



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

COMING EVENTS

AUGUST

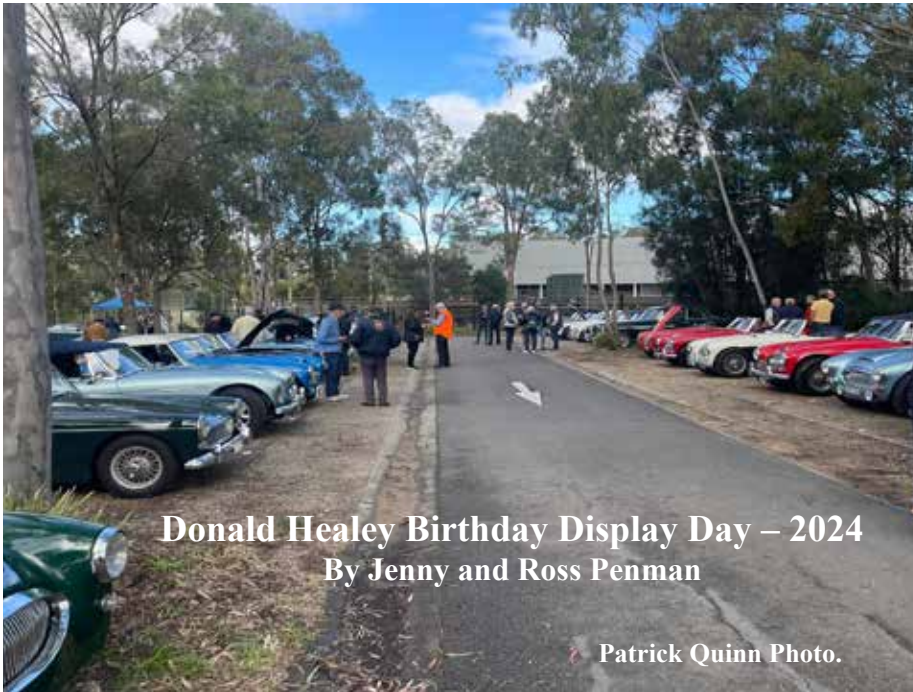
- 1st Monthly Meeting
- 8th Committee Meeting
- 16th Retford Park
- 22-26th National Rally WA
- 24th Shannons Eastern Creek

SEPTEMBER

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

IN THIS ISSUE

- P1.... DMH Birthday Display
- P2..President’s Message/C’itee
- P3..... Editorial
- P4 ... Reports
- P9 ... AH at Mt Druitt
- P11 ... Chapter News
- P14 ... Under the Arches
- P15 ... Retford Hse Preview
- P16 ... All Power to You
- P18 ... Retired in the Blue Mountains
- P19 ... Letter from Afar
- P20 ... Make-A-Wish
- P22 ... Prototype Nash Healey
- P23... For Sale
- P24... Your Last Page



Donald Healey Birthday Display Day – 2024
By Jenny and Ross Penman

Patrick Quinn Photo.

Despite looming rain clouds and having the venue moved to the adjoining carpark the 2024 Donald Healey Birthday Display Day was a great success. Fortunately, the rain stayed away and enabled us to enjoy the displaying of 35 cars along with 65 attendees present. Jenny and I arrived at 8.00 am with President Jim arriving not long after ready to help set up the tent, banners and barbecue etc.

It was terrific to see so many cars roll up including some we haven’t seen for some time. Namely The Quinn BN3, Joe Armour’s Le Mans Sprite both immaculately displayed.

The show and shine judging was undertaken by Ian Clayton, George Goodare and Patrick Quinn. See results below. The inspections were to be headed by



Neil Mason’s BJ8.
Neil Mason Photo.
Cont’ Page 8



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

EMAIL: enquiries@austinhealeynsw.com.au
WEB: www.austinhealeynsw.com.au
FB: 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

Greetings from Cape Town, South Africa, which is where I'll be on this horses' birthday with the old grey mare, when you receive your August issue of Flat Chat.

Thank you to those that are filling in for me, which should be the vice-president, but he is somewhere en route to Geraldton, so it falls back to Colin and Julie to look after proceedings whilst I'm absent.

As we attempt to make the meetings more attractive for members to attend, we trialled having a bit of supper and chat after the formal (if you can call them formal) proceedings have finished.

Unfortunately, time tends to be against that idea as we need to vacate the club by 9.00 pm. At the last general meeting it was suggested that we commence our meetings at 7.00pm however after discussing this at the committee meeting it was successfully argued



that this would be difficult for those that are still working and need to travel some distance to the meetings. Accordingly, it was decided that we needed to start promptly at 7.30 which means that members need to be in the auditorium at 7.20.

The other matter raised at the general meeting was the need for the members whose vehicle are on Conditional Registration to renew their membership to June 2025. And the discussion from that requirement was "How do you prove membership when

required?" The website creator has been working on members being able to produce a membership card but unfortunately development of this has been bogged down and not available yet. The alternative is for members to log into their portal on the web and do a screen print of the members details page. Christine is in the throes of recording all payments received for this Financial Year so if, when you login, you find that your payment is not recorded it will be shortly. If you have not recalled your login details send me

Con't P7

COMMITTEE LIST - 2024

Club Patron—Ross Bond

President - Jim Phillips
8 Belina Ave.,
Wyoming NSW 2250
0413 589 306
jjjimbeau@gmail.com

Vice-President - Geoff Smith
0458 777 339
m.gpsmith@bigpond.com

Secretary - Julie Lee
0421 598 755
hedli@tpg.com.au

Treasurer - Jenny Penman
0408 465 547
penmans@bigpond.com

Social Secretary - Dianne Lawlor
0413 873 191
gregorymstrange@gmail.com

Editor - Patrick Quinn
"Wongaburra"
116 Warks Hill Rd.,
Kurrajong Heights 2758
0417 673 065
p.quinn@outlook.com

Historian - Joe Armour
0419 233 099
joea6@bigpond.com

Membership Secretary - Christine Lyttle
0410 201 373
membership@austinhealeynsw.com.au

Regalia - Colin Rule
0467 563 523
coolibahconvertible@bigpond.com

Technical Officer - Greg Strange
02 9319 2299
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
0408 465 547
penmans@bigpond.com

Webmaster - Jim Phillips
0413 589 306
jjjimbeau@gmail.com

Public Officer - Alan Mitchell
PO Box 123
Marulan 2579
0412 898 656
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 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 August 2024 issue of the Flat Chat Newsletter.

Yes it is late, but you can blame it on a 702cc Deutsch-Bonnet Panhard that ran at Le Mans in 1960.

Excuse me? Well, some years back I used to communicate with a gentleman who lived in the US. An interesting bloke who really did have excentric tastes in cars. For many years his parents lamented how their son was growing up, and with his unusual tastes what was to become of him. You see, V8 powered behemoths didn't interest him. It was not going well and then it got even more precarious when he became an orthopaedic surgeon. Not long later he was able to enjoy his interesting vehicles and bought that Deutsch-Bonnet Panhard. The last orthopaedic surgeon I spoke to said that I will be able to use my hands after he was going to operate on them in late July. Oh yes! Do I believe that? I couldn't even see my right hand for bandages, so almost three weeks later I can now put fingers to the keyboard. Was this surgeon excentric? Don't know if a modern Porsche can be seen as excentric.

The Donald Healey Birthday Display Day at Parramatta Park turned out to be a most enjoyable day with a very good attendance of members and their cars. The forecast wasn't promising, and while we did caught more than a few drops along the way, I don't think it discouraged members from being there. If you got this far with this Flat Chat you would have noticed that the report starts on page 1. Thanks to Jenny and Ross Penman for their excellent work at organising the event and penning the words.

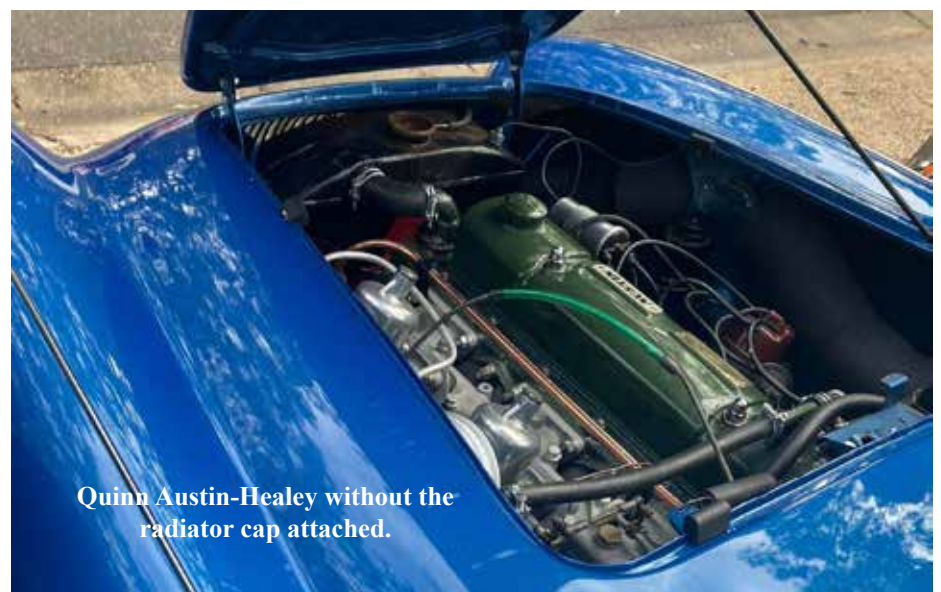
So apart from the all-important minutes, committee reports and chapter news what else is in this Flat Chat issue?

Thank you to Peter Flint for passing on his story about buying new tyres for his BJ8 and to UK member Adam Page for telling us about his newly acquired BN2. There is also a very old article about some

old fart who convinced electrons to flow backwards so he can charge his mobile and other gizmos.

Talking about the Donald Healey Birthday Display Day, I am pleased to say that the Quinn Austin-Healey was in attendance. Also pleased to say that it didn't miss a beat, but it wasn't without a slight hiccup. On the way there we noticed that the windscreen was starting to mist up, then clear and mist up again. It all became very clear when we got there and lifted the bonnet. Some drongo didn't fit the radiator cap correctly. The drive home in traffic was uneventful with nothing that stopped working or fell on to the road. It was a most enjoyable day.

I trust you enjoy this better late than never 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.



Quinn Austin-Healey without the radiator cap attached.

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, 4 July 2024

Meeting commenced at 7:35pm.

Venue - Strahfield Golf Club and Zoom

ATTENDEES

Patricia Bancroft, Natalie & Vince Cessario, Colin Goldsmith, George & Liz Goodare, Chris Hatch (Z), Richard Horwood, Denis Kasza, Amer Khoury, Dianne Lawlor, Julie Lee (Z), Kris & Kath Long, Alan Mitchell, Jenny & Ross Penman, Jim Phillips, Patrick Quinn (Z), Roger Ramsay, Bob Ratcliffe, Rod Richards, Ian Richter (Z), Muriel & Ray Roberts, Colin Rule, John & Judy Sherman, Neville Stirton, Greg Strange, Ronnie Strange, Alan Whitehouse, David Williamson

VISITORS, NEW MEMBERS

N/A

APOLOGIES

Mark & Gabbie Bancroft, Garry Lee, Geoff Smith, John & Fran Thornton, Caroline Quinn

MINUTES

Resolved that the minutes of the General Meeting held 6 June 2024, as published in the July 2024 issue of Flat Chat, be verified as a correct record of that meeting.

PRESIDENT'S REPORT

President Jim provided an update:

- the Committee had recently established that the Club unfortunately did not meet the criteria to be tax-exempt, a long-held position, so this meant that the Club would now need to lodge a tax return each year



- Angela Ratcliffe was assisting the Committee with how to go about reviewing the future of the Club – Members' input would be vital to this process.

- the National Delegates Forum was reviewing the criteria for the Alan Jones Trophy at the National Rally.

Jim also asked if Members had any matters which they wished to have considered by the National Delegates.

Given that we needed to vacate the Golf Club by 9pm, Jim asked for views on potentially starting the meeting at 7pm instead of 7:30pm. There was some support for this.

VICE-PRESIDENT'S REPORT

No report

SECRETARY'S REPORT

Relevant emails received in the month prior included:

- The latest issues of Healey Torque (Qld Club), Hundreds & Thousands (Vic Club), Rally Directions (Classic Rally Club), Healeys West (WA Club) and Speed Read (Motorsport Australia).
- A few member and non-member queries, including helping out a chap from Dural with BJ8 overdrive issues (thank you Geoff Smith & Greg Strange)
- Registrations are open for the Bay to Birdwood event on Sunday, 20 October 2024.



TREASURER'S REPORT

On behalf of Jenny, Jim gave an update on the Club's finances as at 30 June 2024:

Term Deposit	\$70,000.00
Cash Reserve	\$42,560.54
Debit Card	\$303.82
Main Account	\$14,962.27
Total	\$127,826.60



In addition, the Charlie's Run account had a balance of \$2,486.19.

Income

Bank Account Interest	\$48.04
Membership	\$9,195.00

Expenses

Donations	\$500.00
InDesign Software	\$59.98

The end of financial year result was a surplus of \$5,325, of which \$3,285 was bank account interest.

MEMBERSHIP SECRETARY'S REPORT

Jim advised that there were 52 members who hadn't yet renewed, with 24 of those memberships involving cars on conditional registration.

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). Ross also advised of the change in location for the Donald Healey Birthday event.

Jim acknowledged the huge amount of work put in by John Thornton for the Hume Highway run – by all reports it had been a great success. He also wished everyone well for those planning on attending the National Rally in Geraldton.

WEBMASTER'S REPORT

Jim advised that Alan Mitchell had done a lot of work on going through the members' list, but there were apparently a lot of gaps, so members were asked to check their details and fill in any missing information.

WELFARE OFFICER'S REPORT

A get-well card had been sent to George Goodare.

EDITOR'S REPORT

As usual, Flat Chat had been emailed out the previous evening, chock full of interesting stuff.

REGISTRAR'S REPORT

Patrick reminded everyone of the three prerequisites for having a car on Conditional Registration:

1. It must be at least 30 years old
2. It must be roadworthy, and
3. The owner had to be a financial member of a recognised car club.

He emphasised that owners of such cars who hadn't renewed their membership (either with the AHOC or another recognised club) had cars that were no longer registered.

A brief discussion followed on how to prove membership of the Club without a membership card. Jim advised that the plan was to issue them through the website, but this was still a work in progress. An interim solution was suggested which was that members could print their membership page from the website.

HISTORIAN

No report

LIBRARIAN

Nothing to report.

TECHNICAL OFFICER

Greg was pleased to report that he had a nice new 30 tonne press for his workshop!

PUBLIC RELATIONS REPORT

Nothing further to report.

CMC REPORT

Greg advised that there'd been a discussion at the previous month's meeting about owners potentially having to provide photo evidence of having their car checked at a workshop.

ASSOC. OF BRITISH CAR CLUBS REPORT

No report.

CSCA REPORT

There'd apparently been 85 starters at the recent Jaguar Club Super Sprint, including quite a few from the MX5 Club, as they wanted to see what it was all about. The Lotus Club was running the next Super Sprint in August, the day before the Shannons Day.

The Morgan Club has resigned from the CSCA as they hadn't run a Super Sprint for a number of years. This was no different to the AHOC's situation, but Colin's view was that we'd done the right thing in staying members of the CSCA. Colin talked further about the

long and proud racing history of many marques, and that it was sad to see the Morgan Club pull out.

PRESENTATION



Kathleen Long, General Manager Retail at Repco, did a presentation on the company, including highlighting its long history in Australian Motorsport. Repco was the largest automotive aftermarket business in Australia.

REGALIA

In the interests of time, Colin invited everyone to come and see him after the meeting if they needed to be relieved of any cash.

SHOW & TELL

No report

FOR SALE OR WANTED

No report

GENERAL BUSINESS

There was no general business raised because everyone was keen to get into the post-meeting tea/coffee & cake.

Meeting concluded at 8:50pm.

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

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

Denis Kasza 0407 492 008

deniskasza@gmail.com

Sunday July 7th saw our Donald Healey Birthday Display Day, perhaps the most important event in the AHOC's calendar. While held again at Parramatta Park, due to the amount of rain leading up to the day, the Bowling Green area was judged by the Park's rangers to have been too soft, so the adjacent car park was used. Attendance by club members was good, but the other marques associated with Donald Healey's career were unfortunately not as well represented as in previous years.

Many thanks to the organisers Ross and Jenny Penman, and to the parking and barbecue volunteers. The full report of this event can be found elsewhere in this month's Flat Chat, along with the Chapter reports.

A busy and interesting month's activities has been planned for 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 Chapter's event will be held at Retford Park and the Mid-North Coast Chapter will be meeting as usual, followed by the AHOC's participation at the CMC's Shannon's Eastern Creek Classic.

The date for the bi-monthly Car Talk meeting at the Mortlake SLSC has been changed from the last Sunday in August to 29th September.

Event: Hawkesbury Drive

Date: Sunday 11th August 2024

Venue: meet at McGraths Hill Maccas, 10.00am for 10.30am departure.

Route: drive to Wilberforce via Wilberforce Rd, then to Sackville Ferry via Kings Rd.

Take Sackville Ferry, proceed from Sackville North via River Rd to Webbs Creek Ferry. Take Webbs Creek Ferry to St Albans for 1pm lunch.

Subject to adverse condition of River Rd, alternative route will be advised: meet at Berowra 7/11, to Thornleigh via Berowra Waters, to Wisemans Ferry via Old Northern Road.

Event: Retford Park Tour, Bowral

Friday 16th August 2024

Contact: John Thornton 0419 266 284

Event: Shannon's Eastern Creek Classic

Sunday 25th August 2024

Contact: as above

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

Event: Car Talk Gathering

Sunday 29th September 2024

Event: Goulburn Steam Pump House

Frid, Sat, Sun 18th - 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 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

Please bring a contribution to morning tea

President's Message Cont.

an email and I'll set you up again when I return home.

The Donald Healey Birthday celebration was again a success thank you to Ross and Jenny Penman. Although the rain had meant that the usual location was too wet to display our cars the adjacent carpark was a suitable alternative. It was great to see so many members turn up for the show and lunch provided and once again the weather

was kind to us on the day. More details and photos are in this issue.

It's been pretty chilly out in the Austin-Healey these mornings so I'm hoping that the temperature is more favourable by the time I return home.

Jim Phillips President

Cont' from page 1

Colin Rule who had to retire hurt with a very painful hamstring injury.

I would like to thank George and Liz Goodare, Julie Lee and Rod Richards for all their help in the cooking and food preparation along with Jim Phillips and again Rod Richards for their help organising the welcoming of the cars and setting up.

It must be said that the ranger of Parramatta Park was so understanding of our position using the car park, that he was redirecting the general public in their cars to other parking spots, and he informed me that no parking infringements would be issued while our car show was on. He was so supportive!

Again, we would like to thank everyone in attendance to help make the day the success it was.

The results of the inspections are as follows:-

- | | |
|-----------------|---|
| 100 | Liz & George Goodare – 100M |
| 100/6 | Jim Phillips – BN4 |
| 3000 Mk1 | Graham Healey – BT7 |
| 3000 Mk2 R'ster | Neil Biddle – BT7 |
| 3000 Mk2 Conv | Rod Richards |
| 3000 Mk3 | Bryan Levy |
| Sprite | Dianne Lawlor & Greg Strange |
| Modified | Neville Stirton – Mk1 |
| Miscellaneous | Caroline & Patrick Quinn 100 BN3/1 |
| People's Choice | Joe & Lenore Armour – Healey LeMans Coupe |



The Armour Healey LeMans Coupe and Neville Stirton's Mk1. Neil Mason Photo.



The Quinn 100 BN3/1. Neil Mason Photo



Alvis in attendance, Neil Mason Photo.



Austin-Healeys on Display. Neil Mason Photo.



Announcing the winning vehicles. Jenny Penman Photo

Membership Report

by Christine Lyttle

membership@austinhealeynsw.com.au

New memberships this month are:

Phillip Bryan and Leonie Stewart from Victoria Point, Queensland with a 1966 3000 BJ8, Michael Marczan from Port Macquarie as an associate member with a 1955 100 BN2 and a 1964 Sprite MKIIA and Roger Harradence from Lugano also as an associate member and is interested in purchasing a BJ8.

The membership for Michael will be tabled at the August committee meeting for approval and updating to full membership.

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

The majority of our memberships have now been renewed. Of the few outstanding, some have vehicles on Conditional Registration through the AHOC. I'm sure Patrick Quinn will be in touch shortly and remind you that your registration is tied to your membership of a recognised club.

We have now reconciled the mystery payment received on 5 June.

As mentioned in my report last month, if you do not wish to continue your membership, please send an email letting me know. Also please let us know to the above email of any changes to your details.

Hope to see you soon.

Happy Healeyng,
Christine Lyttle



An interesting photo taken at the Mt Druitt motor racing circuit in 1953.

Look past the Jaguar engined special in the foreground and you will see the first Austin-Healey 100 in NSW that served as the Clerk of the Course car on the day. The 100 was supplied by Larke Hoskins, the NSW distributor of Austin cars.





Historic Vehicle Registration News

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

I used to watch Prof Julius Sumner Miller frequently. Don't know whether I really understood what he was saying or doing most of the time, such as why would anyone want to put an egg into a milk bottle. However, it did instill in me a liking for physics that's still there today.

One thing that the good professor used to repeatedly say was "Why is it so?". Why did the egg so readily squeeze through the opening of the milk bottle?

It's a phrase that has stuck with me and while there are answers for most questions, I do find myself repeatedly asking it when it comes to the relatively simple process of renewing Conditional Registration.

Why is it so? When the renewal documents are sent out four weeks before the due date, why are they not sent to me for actioning until two or three months later.

Why is it so? Being late, documents are sent Express Post with a return Express Post envelope, along with an expectation of me dropping everything and take it to the post office.

Why is it so? Sending incomplete Historic Vehicle Declarations. No registration number. No chassis number. No engine number. Good thing I have all the information.

Why is it so? Not sending a stamped and addressed return envelope. Yes there are variations. No stamp! No address! A blank envelope! Insufficient postage!

Why is it so? Timely for the moment, is not renewing membership.

Remember to obtain Conditional Registration the car needs to be at least 30 years old and roadworthy while you have to be a member of a recognised car club.


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

AHOC Chapter News

Central Coast Chapter – July Gathering



Although rain was predicted, we were pleasantly surprised with blue skies for the July 1st Saturday morning Central Coast workshop. It was held at Ian and Jennie Richter's home, nestled in the foothills of Ourimbah State Forest.

Some 19 eager beavers turned up and were thrilled with the progress on Maude the 100. The chassis has now been sandblasted and epoxy primed. Next are the panel repairs and fit. Well done Ian!!!!

After a lengthy inspection of his workshop, we retired to our coffee, cookies and cake which always goes down very nicely, thank you very much. All finishing up around 12.30pm.

Those not present missed out on freshly baked scones, strawberry jam and cream. A real treat, so all you have to do is just turn up to enjoy.

Those who attended the July meeting were Julie and Garry Lee BJ8, Helen and Larry Johns BN2, Scott Parry-Jones BN4, Roger Ramsey, Adam Lethlean and Helen Vance, Geoff Rugland and Cathy Andrews, Doug Ross, John Kirk, of course Ian and Jennie Richter with their 3000 and 100, Jacob and Tirana Richter, Jim Phillips BN4, Kerrie and yours truly 100.

Our next workshop will be the 3rd of August, starting time 9 am. Meeting place is Julie and Garry Lee's place at 20 Siletta Rd Niagara Park.

We will be checking out Garry's new toys - metal lathe, welders and maybe his new workshop hoist. Oh!! by the way, don't forget the 7th of September. This will be the inaugural 'Gathering of the Clans' chapters meet, at 109 Humphreys Road Kincumber South. Hopefully we will see you there with bells on, so to speak.

That is it for another month. Take care everyone and happy Healeying. All the very best for now. Col and Kerrie Rule.



AHOC Mid North Coast Chapter 27th July 2024

The July gathering scheduled for the 20th was postponed due to suspected Covid within the household of Croki, this however, turned out to be only severe flu, which was as bad if not worse than the Covid previously experienced.

The meeting eventually was held on the following Saturday with the project being Glen Nisbet's MK1 Sprite.

Glen had fitted a reconditioned motor with a modified camshaft as well as improvements to the cylinder head. From another car came 1 ½ SUs. While the engine would run, it was lacking power and running rough.

We checked and reset the timing, and the front car-

burettor had a faulty gasket which upset the air/fuel mixture. This did not fix the problem!

Earlier we changed the spark plugs as they were fouled. Finally we decided on a compression test only to find #four cylinder was lacking compression while the other three were at 175 PSI. Off with the cylinder head to explore the cause of this problem.

Glen has been attending the chapter since the beginning and some three months ago sent his application form to the AHOC to join. He was getting a little concerned that he had not had a reply and was going to phone around to find his status of his application, when his "Application Envelope" was returned to him. Australia Post had sent it to Canada where it was returned from.

Cheers Phil Lorking



**AHOC Illawarra and Southern Highlands Chapters
The Australian MOTORLIFE Museum.
Wednesday 17th July 2024**

The Australian MOTORLIFE Museum is a volunteer organisation established in the early 1990s, with a group of motoring enthusiasts building the Illawarra Motor Museum for the sole purpose of showcasing Veteran and Vintage cars to Australian and international visitors. The car collection features cars built with Australian bodies and representative of rare examples of Australian early motoring.



The exhibits are not limited to cars, motorcycles and bicycles. There are a multitude of collections on technology that changed the face of Australia and our lives from the late 1800s to the mid-1950s. The exhibits extend to amazing collection of memorabilia, tools, gramophones, typewriters, scales, telephones and more, with most of the exhibits resorted by volunteers or on loan to the Museum from members and friends.

Since construction, the museum has expanded and now consists of two large exhibition halls. The museum also houses the ex-AHOC member Ed Holly's collection of 1960's Lotus cars.





MOTORLIFE cont'

Our group spent about 90 minutes strolling through the many exhibits. After, most adjourned to the Plough and Ale Hotel at Calderwood for lunch and great afternoon of social catch up and discussions.

Attendees: Bob Ratcliffe, Mark Righini, Bruce Wallace, Rob Sassall (BT7), Chris Fitzpatrick (BJ7), David McIntyre (BJ8), Peter & Eileen Akhurst (BT7), Trevor Cowan & Betty Bassingthwaite (BN4) and Glenn Hogan (2003 Maserati 4200 Coupe).



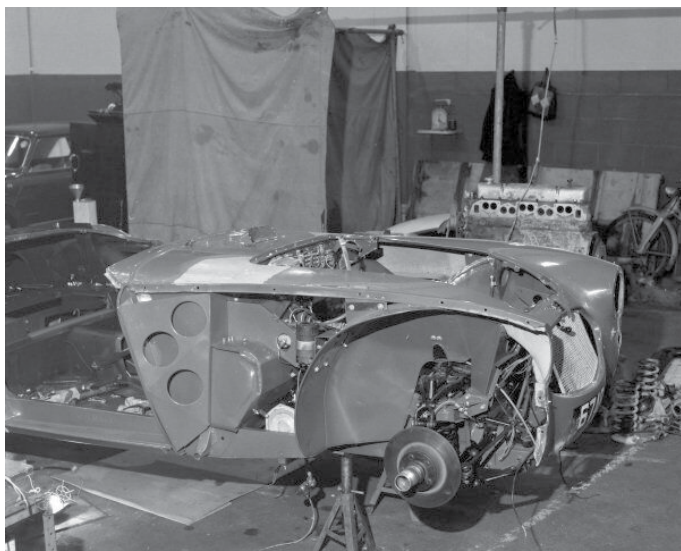
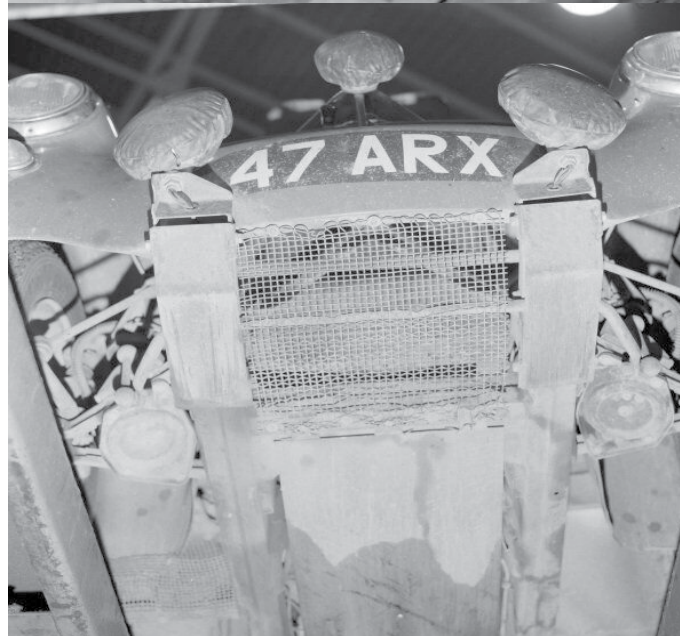
Underneath the Arches

By Patrick Quinn

I have lost count of the number of times I've looked at a photo of a Rally 3000, not that I set out to count them in the first place. Probably seen hundreds and thousands of them during my years of Austin-Healey enthusiasm.

However, despite all this I can say that I have never seen a photo of the underneath of one. So I was pleased to see the two photos to the right of 47 ARX which was no doubt taken while it was being fettled at the Abingdon workshop of the BMC Competitions Department. The third photo below shows 67 ARX being prepared at Abingdon.

If interested both 47 ARX and 67 ARX were part of a batch of five Mk2 Roadsters dating from 1962 sent to the BMC Competitions Department. The former was written off in 1963 while the latter still exists.



AHOC-Illawarra & Southern Highland Chapters

Friday 16 August 2024

Retford House Bowral



I'm calling our event, "The Limited Edition" adventure.

We are limited to a maximum 16 people as at the time of writing. Each tour of the house accommodates a maximum of 20 visitors.

- Acceptances will be listed in order of receipt.
- Cost for House Tour is at the Seniors Rate: \$25.00 per person.
- Lunch and refreshments at Hearth by Moonacre's Café. Booking for 12 noon. At your cost.
- Please arrive at Bowral by 9:45am as the tour starts at 10:00am.
- Illawarra Members meet at St Pauls Church, Albion Park at 8:15 am for 8:30am Departure.
- Southern Highlands Members, meet at Retford House.

Come and visit Retford House. You will see:

- Heritage gardens.
- Elegant Victorian Italianate 'Portuguese Pink' mansion.
- Guided tour of the house to hear the fascinating stories of James Fairfax's impressive art and furniture collection.
- Visit The Southern Highlands Regional Gallery, Ngununggula, located next door.
- The gallery is currently displaying an exhibition by Clara Adolphs "Together Again". Entry is free. Thank you to David and Michelle McIntyre, who have undertaken all the preparation for this event. On their visit to the gallery, their assessment is: "a stunning exhibition".

Retford House is located at 1325 Old South Road Bowral. Use this address for GPS, not the words, "Retford House". Makes access to the property much easier. Free parking onsite. There is no lift in the house, external ramps or wheelchair accessible facilities.

Contact: John Thornton
John.thornton2011@outlook.com
Mobile: 0419 266 284

Mr Peabody's Wayback Machine

All Power to You!

by Patrick Quinn

Way back to this time in 2011 I was head down, tail up preparing the Quinn Austin-Healey for the Adelaide National Rally.

Not long before we left, I had a hankering to fit an auxiliary power pickup. Actually a cigarette lighter, but if you remove the lighter bit you have an auxiliary power pickup.

For those with long memories, you will remember that I wrote about this in the June 2011 issue of Flat Chat when it was a hard copy magazine.

I had stopped smoking over 45 years beforehand, but had fallen in love with Thomas. No ideas please, as Thomas was our TomTom GPS navigator. A wonderful invention that guided us to all sorts of places with a minimum of fuss, and even when we take a wrong turn due to human frailty, Thomas calmly gets us back to where we wanted to go. All this was before the really clever smart phones that do everything except make coffee came on the scene. Yes we have a couple of those, but we still have a Thomas that politely tells us where to go.

However, Thomas (and our smart phones) also have a frailty, being that they survive on negative electrical energy, while the Quinn Austin-Healey happily gets along its way with positive electrical energy.

Yes I know that the car could be convinced to change the way its electrons flow, but I didn't want to do that. So I figured that I could buy a power pickup, reverse the wiring and attached it to the car so that it's completely isolated. Sounds simple and it really was.



A trip to my local spare parts outlet revealed that there was an abundance of toys to play with. As had been suggested, I bought a double pickup, but later realised that the bracket around it was metal. I could see what was going to happen – the smoke would try to escape.



So another trip to the store revealed a single, all plastic bodied pickup. So that was added to the toy box and with both being priced at around \$10 to \$12 it wasn't breaking the bank. Plus, while the double wasn't used it did come with an useable inline fuse that I used to keep the dreaded smoke at bay.

Each had red and black wires, so as red is power and black is earth, I cut the wires and swapped them around adding the inline fuse to the power wire.

I suspect by this stage the electrically inclined amongst you, would be squirming in your seats. Then it was a matter of finding a suitable place under the dash for it to be positioned.

As the pickup was plastic, it was already isolated, but something I did find out later that it pays to position it so it does not point downwards, as gravity and road bumps causes the power plug to fall out.

Then it was a matter of picking up power from the ignition switch outlet and finding a suitable place for the earth wire. I chose the ignition outlet as I wanted to be able to switch off in the case of a problem.

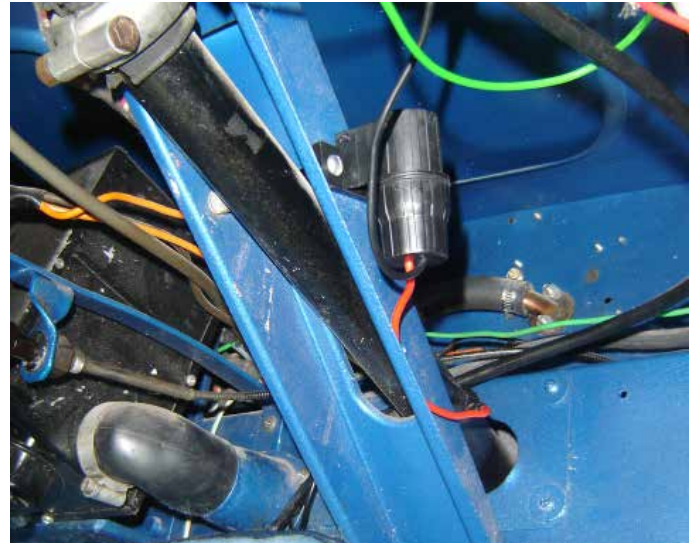


After testing with a suitable light, I plugged in Thomas and he started telling me where to go. However having said all that, a GPS was not really needed to get to Adelaide, but when you get there it would have been useful. Besides as John Sherman once said, it would be interesting to compare speedo readings with your actual speed.

To cut a very long story short, we never made it to Adelaide and found that Thomas wasn't needed on the back of a tilt-tray.

Fast forward to 2024 and with the Quinn Austin-Healey running again for the second time, it was time to check the power pickup. Gingerly the charge cable for the unnamed mobile was pushed in and "Ding!" it still works.

Now before you get all excited about this and get out the soldering iron, screwdrivers and whatevers,



make sure you read the text at the bottom right of page 1 of this issue and every issue of the *Flat Chat Newsletter*. Perhaps I should add in that such an electrical task should not be attempted without adult supervision.



PENINSULA SPORTS CAR SERVICES
BRITISH & CLASSIC CAR SPECIALISTS

- Engine, gearbox, suspension & brake rebuilds & upgrades
- 5 speed gearbox conversions
- All servicing, tuning, repairs & restorations
- Extensive range of MG special tuning parts
- Moss master distributor for spares & upgrades
- VTO & Minator alloy wheel stockist & distributor
- Brad Penn oil stockist

Extensive Range of MG Special Tuning Parts
AUSTIN HEALEY & All MGs are our speciality Brad Penn Oil Stockist
Quality Repairs & Service to all British Sports Cars at Reasonable Rates

VTO Wheels stocked & available in most sizes

37 WINBOURNE RD, BROOKVALE N.S.W 2100
(02) 9907 2069 • g Morse@optusnet.com.au
peninsulasportscars.com

PLATINUM SMASH REPAIRS
Specialising in Insurance and Private Work

TEL 02 9439 9552 FAX 02 9438 5671 MOB 0418 964 774

Contact: Vince Cessario AHOC Member
Info@platinumsash.com.au
13 Waltham Street - Artarmon NSW 2054

Retyred in the Blue Mountains

By Peter Flint

I think it was the rough section of road, just before the turnoff onto the Bells Line of Road from Mount Victoria that finally convinced me to get new tyres for my 1964 BJ8. The crashing suspension had become too much to bear. In any case it is the car's 60th birthday this year, so it seemed appropriate to shell out for new rubber.

The old tyres were exactly that - so old in fact that they didn't even carry date codes. They looked great, but 205/70R15 do not make for a happy steering effort, nor does a relatively small sidewall help with ride comfort. I also didn't like the wide gap between the top of the tyre the bodywork. So I checked the market, and sought advice from Patrick and others.

The consensus was to go for a more modest-sized tyre, and a 185 section seemed the best option. I looked at Michelins, but they were very expensive.

This is a car that lives in the Blue Mountains, and the driving is very much cruising rather than cornering flat out, so I couldn't justify the expense for a car that lives such an easy life.

I ended up with a set of Nankang Retro 185/80R15, bought locally in Katoomba. The pattern is very similar to that of the Michelin XAS, but massively cheaper. The purists will no doubt shake their heads, but I couldn't be happier.

The car feels as though it now has power steering together with new suspension! It doesn't obviously, but noise suppression and suspension compliance make it feel like a new (60-year-old) car. It glides over bumps and it's a pleasure to drive.

Even that corner on the road to Mount Vic is a pleasure, not a pain.



Roof up shows the old 205/70s - definitely the 4WD look



Roof down shows the new 185/80, as are the two below.



Letter from Afar



Great to hear from UK member Adam Page about his newly acquired BN2.

Adam says that he had been looking for a BN1/2 for around 18 months to join with his 1961 Mk2 BT7 Roadster. He had always wanted a four-cylinder car, but due to the current cost of restoration Adam decided that he wanted a car already done and ready to go.

Over the last 18 months or so Adam has looked at a lot of cars, all of which were very overpriced, or cheaper, but needed money spent on them to get them into a condition

that he would be happy with.

The previous owner purchased the car in 2009, but soon discovered the shiny paintwork covered a lot of issues. So much so, that he commenced a full rebuild undertaken during over 2010 to 2011 by Steve Norton of Cape International. Cape rebuilt the rear axle, converting it to 3.45:1 and also fitted front disc brakes. The engine and gearbox were rebuilt by Denis Welch over the same time with the engine to 100M specification supposedly at a cost exceeding £10,000. To date the car has done just under 5,000 miles since the rebuild.





Make-A-Wish[®]
AUSTRALIA

CENTRAL SYDNEY VOLUNTEER BRANCH PRESENTS

THE SYDNEY CAR SHOW



SUNDAY 22ND SEPTEMBER 2024

85 WATERLOO ROAD, MACQUARIE PARK

CAR ENTRY: 7AM-8:45AM | \$80 PER CAR

PUBLIC ENTRY: 9AM-12:30PM | DONATION ON ENTRY





The Healey Factory

CLASSIC SPORTSCAR SPECIALISTS



**CAR SALES SERVICE SPARE PARTS
RESTORATION ACCIDENT REPAIR**

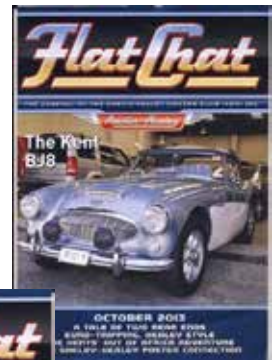
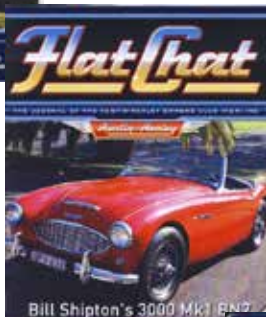
healeyfactory.com.au

646 Whitehorse Road, Mitcham VIC 3132 (03) 9872 3900

Flat Chat Back Issues

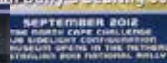
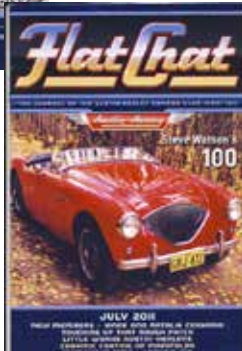
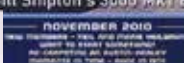
Interested in receiving backcopies of Flat Chat?
Now available, digital copies of Flat Chat for 2005 through to August 2024.

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.



X5, The Prototype Nash Healey.

Our favourite marque has an amazing history when it comes to Motorsport. At Le Mans for instance, compared with all the other makes that ran there between 1949 and 1970 the name Healey was the third most prolific behind Porsche and Ferrari.

Perhaps the best showing of the Healey name as far as outright placing, was in 1950 and 1952 when Nash powered Healeys came in fourth and third respectively. Both cars still exist.

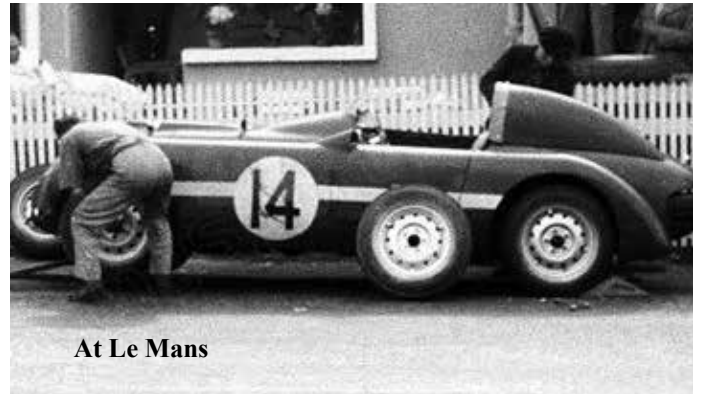
The 1950 car is of interest as it started as a Cadillac V8 powered prototype called the X4. In preparation for the 1950 Mille Miglia and recognising the arrangement with Nash Kelvinator the Cadillac engine was removed and a Nash engine installed in its place. The car was renumbered X5 and was basically a Healey Silverstone with the Nash engine fitted. After the MM the car returned to the

Warwick in preparation for Le Mans.

The first photo below shows the body being modified. (it was the first year at Le Mans of closed wheel cars) The car was to be driven by Duncan Hamilton and Tony Rolt, and performed very well, holding third or fourth for most of the race.

Unfortunately, on the final lap while in third place they experienced gearbox problems, and it was passed by the Allard of Sydney Allard and the Healey came home fourth overall. It was a great result for Hamilton's first drive at Le Mans, as three years later the pair bought a C-type Jaguar home first.

The Healey X5 is now owned by Warren Kennedy in the UK and it has been used frequently in the modern Mille Miglia. Thanks to Warren for the photos.



At Le Mans



Running at Le Mans



In the pits at Le Mans



In the modern Mille Miglia

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





Your Last Page



Spot the Austin-Healey

Is it just me and my somewhat eccentric tastes?

Yes there is an Austin-Healey in the photo, but you have to look past all the Metropolitans towards the Longbridge building.

More Gallic Austin-Healey notoriety. French heart throb of the 1960s, Alain Delon extricating himself from a 100/6. Wonder if it was his.



Healey
votre **CANOT DE SPORT**

“La sécurité dans le plaisir”
1.500cm³ - Inverseur de marche
démarreur électrique
5 places
Spécialement conçu pour la mer,
le ski nautique et la plongée.
Livré avec remorque de bronze

AUSTIN Healey
A. 100 six cylindres
“votre **VOITURE SPORT**”

100 CV au frein
accélérations sensationnelles
Meilleures performances en compétition
1.795.000 francs
et Austin/Healey **SPRITE**
4 cylindres - 5 CV Inconnu
double carburateur S.U.I.
5 litres aux 100 kilomètres

Essai, documentation et catalogue illustré sur demande à :
A.J.I.V.A. - 75, Avenue de Madrid, NEUILLY-SEINE - MAL 71-80
et chez tous les agents AUSTIN qui assurent le service et les pièces détachées pour voitures et canots

An interesting French advertisement for a 100/6 and a Healey Boat. As the 100/6 is marketed by BMC France and the boat by the Donald Healey Motor Company, it makes one think of the arrangement between the two.

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**