start of the new Financial Year and also the new membership year for the AHOC.

What does this mean for members with the cars on Conditional Registration? Well it's important that you have renewed your membership, because if you haven't done so your car ceases to be registered as of today. Remember there are three basic pre-requisites for a car to be conditionally registered. It has to be at least 30 years old; it has to be roadworthy; and its owner a member of a recognised car club, of which the AHOC is. Therefore, if your membership is not current, your car ceases to be registered.

Of course, you may have joined another club and organised the registration through that club. That is perfectly okay, but it helps if you let us know.


Over the last month I have received a number of queries of what's involved in conditionally registering your car for the first time. Many are of the belief that a blue slip is needed in place of the annual pink slip. That is not the case, as the only time a blue slip is required is when your car was originally built as a left-hand drive vehicle, been converted and not been registered before in NSW. If it's always been right-hand drive, a pink slip will suffice, as will an inspection by one of our inspection officers.

What happens following, is the same as below, with the addition of one extra form - Application for Conditional Registration. A word of advice when you are registering your car for the first time. Make sure that when you visit your local friendly Services NSW office, you have all the documents with you including receipts and if imported, include all import approval documents.

Once again here are the instructions on renewing the Conditional Registration of your car.

- Once you have received the renewal papers 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 the documents by Registered Post as that just slows down the process as I have to go to the post office to accept a registered postal item.
- Once returned, either go to your local Services NSW office to do the renewal or post to Transport for NSW in Parkes. That address can be found on the registration papers.

Gregory Strange  
Motor Mechanic



Between Abercrombie Street & City Road

117 Cleveland Street,  
Chippendale NSW 2088  
Tel: 9319 2299  
Mobile: 0412 811 958  
MVRL 35580

## Visit to North Head Quarantine Station

By Denis Kasza



L-R. Darryl Dobe, Judy Sherman, Susie Doctor, Ronnie Strange, Cheryl Dobe and John Sherman. Plus the Dobe 100 and the Carrick BJ8.

On Sunday 16th July, 10 members met at Q Station Manly on a brilliantly sunny but cold morning, for an informal tour of the historic precinct, followed by coffee and finally lunch at the Boilerhouse Kitchen and Bar.

The complex operated as a quarantine station from 14 August 1832 to 29 February 1984 when it became part of Sydney Harbour National Park. It is now home to a hotel, conference centre, and restaurant complex known as Q Station.

The views to Middle Head, Balmoral Beach and in the distance greater Port Jackson and the city skyline

were really something to behold. Equally delightful were the delicious coffee, tasty lunch and convivial atmosphere.

Some of us went on a drive afterwards, through Curl Curl, Dee Why and Narrabeen Beaches, taking in the magnificent coastline and huge swell.

Present were: Darryl and Cheryl Dobe 100, Ronnie Strange 3000 MK11 Roadster, Damien Carrick 3000 MK111, Greg Strange and Dianne Lawlor Sprite, Susie Doctor and Denis Kasza Austin A99, John and Judy Sherman BJ9.



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Contact: Vince Cessario AHOC Member

info@platinumsash.com.au

13 Widdam Street - Artarmon NSW 2054



# Bi-Monthly Sunday Car Talk

By Denis Kasza

The inaugural Sunday morning Car Talk gathering, hosted by Richard Horwood at his Mortlake SLSC complex, was held on June 30th. The damp and cold didn't deter 15 people from attending, but understandably open topped cars were left at home. Ronnie Strange brought his hard topped 3000 Mark 11 Roadster and Denis Kasza his Austin A99.

Many thanks to Richard for providing the space for us to meet and everyone is surely looking forward to the next meeting in two months.

Present were: Richard Horwood, Patrick and Caroline Quinn, Allan Whitehouse, Neville Stirton, Ray Roberts, Rod Richards, Greg Strange and Dianne Lawlor, Ronnie Strange, Bob Ratcliffe, Bryan Levy, Dave Hodgson and son Thomas, Mark Sullivan and Denis Kasza.

A delightful morning tea was appreciated thanks principally to Dianne Lawlor, with other members contributing. Richard Horwood's sausage sizzle was also very much appreciated.



Austin-Healey owners doing what they do best. Talking about Austin-Healeys.



Greg Strange, Bryan Levy and Ray Roberts talking.



Neville Stirton, Rod Richards and Bryan Levy talking severely at Richard Horwood's Silverstone replica.



Richard Horwood's BN2 and XK120.



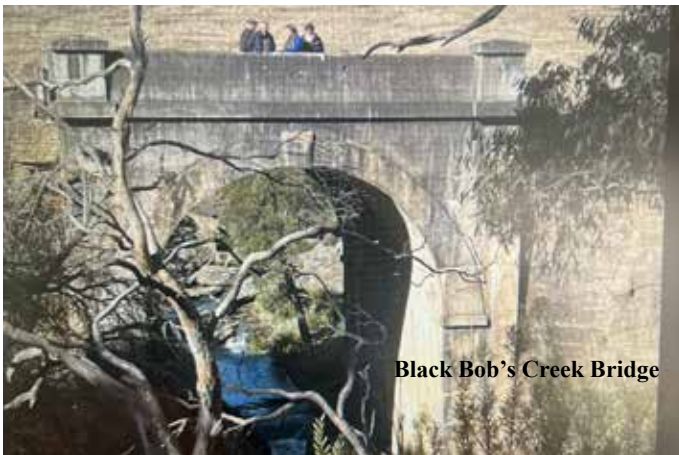
The Austin A99 of Denis Kasza and Ronnie Strange's 3000 Mk2.

**Hume cont'**

We wandered on to Tahmoor and Bargo making sure to take the right-hand turn that kept us on Remembrance Drive. (The Old Hume Highway.) Along this stretch of road, we sighted two historic brick arch railway bridges. The Southern Rail Line.

We continued through Yanderra with a brief stop and photo opportunity at the volunteer community gardens at Yerrinbool Railway Station. There were picturesque rural properties through this location. Heading into Mittagong, we met up with our three couples who were joining us there. Already in this short time we had discovered so many interesting places to explore. Time was passing far too quickly already!

We passed through Berrima and came to the Mackey VC Rest Area. A short 400metre walk beyond the parking area on this section of the unused "Old Hume Highway" we discovered Black Bob's Creek Bridge.



Black Bob's Creek Bridge

We continued towards Penrose and turned into Hanging Rock Rd. (An original 6 km section of the Hume Highway, still in very good condition. Austin-Healey drivers noted this and drove appropriately)

About 1.4km along Hanging Rock Road was the Shrine of Our Lady of Mercy, Penrose Park and a monastery. Several members ventured beyond the front entry and continued up the hill, along the access drive and discovered the church, shrine and monastery. The surrounding grounds were populated with dozens of ornate chapels from all corners of the world that are used for the national celebrations of their faith. Located at the back of the property was "The Hanging Rock" which formed a Grotto and an amphitheatre with an altar for large outdoor gatherings.

Our travellers were enthralled...mesmerized...stunned by the size of the church and the vast property. Most of our group spent up to two hours exploring the entire site.



The Shrine at Penrose Park



Chapels in the Forest



Hanging Rock

Leaving Hanging Rock Road and rejoining the Hume Highway, our next detour was at Marulan. We drove through the town with its many historic buildings,

**Hume cont'**

stopped and then enjoyed a delicious lunch at the Meridian Café. We bypassed Goulburn as we were running a little behind schedule. There were many more exciting things to see and do up ahead.

Cullerin Road, Breadalbane was the next section of the "Old Hume Highway" to be travelled. This 25km stretch of well-preserved, gently winding, open rural road, passes through Cullerin, Fish River, then into Gunning. It must be one of the best driving sections of any road when heading south. (Again, I was pleased to see the Austin-Healey drivers proceeded in a totally appropriate manner) I've renamed the road, "Austin-Healey Owners Heaven Road!"



Russell &amp; Carol Kelly



Allan Whitehouse &amp; Jo Hutton

We rejoined the Hume Highway for a short 2.3km drive and made a quick left turn exit off the Hume Highway onto Veterans Road for another 4km section of the "Old Hume Highway." On this section we passed through eight sets of combined cattle gates and gates. All usually open. One side was a cattle grate, the other side was a hinged gate.

Once completing this section of the "Old Hume Highway," it was a half hour drive into Yass for our first night's stay at the Thunderbird Motel. We enjoyed our evening meal and socialising at the Yass Golf Club.



David &amp; Michelle McIntyre



Bob &amp; Angela Ratcliffe

**Day 2- Yass to Gundagai**

We awoke on the second day to be greeted with -1° with ice and frost on the cars. Fog on the horizon.



We knew it was only a one-hour drive to Gundagai, so we spent the morning exploring Yass and gathered at 11:00am to hit the road and continue our trip.

It was only a 12km trip to the small town of Bowning. The cars were hardly warm. So, how is it that we ended up spending 2 ½ hours in a township of 290 people? (619 in the locality)

First, we met and parked at the old pub for the obligatory photo opportunity and more chit chat. In the distance we could see an old building a short walk from the pub. En masse, we headed over to inspect the derelict Bowning Railway Station. There was a misty fog enveloping the old building.

### Hume Cont'

Discussions ensued.

A question from within the group, "Do you think this line is still in use?"

A Jovial Response: "Oh, jump down and place your ear on the rail, you can always hear if there is anything coming." Minutes later the XPT came speeding through and gave us a loud friendly horn blast.



Bowning Railway Station



The wandering minstrel.

We moved on to the Rollonin Café at the other end of town. An interesting old colonial style café and grounds that beckoned inspection. We invaded the café and ordered coffee, cakes and scones off the menu. Coincidentally, leaving the café as we arrived was a gentleman on his way to Canberra. Seeing that he had an immediate audience, what else would a wandering minstrel do? He grabbed his ukulele and spontaneously launched into song.

So, now you can see how easy it was to spend 2 ½ hours in a small town on the "Old Hume Highway".

Off again and out onto the Hume Highway for an 18km trip to Bookham, with a short 1km run along

this section of the "Old Hume Highway." Then back onto the Hume Highway for a 26km run to Jugiong.

Next stop was the historic, 1852, Sir George Hotel in Jugiong. Rob and Annie Sassall's daughter, Leonie, is the manager of this magnificent complex and quickly set us up in a private lounge and dining room. The open fire was blazing, and the atmosphere, cosy and inviting. We all enjoyed a delicious lunch. Following lunch, we strolled around the restaurant, bar, gardens, and the exclusive boutique accommodation. The gardens were manicured, and a decorated rustic garden shed offered an array of flowers and plants for sale.

Another 1 ½ hours spent enjoying the delightful surroundings of Jugiong on the "Old Hume Highway", which has something for every traveller.



In the dining room of the Sir George Jugiong



Anine, Rob and Leonie Sassall

We headed off for the next 18km run. Down the Hume Highway and through the town of Coolac, as we headed to our night's destination, Gundagai, with a small detour into the "Dog on the Tucker Box".

We arrived in Gundagai, normally a 1-hour sprint down the Hume Highway from Yass. We managed to spend more than 5 hours getting to our destination. Our little two day run showed that there is history a plenty, with numerous interesting experiences to be enjoyed and discovered on the "Old Hume Highway."

**Hume cont'**

The day finished with the evening meal at the Services Club. Everyone shared their interesting experiences. A great social night to complete the event.

Friday was departure day. Many of our adventurers headed off to various points of the compass, taking the opportunity to meet up with friends and family, a little further on in the country regions.

Fran and I thoroughly enjoyed our mini adventure and were thrilled to share it with 21 other enthusiastic, fun-loving people.

I must give a “big thank you” to Joe Armour, who provided me with a copy of the book, *The Old Hume Highway. History begins with a road.*

*Information, maps, quotes, articles, and future articles referred to in this distribution document are taken from a publication © Roads and Maritime Services 2013. RMS Pub/No13.262.*

*ISBN 978-1-922245-34-2. Other quotes taken from 'Foreword' written by Peter FitzSimons, May 2013.*

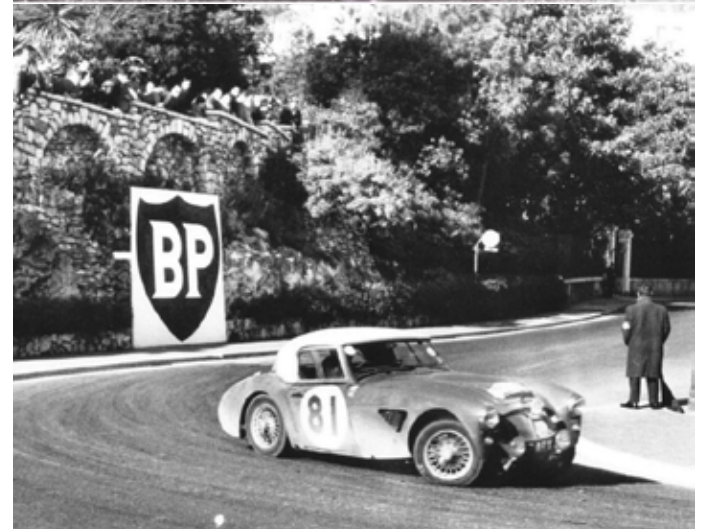
And a “big thank you” to Jenny Penman for a great selection of photos for the magazine, with many more on the web site.

AHOC members driving Austin-Healeys: David and Michelle McIntyre, Bob and Angela Ratcliffe, Carol and Russel Kelly, Jo Hutton and Allan Whitehouse.

AHOC Members: Rob and Annie Sassall, Colin and Delwyn Goldsmith, Ross and Jenny Penman, Neville Stirton, Ray and Murial Roberts, Fran and John Thornton.

Friends and family: Carol Brown, Brian and Jacki Carnegie, Janine Hinton.

### 1963 - The Year of the Mk2 Roadster Works Rally 3000





## AHOC Chapter News

### Central Coast Chapter – June Gathering



The Central Coast Chapter of the AHOC has had a run of excellent weather up until the April workshop weekend.

However, we postponed the April Gathering of the Clan workshop owing to some really foul weather. June 1st was our annual drive, although sprinkling with rain we broke free and braved the elements and headed from Ourimbah to Cardiff via the Dooralong and Mandalong Valley roads.

Scott Parry-Jones planned and headed up our trip, taking us along some gorgeous scenic roads even though it was wet. Only three intrepid enthusiasts ventured out in their Austin Healeys, the rest were in tin tops.

Arriving at our destination around 10.45am we were met with a very warm welcome by our host, a hot cup of coffee and a toasty slow combustion stove belting out some much needed radiant heat.

Denis Tobin once again was a great host to our club members. He had on show a magnificent display of classics and old race cars, memorabilia, posters and artefacts of days gone by. "A Big Thank you Denis."

A barbecue sausage sizzle lunch was on the menu plus cookies and cake. Just when we were ready to leave for our return journey, the skies opened up and pounded us with torrential rain all the way home. I have never before experienced such heavy rain in an Austin-Healey, especially with no windscreen wipers

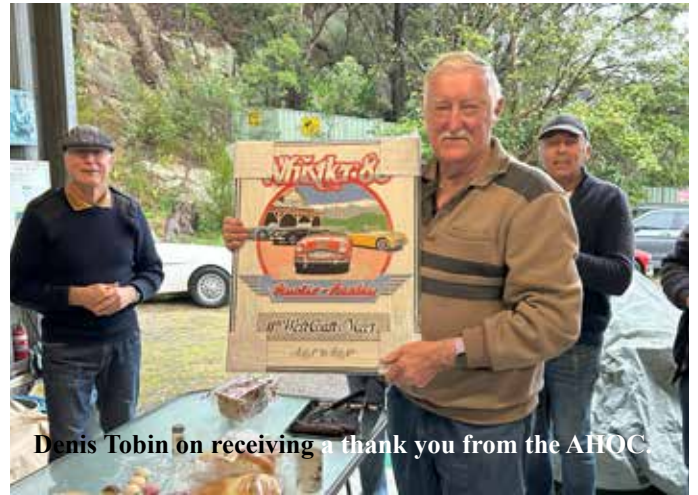
as they blew up on the way there. So we very carefully manoeuvred our way through the streams of water crossing the freeway. Finally pulling off the M1 at Tuggerah. Much to the relief of my codriver Roger Ramsey. "A white-knuckle ride indeed."

We had 13 faithful participants on the day. They were Scott Parry-Jones, Kathryn and Ian Roughly, Helen and Larry Johns, Mark McAllan BJ8, Muriel and Ray Roberts, Jennie and Ian Richter, Roger Ramsey 100, Julie and Garry Lee BJ8 and yours truly 100.

The July 6th workshop Central Coast will be held at Jennie and Ian Richter's, 20 Glen Road Ourimbah starting at 9am. We will be checking out the progress on 'Maude' the 100. Don't forget to bring a plate to share for our traditional coffee, cookies and cake.

All very welcome. All you have to do is turn up! Take care and happy Healeying. All the best for now. Col and Kerrie Rule.





Denis Tobin on receiving a thank you from the AHOC

**AHOC Mid North Coast Chapter  
15th June 2024**

Present:- Tony Ash, Allan & Diana Bryson, Glen & Barbara Roberson, Chris & Lyndell Hatch, Phil & Anthea Lorking, Simon Lorking. Apology:- Wally Spychala (in sick bay).

The day dawned cold with heavy rain, definitely not a classic car day. So it was great to see such a good attendance.

The main object of the morning was to fit the front wheel bearings to Simon's BN1. New front hubs had been purchased, however they were a later model and used roller bearings NOT thrust ball races. I had previously done some quick measurements and had purchased a few shims of various sizes, and Al

Bryson turned up a couple of thicker shims on his lathe, as the main bearing spacer is different between ball race and roller bearings.

The photos show the parts and the use of the dial gauge to measure clearances. The object being to firstly set up with excessive number of shims, measure the end float/clearance with the dial gauge and then reduce or change the shims to achieve the correct clearance.

The dial gauge has a magnetic base and attaches to the backing plate.

After all of that, we definitely needed a hot cuppa and some cake.

Cheers Phil Lorking



**Letters to the Editor**

Always good to hear from members and others about what they have been up to.

G'day Patrick

Though we have not yet met face to face, I would like to send you a great big THANKYOU for getting me through the Historic registration process for my first time following my purchase of my 60 year plus dream car. A big Healey bought from the Bancroft family who I would also like to thank for leading me into this journey in my late childhood. The car behaved faultlessly on the long trip home 200 hundred miles west.

I have since taken it on two joyride/runs to the Rabbit Trap Hotel at Albert, near Condobolin and Grenfell Car Club Show. It truly was smiles all the way.

Thank you again and also the Bancroft family for their help.

Happy Healeying

Neil Biddle  
Forbes, NSW



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**AHOC Illawarra & Southern Highlands Chapters**  
**The Australian MOTORLIFE Museum.**  
**Wednesday 17<sup>th</sup> July 2024**



Come along and enjoy a morning at the Australian Motorlife Museum.

Location: Integral Energy Recreation Park

94 Darkes Rd, STREAM HILL 2526

Meeting at the Museum 10:00am

Morning Tea available on arrival

Entry: Seniors: \$15.00

Following our visit, we will move onto the Plough & Ale Hotel, 10 Connection Rd Calderwood for another great dining experience with good company and socialising.

Members from the Southern Highlands meet with David McIntyre at the Moss Vale Showground on the Illawarra Highway at 9:00am for a 9:15 departure.

Illawarra members meet at the Museum at 10:00am.

Response please to:

Email: [John.thornton2011@outlook.com](mailto:John.thornton2011@outlook.com)

Mobile: 0419 266 284

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## Austin-Healey shines at the Chinon Classic

By John Young



Last weekend a gleaming Austin-Healey caught my eye. I was attending this year's Chinon Classic, a low-key event run over June 22/23 and based in the ancient French city of Chinon.

The car in question was a polished alloy Austin-Healey 100, so I sent a couple of shots to Patrick. He asked me if he could use the shots and commented, "Frankly it makes me wonder why anyone would like to spend so much time polishing". I concur. One thing led to another, and he asked me to write a few words.

What is the Chinon Classic? It's a commemoration of the 1923 Grand Prix de Tours, and for some years it was held there. Unfortunately, a new tramline in the middle of the course made it impractical to continue and from 2016 the event was moved to Chinon half an hour away and renamed the Chinon Classic.

Chinon has many claims to fame, not the least of which are the facts that Jeanne d'Arc set out on her

epic trek from here. It was also from Chinon that the English once ruled France.

There are three parts to the event. On the Saturday, there is a tourist rally through the roads of Touraine during the day and later, a gala dinner. Sunday is when it gets interesting. The roads at the base of the town along the riverbank are closed and a short course laid out for "demonstrations of racing", the likes of which we could never organise in Australia. Cars in various classes based on performance potential set out behind a briskly driven pace car. The emphasis is very much on classic sports and touring cars. This year Morgan was a featured marque, and Austin-Healeys are always to the fore.

Entrants can take passengers around the course, and there are no sign-in sheets or any such tiresome paperwork. It's a blast, and this year I managed a few laps with a friend in his TR3A. I could go on, but I've already exceeded my word limit. It's a great day

Cont' Page 24



## This was supposed to be easy, wasn't it?

By Scott Parry-Jones

The main point of this story is NEVER to underestimate how simple things aren't! This was proven to me in June, when my dear friend Colin Rule offered to help me to do some work on my car that took much longer than anticipated. Please read on....

Since I've had my BN4 AGAIN (that's another story) since December 2019, it has been a lovely cruising car except for one small thing.

Last time I had it, the motor blew up and I replaced it with a nice three-litre block. As the differential was geared for the old motor, the poor thing seemed to be revving a lot more than it needed to. Yes, pick up was good, but you do get sick of the high rpm all the time.

Another plaguing thing has been the overdrive. It didn't work! More high revs! A call into AH Spares and I was able to source a gear switch and two solenoids (always good to have a spare), as well as a new gear knob that has the overdrive switch on it for convenience.

The gear switch fixed the problem and the overdrive worked, and I enjoyed the gear switch for easy use. However, the overdrive started to become flaky and resulted in it not working mostly. I tried rewiring most things, but to no avail.

Getting annoyed with the high revs, I decided that, YES, I DID need to sort out the overdrive once and for all, but also, why not upgrade the diff ratio to lower the revs needed even without the overdrive! Great idea St. George!

I ordered a new 3.5:1 crownwheel and pinion for the diff from England. When it arrived I took a spare diff to a guru recommended by Colin who did a masterful job of fitting the new crownwheel and pinion and fully rebuilding it. What a pretty thing it was.

Then the day arrived when we were to "simply" swap out the old diff and put in the newly built one, and while we were there, sort out the overdrive issues.



Starting at 9am, moving the Bond 3000 out of the shed, dropping the new chassis Colin is working on down on the hoist and moving it out (you know, moving the Cortina out to get the Falcon out), we put the BN4 up on the hoist and commenced the transplant.

At about 10am we hit a snag. Sure, we got the wheels off the splines, undid the splines and removed them to expose the brake drums. Well, on each drum

**Diff cont'**

there are five big nuts holding on the brake drums. Nine came off without any drama, but there was that single wretched nut that just WOULD NOT come loose. It was already partly stripped, and that didn't help, but neither any tool we used, or any words we said make any difference. Col tried to fire up the Oxy to heat it up and rid any corrosion, but the acetylene bottle at that exact moment decided to expire of its last bit of gas!

Fortunately, Roger Ramsey turned up and was on his way to Gosford, so offered to go get a refill. Onya Rog!

While he was away, we dropped the car down near ground to work on the overdrive.

Removing all the mats and tunnel we got access to the gearbox and solenoid. I was all up for replacing it with one of the new ones from England, but Col was not convinced that was the problem. Jerry-rigging up some live current, the existing solenoid beautifully clunked like it should, and proved that Col was right (don't ya hate that!???).

Once we had it working, we back traced the wiring, testing each segment as we went. Yep, the gear switch was fine. What else could it be? Fuses checked, wiring around the fuses seemed fine. Guess what it turned out to be? Yep the brand-new gearstick overdrive switch that is connected in-series. We had to find a very fine grub screw remover that of course Colin was able to find, for us to remove the cap on the knob that showed the screw hadn't been tightened up on the connections and had fallen off. I seem to always suffer being a screw loose! No wonder the overdrive was intermittent! Overdrive FINALLY working!

Roger turned up with the new bottle, so back on the nut! Many attempts at heating it were tried and failed. She was stuck faster than a pig in mud.

This was the end of my tether, but not Colin! Clearly someone who's spent a life on Austin-Healeys, Col found an 11/16th spanner that fitted the nut tightly and then proceeded to get the MIG welder out and weld the spanner to the nut without touching the thread. He then got the OXY out again and heated up the handle of the spanner to then bend it out of the

drum curvature so there was a clean shot at moving it.

Wisely, he didn't even try and hit the spanner/nut with a hammer, but found a long piece of pipe that fitted over the spanner end. Old school leverage applied here! Even then, it took some effort before I was able to see that the nut actually moved a fraction. More ups and downs and oil applied to the thread until it moved as far as it could in the confines of the drum curve.



What were we going to do now that the spanner was welded to the nut. No worries, out with a grinder to cut off the spanner as close to the nut as possible and use a wrench to finally get the nut off the thread.

There you go, a job that started at 10am and we finally got the brake drums off by 2pm!

From there, things went very smoothly. Axles out, universal removed at both ends and the old diff removed.

New diff installed and everything put back in reverse sequence – although Colin thought it wise to not re-use the drum nut, so he found one in his stock of goodies.

After getting the 100/6 off the hoist, putting the chassis back on it and up and then the Bond Healey under it, shutting the garage door and bidding farewell to an exhausted Colin, I left at 5pm.

I don't know why I was so worried about the overdrive, with the new diff, she was just idling along as I pounded my way home trying to go fast enough just so I could report back to Colin that the overdrive DID actually work too!

**Diff cont'**

So much looking forward to a good drive on the expressway now!

**Postscript**

In response to my question as how it was performing, Scott wrote back:

Goes like a rocket now! Oh that torque when in a matching gear and not revving..... Hardly using O'd top as I have to be around 70kph before it's worth it. Changed my driving style and using third O'd more often when in traffic rather than clutching into fourth.

Always something new!

**Chinon cont'**

out, and you get right amongst the classics. It makes a perfect addition to a weekend at the Le Mans 24 hour race a week earlier. And how do the organisers feel about Austin-Healeys? Check out the home page at [chinonclassic.com](http://chinonclassic.com), and you'll be left in no doubt.

Alan Jones and I were waiting our turn at the Amaro Park Hillclimb. It would have been around 1973 and Alan was there in his 3000 Mk1 and me in the long gone Quinn 100. The car before us was a pale

blue MGB and Alan introduced me to its owner, John Young. I soon found out that John had been a MG enthusiast since birth and given that it was 51 years ago we were all somewhat younger. John and I have been friends since and he remains a MG enthusiast with a MGBGT and a delightful MG Y saloon.

Thank you John for taking the trouble to send the above words and photos.







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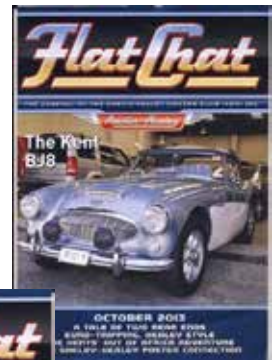
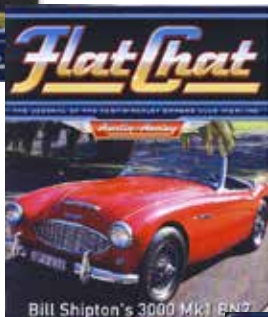
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**FOR SALE****FOR SALE****FOR SALE**

This 100 (BN1/213795) is for sale following the passing of its long term owner (1971). Sold originally in Sydney where it is still located and professionally restored in 2000/2001 with receipts.

Fitted with lots of LeMans goodies including SU H6 carbs, it is a good performer.

Also fitted with electrically assisted steering and Dutch clutch allowing the driver to either select gears in the normal fashion or moving a lever on the gearknob.

BN1/224691 was delivered new in Sydney. Prior to its restoration with a new-oldstock BN2 chassis, it was used extensively in competition including the AHOC NSW team that raced at Calder in the '70s.

Mechanically, while far from standard, provides great performance without taking away reliability. It is fitted with a three-litre engine, two-inch SUs and a BN2 four-speed gearbox. Visually the car is in very good condition with no rust in the body work.

For further information on the above two cars call 0417 673 065

Australian delivered 1957 100/6 (BN4/0/50915). Prepared for the Peking to Paris Commemorative Rally. The car is rust free, with some fibreglass panels and has an original black factory hard top.

Improvements include: Four-wheel disc brakes, long range fuel tank, three litre engine with 12 port head, mild cam upgrade and nitrided crankshaft. Extractors and full stainless steel exhaust. Two-speed wipers. Chrome wire wheels. Spin-on oil filter. Good usable soft top, side windows and a new tonneau.

Currently fully registered and roadworthy in NSW. Recent service including improvement of the hand brake. Some slight cosmetic imperfections, however mechanically, the car is in top shape.

I would like \$65,000 for my car. Seshasayee (Sesh) Narasimhan 0408 405 220



## A Most Eccentric Austin

By Patrick Quinn

I have always thought that to own an Austin-Healey requires a little bit of eccentricity.

And then I saw this Austin A70 Hereford Woody. Built in 1953 means that it would have been for sale in the showroom alongside the new Austin-Healey 100.

I find the woodwork quite wonderful, which no doubt was undertaken by a very skilled joiner/carpenter.

Having it in my garage would be a delight, but I am a little eccentric.



### Your Last Page



In the Parc fermé at this year's Mille Miglia.

Actually this is pretty easy. I can see three Austin-Healeys.

One is hiding.

Thank you to Nick Maltby of <https://www.carsceneinternational.com/>



Pat Moss grabbing her handbag after a near tragic excursion. Look closely at the front just before the number. That's a timber post that entered the car under co-driver Ann Wisdom's legs.



Probably a chassis plate somewhere with this BN2

Don't know what happened here, but I suspect that it wasn't her car.



**Monthly Meetings - Zoom ID 980 9019 7648 Passcode 336164**  
**We meet on the first Thursday of the month at Strathfield Golf Club**  
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