



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

## Visit to Retford House



David and Michelle McIntyre organised for the Illawarra and Southern Highlands chapter a very pleasant autumn day for our visit to Retford Park in Bowral on August 16th. We had 10 AHOC members, six friends and four Austin-Healeys attend the event.

Members enjoyed a fully escorted tour of the estate home built in 1887 by the Hordern family and lavishly redesigned by James Fairfax in the 1960s. Our volunteer guide, from the National

Trust, provided us with an extensive tour of the elegant Victorian Italianate homestead and art and furniture collections of the late James Fairfax.

Following the tour, we wandered the impressive heritage gardens and the surrounding property before moving to the Southern Highlands Regional Gallery, 'Ngununggula', located next door. The gallery is currently displaying an exhibition by Clara Adolphs "Together Again".

cont' Page 12



Joe and Lenore Armour's Healey Le Mans/Sebring Coupe

## COMING EVENTS

### SEPTEMBER

- 5th Monthly Meeting
- 7th Chapters Gathering - Central Coast
- 11th Committee Meeting
- 15th All British Day
- 18th Joadja Visit
- 22nd Make-A-Wish Car Show
- 29th Car Talk

### OCTOBER

- 3rd Monthly Meeting
- 9th Committee Meeting
- 18-20th Goulburn Steam

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Our monthly meetings are held at Strathfield Golf Club, 52 Weeroona Rd, Strathfield NSW 2135 on the 1st Thursday of each month commencing at 7.30pm.

Members and guests are welcome to join us for dinner in the bistro from 5.30pm.

## PRESIDENT'S MESSAGE

Winter is over, and as we head into spring it is time for those of you who prefer dry warmer weather to take your Austin-Healeys out of hibernation and get them on the road for the great unwashed to admire.

I've just got back from a month away in Africa visiting South Africa, Zimbabwe, Botswana and Kenya and did not see one Austin-Healey. There is an Austin Healey Club of Southern Africa, I know because I looked it up before I went, but having now seen the drivers and the traffic conditions, can fully understand why you would not have your Austin-Healey in any of the areas that we were visiting.



I didn't see any Jaguars either but did come across a cheetah that wandered past our Land Cruiser.



Thank you to Colin Rule for chairing the August meeting, assisted by Julie Lee while the vice president and I were out of the state.

The reports that I've heard is that the National Rally in Geraldton was good and that the NSW contingent excelled.

Make sure you check out the rest of the newsletter to acquaint yourselves with the many events that are coming up in this month and I hope to catch up with you at one of them and promise not to bore you with a travelogue of my trip.

Jim Phillips  
President

### COMMITTEE LIST - 2024

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Please send all Conditional Registration documents to Patrick's postal address at left

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Non-Committee Positions  
Chapter Coordinators  
Central Coast Colin Rule 0467 563 523  
Illawarra/Sth H'lands John Thornton 0419 266 284  
Mid NthCoast Phil Loking 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 Loking - 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



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

Providing this issue of the Flat Chat Newsletter goes out tonight, it isn't late.

As President Jim said on the previous page it is getting warmer and while there is more daylight, the events keep on coming. This is a good thing of course and over the next three weeks there is the same number of events. This coming Saturday it's the "Gathering of the Clans!" at Chez Rule on the Central Coast. Then the following weekend is the All British Day, which this year is being held at Hawkesbury Showground. Don't know if the engine will reach operating temperature by the time we get there. A week after that, is the Sydney Car Show in aid of Make-A-Wish Australia. Information on these events is within this Flat Chat Newsletter.

So apart from the marvellous minutes and scintillating committee reports, there are words and photos on such events as the Shannons Day at Sydney Motorsport Park and the Hawkesbury run which in-

cludes a fetching photo of a peacock. There are also reports on what the Central Coast, Mid-North Coast and Illawarra/Sth Highlands chapters have been up to.

But wait, there's more. A BIG thanks to those members who have gone to the trouble of letting us know what they have been up to. It's good to know that the restoration of Maude is steaming ahead. A VERY BIG thanks to Gordon Lynas who sent in words and photos about their time at the WA National Rally, plus what he has been up to with Juliette Jensen (Healey). I look forward to seeing Juliette on the road.

Thank you to John Thornton for his kind words on page 14.

So why is the below photo of interest? Well when we started on this journey with a new puppy, the best advice as far as house training was concerned, was "Never trust a

puppy!" It made me laugh as it reminded me about one small part of our Austin-Healeys. "Never trust an Austin-Healey fuel gauge!"

We have had the Quinn Austin-Healey out a few times and the gauge either reads almost empty or just about empty. Do I carry a dipstick, apart from the one in the engine? I certainly do and make use of it frequently to check how much is in the tank.

It sure is another Austin-Healey 'why is it so?' I have read about the problems with gauges (or is it the sender unit), but for the life of me I can't recall what the solution is. A longer stick? Perhaps someone has a better memory than me?

I trust you enjoy this issue of the Flat Chat Newsletter, and as usual 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, 1 August 2024

Meeting commenced at 7:35pm.

Venue - Strahfield Golf Club

### ATTENDEES

Patricia Bancroft, Jeff Burton, Natalie & Vince Cessario, Colin Goldsmith, George & Liz Goodare, Richard Horwood, Denis Kasza, Amer Khoury, Dianne Lawlor, Garry & Julie Lee, Alan Mitchell, Jenny & Ross Penman, Bob Ratcliffe, Rod Richards, Muriel & Ray Roberts, Colin Rule, John & Judy Sherman, Greg Strange, Ronnie Strange, Mark Sullivan

### VISITORS, NEW MEMBERS

New member Mark Sullivan was welcomed by stand-in President, Colin Rule.

### APOLOGIES

Mark & Gabbie Bancroft, Jim Phillips, Patrick & Caroline Quinn, Geoff Smith, Neville Stirton

### MINUTES

Due to the Editor being indisposed, Flat Chat had not gone out the previous evening as usual, so the minutes of the last meeting weren't available.

### PRESIDENT'S REPORT

President Jim, on holidays in Cape Town South Africa, had been hoping to join the meeting via Zoom. Unfortunately Zoom had other ideas which prevented anyone from joining the meeting online, so the meeting missed his PowerPoint presentation. Shame.



### VICE-PRESIDENT'S REPORT

No report

### SECRETARY'S REPORT

Julie reported on emails received in the month prior:

- The latest issues of Hundreds & Thousands (Vic Club), Rally Directions (Classic Rally Club), Motorlife News (Aust. Motorlife Museum) and Speed Read (Motorsport Australia).
- Offers of some items for sale - Bugeye Sprite, old Austin-Healey car jack and an old Austin "flying A" pewter mug.
- Request to help track down the owner of a green BJ8 in Port Macquarie - rego 67595H (despite Patrick's best efforts, we drew a blank, not that we got any thanks!)
- Invitation from the Lotus Club for the August SuperSprint.



### TREASURER'S REPORT

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

Term Deposit	\$110,000.00
Cash Reserve	\$2,590.45
Debit Card	\$303.82
Main Account	\$18,857.33
Total	\$131,751.60

In addition, the Charlie's Run account had a balance of \$2,486.21.

Income	
Bank Account Interest	\$29.91
Membership	\$3,665.00
Regalia	\$545.00
Advertising	\$800.00
Expenses	
Association Fees	\$30.00
Donald Healey Birthday Display Day	\$1,170.19

### MEMBERSHIP SECRETARY'S REPORT

There were a few new members to welcome to the Club:

- Phillip Bryan & Leonie Stewart (BJ8)
- Michael Marczan (BN2, Sprite MkIIA, Volvo P1800S)
- Roger Harradence (looking to purchase a BJ8)

There were still a few people who hadn't renewed their membership. Those with cars on Conditional Registration could expect a call from the Registrar.

### 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):

- there'd been a great turn out for the Donald Healey Birthday Display Day (and we had the usual beautiful weather!)
- the Hawkesbury drive will be to the Settler's Inn pub at St Albans for lunch
- the Make A Wish foundation was going to be holding their fundraiser at Macquarie Park – tickets were available from the QR code on their website
- and lots more.

Good news for those living in the Port Macquarie area was that a Chapter would be starting up soon.

### WEBMASTER'S REPORT

Alan Mitchell asked everyone to check their details on the website, as a lot of information was in the wrong place.

### WELFARE OFFICER'S REPORT

Get Well cards had been sent to Louise Lynas and Patrick Quinn.



### EDITOR'S REPORT

No report.

### REGISTRAR'S REPORT

No Report.

### HISTORIAN

No report

### LIBRARIAN

Nothing to report.

### TECHNICAL OFFICER

Greg was pleased to report that a car he'd had in his workshop for two years had had its first road test recently. It had initially come in for work on the wiring harness and brakes but ended up being almost the entire car!

### PUBLIC RELATIONS REPORT

Ross thanked everyone who'd attended the Donald Healey Birthday Display Day.

### CMC REPORT

Ray had a couple of updates from the most recent CMC meeting:

- the National Motoring Heritage Day events which had been cancelled because of rain in May were set to go ahead in September
- new smaller historic number plates had been released, but unfortunately they were already sold out!
- regarding the ongoing seatbelts saga, apparently if they were installed per the workshop manual or aftermarket provider, they were OK – the RMS would be issuing further instructions at some stage.



- a chap with 12 cars on conditional registration who'd hired them out on weekends had been caught as the registration doesn't allow for financial gain
- it was up to individual clubs to decide which

cars went on which system (historic or classic)

- there'd be a shuttle bus from the public parking area for the Shannons Day.

### ASSOC. OF BRITISH CAR CLUBS REPORT

As previously advised, the All British Day would be held on 15 September at Hawkesbury Showground in Clarendon.

### CSCA REPORT

The Lotus Club had been inviting everyone to the next SuperSprint in August. The Newcastle MG Club had run the previous event but had a disappointing turnout of 46 or 47 cars.

One Raceway was spruiking the October long weekend for its first event, with the track hire fee for a Saturday or Sunday coming in at an eye-watering \$21,000. This probably wasn't that surprising given the \$30M bill to update the track.

Colin's view was that based on recent events, costs and attendance, the days of marque car SuperSprint events were potentially coming to an end.

### REGALIA

Colin had his usual display of goodies for purchase.

### SHOW & TELL

No surprises that Ray had a story to tell! This one was about taking part in the Bay to Birdwood run back in the early 1990s

### FOR SALE OR WANTED

Nothing to report.

### GENERAL BUSINESS

- Julie acknowledged Alan Mitchell's perseverance with getting the Club personnel correctly registered with the ATO so that we could lodge our (now unfortunately necessary) tax return.
  - Alan advised that he'd been collecting original Austin-Healey sales brochures so would add those to the website.
  - Colin advised that unfortunately there would be no coffee and cake after the meeting – the new caterers wouldn't allow it
- Meeting concluded at 8:30pm

## Austin-Healey Windscreens



**The AHOC is pleased to announce that the club has 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)

A busy and interesting month's activities were enjoyed by club members in August, starting with the Central Coast Chapter's meeting and then a run through the Hawkesbury district to St Albans. The Illawarra and Southern Highlands Chapters' event was held at Retford Park and the Mid-North Coast Chapter meeting was held as usual, followed by the club's participation at the CMC's Shannon's Eastern Creek Classic.

The reports of these activities can be read elsewhere in this month's Flat Chat.

September will be another busy month, kicking off with "The Gathering of the Clans" at Colin and Kerrie Rule's residence at South Kincumber on Saturday 7th, followed by All British Day at Hawkesbury Showgrounds on Sunday 15th. RSVPs for the All British Day closed on August 21st.

Make-A-Wish Foundation's Sydney Car Show will be on Sunday 22nd September and again our club will be participating and contributing to this very worthwhile charity.

The month's events conclude with the Car Talk Meeting at the Mortlake SLSC on Sunday 29th September.

Event: All British Day

Date: Sunday 15th September 2024

Venue: Hawkesbury Showgrounds, Clarendon

Contact: as above

Event: Full Historic Tour, Joadja Historic Village

Wednesday 18th September 2024

Contact: John Thornton 0419 266 284

Event: Make A Wish Car Show

Sunday 22nd September 2024

Contact: as above

Event: Car Talk Meeting

Sunday 29th September 2024

Contact: as above

Event: Goulburn Steam Pump House

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

Contact: John Thornton 0419 266 284

Event: Illawarra & Southern Highlands Christmas Lunch

Date: Wednesday 20th November

Venue: TBA

Event: Central Coast Workshop

Dates: First Saturday of each month, beginning February

Venue: 109 Humphreys Rd, South Kincumber

Contact: Colin Rule 0467 563 523

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 0412 392 362

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

Please bring a contribution to morning tea



I think it's important to reflect of what else Austin had for sale at the time of the release of the Austin-Healey 100. The A40 was produced from 1947 through to 1952, so you can imagine how jaw-dropping it must had been at the Earls Court Motor Show in October 1952.

## Membership Report

by Christine Lyttle

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

New memberships this month are:

- Michael Marczan from Port Macquarie joined as an associate member last month and after being tabled at the August committee meeting is now updated to a full member.
- Mark and Naomi Horsfield from the ACT have a 1966 3000 MKIII and their membership was tabled at the August committee meeting and approved as full members.
- Darren Freeman and George Appleby from Cremorne and also the proprietors of Peninsula Sports Cars at Brookvale have a late BJ8 and their membership was tabled in August and have been approved as full members.
- Paul Nicholas from Gordon has a MKII Sprite and his membership was tabled in August and has been approved as a full member.

We welcome you all to our club and hope to meet you all soon.

Some fees were received towards the end of the month after Flat Chat was sent. We have chased up fees for those not renewed a number of times, and

there will be no further reminders sent.

If you are still not sure if you've paid or not, please get in contact with me.

If you do not wish to continue your membership, please send an email to me expressing you are not rejoining. Similarly if there are any changes to your details please let me know to the above email.

All British Display Day - Sunday 15 September 2024 - if you RSVPd to the message sent through the website by Julie Lee (there were 10) about showing your vehicle at the display, please ensure that you make your payment of \$10 into the club bank account (note currently only 5 have paid) and attend the general meeting on Thursday 5 September to pick up your ticket. If you are not able to pick up your ticket, please arrange to pick it up from Denis Kasza. Maybe you booked a place and are not able to attend, let me know as I have a wait list.

Hope to see you soon at an event.

Happy Healeying,  
Christine Lyttle



**Preparing the Donald Healey Motor Company cars for Le Mans 1953. Were they lining up the ducks?**







## Historic Vehicle Registration News

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

We are moving ahead. As the time of putting together this issue of the Flat Chat Newsletter we have a total of 248 vehicles conditionally registered by 117 club members through the AHOC. Of these, there are 132 marque vehicles which includes Healeys, Austin-Healeys and Jensen-Healeys. There is even a Healey trailer, on which is a Healey boat. Of course it's okay to conditionally register a trailer, or a motorcycle for that matter. Remember to obtain Conditional Registration, the vehicle (includes trailers and motorcycles) needs to be at least 30 years old and roadworthy while you have to be a member of a recognised car club. The AHOC is a recognised car club.

Perhaps you wonder why each month the below renewal instructions are included. Well of the 117 club members with vehicles on Conditional Registration, over the last month I received requests on how to renew from three separate members.


What that tells me, is that not everyone reads Flat Chat, which I do find disappointing. So when I receive a request for information on what has to be done, I send the latest issue and suggest that they read the appropriate page. Hopefully they do and realise what they have been missing.

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.

**DON'T FORGET THE STAMPED SELF-ADDRESSED ENVELOPE.**

Gregory Strange  
Motor Mechanic



Between Abercrombie Street & City Road

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



## Hawkesbury Run

The Club's August run to St Albans via the Hawkesbury district was held on Sunday 11th. Seven members met at McGraths Hill Maccas, while six members coming from the north made their own way to the Settlers Arms Inn for our 1pm lunch booking.

It was a sunny warmish day and for the McGraths Hill contingent, the first stop was the Sackville Ferry Crossing. The subsequent River Road to Cliftonville Road section was skipped in favour of Wiseman's Ferry Road, which was fortuitous, as it gave us time to stop to view the magnificent sight of the Hawkesbury and MacDonald Rivers from the Hawkins Lookout. We could see the Webb's Creek Ferry from the lookout and that was our next stop, leading on to the picturesque drive to St Albans along the banks of the MacDonald River.

The Settlers Arms Inn was patronised by quite a large crowd of revellers, and our cars attracted a fair bit of interest and comment.

The gardens and trees of the Settlers Arms Inn were idyllic and the peacock out the back turned on his ostentatious showing of feathers, to impress a favourite peahen, when some of us were fortunate to be holding our cameras.

Present were:

Julie and Gary Lee - BJ8, Rod Richards - BJ7, Damien Carrick and friend Phil - BJ8, Greg Denning and friend Sue - BJ8, Colin Goldsmith and son Geoff - BJ9, Ray and Muriel Roberts - BJ9 along with Susie Doctor and Denis Kasza, Austin A99 Westminster.



## Council of Motor Clubs' Shannons Sydney Classic

The annual Council of Motor Clubs' Shannons Sydney Classic was held at Sydney Motorsport Park on Sunday August 25th and attracted over 1500 vehicles.

Groups of cars and motorcycles had short tours of the circuit throughout the day and three vehicles from our club were involved. An 80kmh speed limit was imposed with no overtaking permitted. Our two Austin-Healey models would have been familiar sights on race tracks in period. Greg Strange's 100 would've been seen near the head of the field in many races around the world during its heyday of the mid-1950s and Bryan Levy's BJ8 wasn't exactly looking out of place on a track either. However more

appearances of a 3000 would have been at the sharp end of the rally scene and Denis Kasza's Austin A99 Westminster model might have been seen chasing down criminals on the M1 or supporting the heroics of the BMC rally teams. A great time was had by all and for next year's event it will be good to see a few more participants representing our club.

Present were:

Greg Strange and Dianne Lawlor, with Greg's two nephews - 100 BN1

Bryan Levy with daughter Emma and a friend and Emma's partner - AH 3000 BJ8

Denis Kasza - Austin A99





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**Contact: Vince Cessario AHOC Member**

info@platinumsash.com.au  
13 Williams Street - Artarmon NSW 2054

cont' from P1



**David & Michelle McIntyre BJ8**



**Rob & Annie Sassall 100/6**



**Mark Righini BJ8**

## AHOC Chapter News

### Central Coast Chapter – August Gathering



A big thank you to Julie and Garry Lee for hosting the August Central Coast workshop. Another beautiful day in paradise was enjoyed by 15 workshop enthusiasts all eager to learn a little bit more about their Austin-Healey.

The topic of the day was checking out Garry's new old metal lathe and his proposed new hoist, not to mention the new concrete pad in front of his workshop and the extended driveway. Well done!

We had eight Austin-Healeys and a Sunbeam Alpine on the day, all finishing up with coffee, cookies and cake. What a great day.

Those attending were Greg Denning BJ8, Chris Jenkins MK2 Roadster, Julie and Garry Lee BJ8, Ian and Jennie Richter 3000, Lew McAllan BN7 3000, Mark McAllan BJ8, Geoff Rudland and Cathy Andrews BJ8, Doug Ross, Adam Lethlean, Richard Cardew Sunbeam Alpine and Kerrie with yours truly Colin Rule 100 BN2.

The next Central Coast workshop will be held on the 7th of September. Time 9.30 am start, place, 109 Humphreys Road Kincumber South.

This is the big one folks, the inaugural "Gathering of the Clans" workshop. AHOC members from the Southern

Highlands/Illawarra, Central Coast and the Mid North Coast chapters will be attending along with members from the Newcastle and Sydney areas.

Topic for the day will be 'How to use the Multimeter', conducted by Chris Hatch from Port Macquarie, AHOC member from the mid North Coast chapter.

The AHOC will be providing a barbecue lunch. As usual coffee, cookies and cake will be on tap, so please a plate to share. All welcome.

So there you have it folks another report done and looking forward to the Gathering of the Clans' workshop here on the 7th of September.

Take care and happy Healeying. All the best for now and looking forward to seeing you all on Saturday September 7th. Col and Kerrie Rule.



## AHOC Mid North Coast Chapter 17th August 2024

Present:-

Allan & Di Bryson, Glenn Roberson, Glenn Nisbet and Phil & Anthea Lorking.

Attendance was down this month with Tony Ash on his way to the National Rally in Western Australia. Wally Spsychala was moving an old Singer to the Southern Highlands, while Chris and Lyndell Hatch were busy with family commitments.

We spent the time fitting the radiator to Simon Lorking's bare 100 chassis as all front sections were rebuilt.

The brackets that came with the car had been modified to accommodate earlier damage and repairs over many years. After some reshaping and welding, the radiator alignment and clearances are now correct

and have been checked against Chris Hatch's 100.

We then tested a few ignition coils for Glenn Nisbet, before progressing to the coffee, cake and Austin-Healey chatter.

Cheers Phil Lorking



## !!!! I've Seen That Article Somewhere !!!!

Yes, I knew I had seen that article, twice. Once in *Flat Chat* and again in the *Australian Austin-Healey* magazine.

How am I going to find it? Where do I start?

I'm looking at a computer file with every digital *Flat Chat* magazine distributed. I'll start with the latest one, even though I know it is in an earlier magazine. A methodical approach.

I hesitate, of course, there are a lot less *Australian Austin-Healey* magazines than digital *Flat Chat*. I'll start with that. Page turning!

I stop. What is this article I've kept in my Austin-Healey File? It was written by Jim Phillips pointing out a very interesting sub-file. This Excel file lists every *Australian Austin-Healey* magazine produced by our formidable Editor. And it details every article since 2014 by, Description, Inclusion Date, Author and Source of Article. An amazing piece of work, so usable and helpful when "**I've Seen That Article Somewhere**"

A massive piece of work that our editor has provided to help our members in locating that that one thing that bounces back into our memory at the oddest time.

Thank you very much, Patrick.

John Thornton



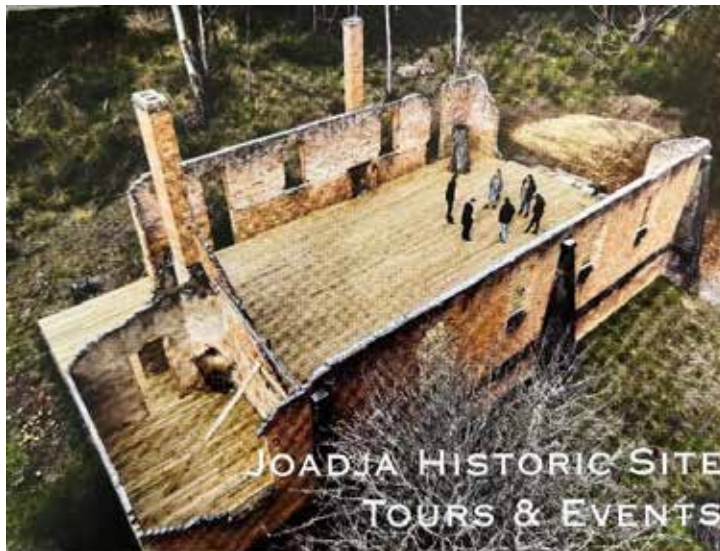
Austin Healey Owners Club (NSW) Inc

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On the Web Page. Go to "Newsletters". It then colours red. Run cursor over the word 'Newsletters' & drag cursor down to next line. A second drop down menu will appear that says "Aust Austin-Healey Articles". Click on this. Bingo!

## AHOC Illawarra & Southern Highlands Chapters

# JOADJA Historic Site Tour Wednesday 18<sup>th</sup> September 2024



Due to popular demand David McIntyre has organised our September tour of the Historic Site tour of Joadja.

The town of Joadja was established in the late 1870s by the Australian Kerosene Oil and Mineral Co.

Hundreds of Scottish oil shale miners brought their mining skills and retorting technique... and the stilling and brewing of "sly grog".

The Scottish heritage in the valley and the history of "sly grog" has inspired the owners, the Jimenez family, to establish the Joadja Distillery in 2014.

Joadja is the home of the Jimenez family first and foremost. It just happens to have a national heritage site in the backyard!

Please register with me. I have a good number of members already on my list.

John Thornton

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

Mobile: 0419 266 284

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## The WA Rally, a Personal View

By Gordon Lynas

This year has been busy for Louise and me, made more so by some unplanned medical events. The upshot of all that was that the time set aside for preparation for this Rally just disappeared. We had planned to join the Rally in Geraldton, north of Perth as part of a circumnavigation of Australia in our caravan.

However having our return to Sydney delayed by six weeks put an end to that idea. Ray Hick of the AHOC Qld rang me a couple of weeks out from the Rally telling me of the intrepid Queenslanders who were going to truck their cars to Perth, drive to Geraldton, Rally, and then drive home. Great idea I thought. Driving home is so much less pressure than driving to a Rally. There isn't a fixed end date, so if anything should go wrong, there is plenty of time to fix it and then continue. The only problem with that was that Henrietta's overdrive was only operating on an occasional basis, and Juliette Jensen was still in pieces. I even looked to see if I could buy a car in WA, before sanity resumed and I booked flights to Perth and a 'Mystery' hire car. There would be no Lynas Healey at this Rally, neither Austin nor Jensen.

There would however be an MG, albeit of recent Chinese origin. We drove the coast route to Lancelin for our first night in WA then on to Geraldton to arrive in good time to register on the Thursday. Surprisingly we only saw one Austin-Healey on our drive, a yellow 100 with a hard top, which cruised past us in Dongara while we were looking for lunch. Anyway, there were plenty of Austin-Healeys once we arrived at the hotel.



All of the covered parking had been reserved for Austin-Healeys, which were carefully organised so that 56 cars fitted into about 20 parking spaces. Luckily, we managed to snag one of the last two open air car parking spaces available for tin tops. We had arrived.

Registration all went very smoothly, and we joined a few other Ralliers in the bar, chatting and watching the frequent, sometimes heavy showers of rain scud in from the ocean. This was to be a sunset party at the Geraldton Yacht Club.

Sailing can be a wet sport, so I suppose it wasn't completely inappropriate that a few of us were a bit damp that evening. Despite the weather the event went off well with plenty of chatter, much laughter and pleasure at resuming friendships that had been on hold since the last rally.



This is what we should have seen that evening.

Friday dawned bright and sunny. This was Display Day. We took over the foreshore park and lined up the 56 assorted Austin-Healeys that had made it to Geraldton, and what a fine display they made. Being on the foreshore there was much interest from passers-by. They are obviously an educated bunch in Geraldton as I didn't hear a single 'lovely MG' comment!





## WA Rally cont'



After lunch, people went their own way, visiting the impressive HMAS Australia Memorial on the hill top overlooking the harbour, or browsing the fascinating displays in the Geraldton Museum, where pride of place went to a magnificent stone arch that should have decorated the entrance to the Dutch fort at Batavia. Unfortunately the ship carrying it, the 'Batavia', ran into Australia. Geraldton is as close as that archway ever got to Batavia. I don't think the Dutch have asked for it back (yet). However, even two tragic losses of life at sea didn't dent the party atmosphere for long.

Friday evening was party evening, once more at the Yacht Club but this time for a seated dinner, with a band, and plenty of chatting and dancing. My feet were sore by the time we got back to the hotel, but it was a fun night.

The theme of this Rally was 'wildflowers'. WA, is renowned for the diversity and splendour of its flora, and just like every spring, nature put on a spectacular display, carpets of yellow, white or occasionally pink flowers would adorn almost every available patch of ground that wasn't being cultivated. This is after all one of the world's great wheat growing regions, However, there is still plenty of space for nature to do its colourful 'thing'.



First we drove to Mallewa, for their 'Show' which mixed sporting events, farm machinery and monster cars with the usual side shows, dodgems and food stalls, but this year there were also over 50 Austin-Healeys to take pride of place on the arena. Luckily the rain held off. Despite the soggy conditions I don't think any of our cars got bogged on the display field, and they entertained a lively crowd of locals and visitors to the Show.



We all enjoyed a short coach trip from the show-ground to Pindara to get a better look at the flowers and particularly the 'wreath flowers'. It was touch and go for a while as just after leaving the sealed road there was a sign 'No Two Wheel Drive Vehicles beyond this Point' or words to that effect. But our organisers had booked one big and one small coach. The little one did a reconnaissance run and declared the road passable for the big coach.



### WA Rally Cont'

After sufficient time to explore Pindara, noting the pub and post office that was all that was left of a once thriving railhead town, we piled onto the coach again and cruised through swathes of wild flowers to pull up at a stretch of road famous for the 'wreath flowers', and there they were. This year being cooler and very much wetter than usual, they were not yet fully grown, but nonetheless put on a very attractive display.



Wreath Flowers

One of the best 'packed lunches' I've tasted was efficiently organised out of the back of a Land Cruiser by the WA club, and then it was time to wend our way back to Geraldton. The Rally programme had provided us with three options for the route home. We took the intermediate route, turning right for Walkaway when halfway to Mingenev. There were brilliant patches of wildflowers all along the roadside, or in some stretches avenues of yellow flowering shrubs. We even saw an emu and not one, but two echidnas barrelling along the road side with their curious rolling gait.

Saturday evening was deigned to be a 'quiet night'. Just dinner at the Gerald and time to chat and tell tall and small tales. Very enjoyable it was too!

Sunday was country drive day, with two options, one to Northampton with a return via the very scenic Chapman Valley and lunch at the Nabawa Pub. That country pub that was very well patronised by the lo-

cal, and we could see why. The food was good, the service quick and efficient and they had provided a jumping castle for the kids as well as plenty of tables and chairs for the older folk, i.e. us, to eat, drink and relax. The other was to Kalbarri and the Murchison River Gorge. Amongst the various lookouts and scenic points, There are two 'Skywalk' platforms that hang out over the Gorge to give superb views of the river far below. Louise and I had visited Kalbarri last year, so opted for the Chapman Valley run.

Sunday night was as usual for National Rallies, the formal evening when speeches are given, trophies awarded, and we get to eat a tasty meal, drink enough wine and chat ourselves hoarse, then dance the night away. The highlight of the evening was the award of the Alan Jones Trophy to Charlie Mitchell of the WA club. He has been a stalwart supporter of Austin-Healeys and the WA AHC for around half a century, and everyone who has ever been to a WA rally couldn't fail to have come across Charlie. A very worthy 'winner' who was completely choked with emotion on receiving the trophy.



All over, bar the long trip home.

Finally, it was time to pack our bags and head home until next March when we can all meet again at Inverloch, courtesy of the Austin-Healey Owners Club of Victoria.

See you all there!



At the Mallewa Show.



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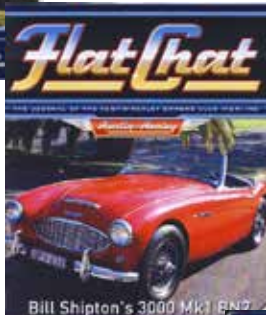
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## *Flat Chat Back Issues*

Interested in receiving backcopies of Flat Chat?  
Now available, digital copies of Flat Chat for 2005 through to September 2024.

That's 220+ 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.



## The Restoration of Maude - Snippet 9

### A Differential Nut.

By Ian Richter

The joyful experience of restoring a 70-year-old car diminishes as you quickly perceive there is no point in working to a plan. The timeline to completion starts to blur towards infinity as the workload increases. Nevertheless, your determination remains stoic as you endure the pain and hardship without showing your feelings.

No point in complaining, as I doubt I would find anyone who would be interested in listening to my whining! This is not at all new to those in the backyard resto world. Our esteemed Flat Chat editor, Patrick, is quite happy to share with us the two-step forward, one-step back method of Austin-Healey restoration and repair. I always look forward to his monthly updates, trials and tribulations. It all helps to drag the rest of us towards our finish line.

There have been many examples of simple jobs that plummet you into a loss of hope, followed by dejection. I will set the tone with the latest surprise. Maude's differential is an early model; spiral-gear, four-studs, it is a fairly basic piece of kit, meaning all mechanical and repairable. There will be a need to refurbish and replace components, bearings, seals, etc, but I wasn't expecting damage to the axle tube, bearing seal face and the non-existing thread where the axle nut resides. It's a mess. The only way to handle this is to fling back one's head and laugh out loud. It's a laugh-or-cry situation.



There is that saying, a picture tells a thousand words, but I can assure you this picture does not do justice to the effort required to massage this piece of steel into a working diff housing end. I am showing only

one picture, and I have saved the reader from the anguish of their sleepless nights at what sits behind that nut. Going by the delicate way the nut has been finely tuned to fit the axle tube; you fill the gaps. All the signs were there to prepare me for this shocker. The oil inside the brake drum, the damaged brake drum and that nut. On the removal of the axles, my eyebrows did raise. The axles were very different. Axle one looked normal enough; Axle two was of waisted construction; it was a replacement with heavy scoring to the shaft close to the flange end. What caused that damage sits behind that contemptible nut.

Judging also by the damage to the bearing carrier, it is fairly easy to work out what has happened. I suspect the nut holding the axle-bearing carrier has unwound itself, which is almost impossible unless it wasn't installed/replaced correctly in the first place. Once that nut moves, everything else, the wheel, brake drum and axle, will follow. How far did the axle slide out? I'm unsure, but I would guess that the car became two feet wider! (My experience exactly on my second day of Austin-Healey ownership in April 1972. PQ)



On other more pleasing updates to Maude. I completed the chassis in June and sent it off to the media blaster for a strip down and a coat of epoxy primer. Doesn't that lift the enthusiasm? Just to see the chassis and inner body panels in one colour is a major step forward. There are some questionable repairs I created now on show, but I will tidy these up in due course.

With the rear shroud in place, the boot floor was welded up and completed, enabling the alignment of

**Maude cont'**

the rear skirt rail assembly to be positioned in place. All fits quite nicely. There is damage to the rear shroud around where the number plate once sat, but I have a plan for that, which I will explain in the next update.



To finish off and go back to the differential, the crown wheel, pinion, and spider gears look good. There is some additional backlash, which will get sorted with a few shims but no significant visible wear. I will take that as a win.

Until the next update  
Ian



**One last thing. A sneak peek for next time. The rear guard repair. Look at those curves. Wonderful!**



## FORWARD NOTICE

### AHOC Illawarra & Southern Highlands Chapters

**GOULBURN**  
**Saturday 19<sup>th</sup> October 2024 - 9:00am to 5:00pm**



- The Steampunk Victoriana Fair is a chance to travel through time.
- Steampunk mixes the industrial age with futuristic imaginations.
- The Goulburn Historic Waterworks hosts the Steampunk Victoriana Fair at the Goulburn Historic Waterworks.
- Options:
  1. Attend the main one-day event on Saturday 19<sup>th</sup> October.
  2. Make a weekend of it from Friday night 18<sup>th</sup> October to Sunday 20<sup>th</sup> October.
- I have eight people confirmed and paid already for the weekend!

Contact:

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

Mobile: 0419266284

## Adventures with Juliette - Part 3

by Gordon Lynas

Last May we left Juliette Jensen in peace and her ignition system in pieces, as Louise and I set off for four weeks in Greenwich to look after granddaughter Ella, aged three, while her Mum, Lisa, was going to be busy delivering grandson Jack.

Well, this trip was destined to surprise us. First, Jack arrived early, being born the day before we left home. Still, we thought that we'd be there to help with Ella and any other grandparently things that needed to be done - garbage to the bins (not so simple from a 5th floor apartment), shopping, washing, and washing up (OK stacking the dishwasher), etc, etc.

Of course, life being life, nothing works out exactly as planned. As an aside, I had a fairly successful career trying to get construction projects to completion by the due date, so I do know that there has to be an allowance for unplanned events. However, this 'holiday' had more than the usual 'known unknowns', let alone 'unknown unknowns'. The next unplanned event was a doozy. Louise developed crippling stomach pains while on the plane to London. That resulted in a very impromptu visit to Lewisham University Hospital, a couple of ops', and a stay of a bit over two weeks for Louise, and an extended recuperation. (Anyone who criticises the NHS ought to beg forgiveness for their calumny, as throughout, their care for Louise was exemplary.)

Unplanned event three was when the surgeon told us that Louise mustn't fly anywhere for at least eight weeks. We were booked to leave in three! That was a bit of a challenge to arrange six weeks extra accommodation in peak season and at zero notice, as well as change flight dates. However, very much on the plus side, we now had time to get to know Ella very much better, and for more cuddles with Jack. New babies don't really show much character, so getting to know him will have to wait until next year, but there is still something very special about a tiny little human snuggling into your shoulder, and those tiny fingers and toes.



Sorry the grandparent popped into the conversation just there, but I do feel I now have some descendants to inherit my Healeys. Meanwhile, back to Juliette. She sat languishing in the garage patiently awaiting my return, which was achieved by mid-July. By this time all of the necessary bits had arrived from suppliers from halfway round the globe. Thanks to them and to the Internet, I was finally ready to get the car moving again. I mean, it's surely fairly straightforward to fit an electronic ignition, check the timing and start the car? With Henrietta, it had been easy. Well Juliette is a different girl, and electronic ignitions have been 'improved' since then. So, no, it wasn't easy!

I had reasonable recollections of installing a Pertronix unit in Henrietta, my beautiful '100', so I put the Jensen's distributor in the vice, installed the Pertronix unit and magnet ring and put it all back in the car. The Jensen has a simple cross plate drive from the oil pump shaft to the distributor. All that has to be done is to line the distributor drive plate with the drive shaft socket. In this view the drive is clearly visible.



If the distributor had been anywhere near vertical as with an Austin-Healey I doubt this would present much of a problem. The Jensen's however is mounted horizontally underneath the inlet manifold. Not only that, but the engagement is only a couple of millimetres deep. Now somebody at either Jensen, or Lotus had a decidedly malign sense of humour. He, or she, installed a spring at the bottom of the shaft, which tends to push the distributor out of its housing. "###,#@&\*###" I swore the third time it disengaged itself.

Finally, however it was in, and the drive was engaged.

If I'd removed the carburettors and the inlet manifold as in this photo (courtesy of lotustalk.com) it would be really to access the distributor. I didn't!



## Juliette cont'



All that remained was to statically time the ignition. I have a light with clips all set up for such tasks, so I plugged it in, and slowly rotated the distributor. Nothing, not a glimmer. Check the wiring - all OK. Try again - nothing. Rather than waste more time I decided to ring the Pertronix agent. They were very helpful. One of their technicians rang me back and asked which unit I had. "Oh, well, that would explain it", he said. "You can do static timing with a Type 1 unit, but not with your Type 3. But" he added, "it's designed to fit where the points were, so it should be already in the right place". Sadly, my old electronic unit was mounted about 90degrees out from the new one. However, all was not lost. The new distributor cap came with a set of points!



The old electronic unit is the orange lump in this photo. The new unit sits on top of that big cross-head screw, so nowhere near from a timing point of view. It's also very clear that the old unit is too tall and fouls the rotor.

So, once more into the breach dear friends, or at least under the manifold. Out came the distributor, off came the electronic bits, in went the points, and then I got to play the reinstallation game once more. Oh, what fun we had! Eventually I was able to 'do' a static timing. I think that was the quickest part of the whole extravaganza. Just to be sure I started the car with the points installed. Not a problem. It was a bit rough, but it was going for the first time in many months.

All I had left to do was to fit the electronic ignition and all the other bits I'd taken off to be able to get to the distributor. You may recall that we started at this point some months ago in Part 2, but time flies when you're having fun. So, out with the distributor once more, in with the electronic bits, which true to Pertronix's advice, did sit just where the points had been. Then I could play the ever-entertaining installation alignment game again.



Finally, I could turn the ignition switch to 'start'.

And, Yipee! She started.

Once.

Then silence. No whirr of the starter. De Nada, Zilch, Nowt, as my Dad would have said. 'Nowt' that is, not de nada or zilch. He wasn't into foreign words or phrases. So, 'what now?' I thought, along with '?###!,??€¥#'. Repeat. Repeat.

The battery had been a bit suspect, so I 'hollered for a Marshall', and a new one was duly installed. Juliette complied, and the engine roared into life once more.

Happiness can come from such simple things!



**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 Duck 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



The radiator was also re-cored during the rebuild and a new battery fitted early 2024. The car is now fitted with Healey Factory headers, free flow exhaust and new tail pipe with SS tips.

It spent time in the UK, Ireland and Sweden before being imported to Australia around 2014. Originally white with red, the car was painted Seamist Green in approx 2010. Fitted with five new original paint Dunlop wire wheels with Vredestein Sports Classic tyres and new splined hubs. Has a good soft top and sidescreens, but rarely used. Original bumpers and front apron panel with all brackets are included in case you want to go back to stock. The car is on Conditional Registration which cannot be transferred.

Please contact Lew McAllan on 0411 047 691.

A good example of a rare and much sought after 1960 Austin-Healey 3000 Mk1 BN7. (HBN7/6497) One of just 157 two-seater RHD cars built. First registered in the UK in January 1960. Information indicates the engine was replaced in 1972 with a BJ7 unit with BJ8 2" HD8 carbs, which were reconditioned in 2016. Also updated with a centre shift BJ7 gearbox. The motor is very strong and was rebuilt in late 2021.

## Your Last Page



**Spot the Austin-Healey**

**Miami beachfront  
1959.**

**The Alfa-Romeo and  
Chev Corvette are easy  
to find, but what about  
the Austin-Healey?**

**Nash Healeys at Le Mans in 1953.**

**They finished in 11th and  
57th position.**



**Dutch Tulip Rally 1955.**

**#24 finished 54th overall and #23 was 70th.**



**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**