



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

Austin-Healeys at One Raceway



Thanks to Steve Oom for the photos.



Last Saturday, Caroline, Belle (our puppy) and I headed south to Goulburn and the initial HSRCA Historic race meeting at the remodelled Wakefield Park, now called One Raceway.

If you recall, Wakefield Park was closed in 2022 due to problems surrounding its approval to operate. Since then, the circuit has been purchased by the Shelley family and completely remodelled. This included a vastly upgraded carpark, the moving of 16 million tonnes of material, the building of two 11 metre noise walls, a new race control tower and a new circuit 150 metres longer than the old.

Of particular interest was that two AHOC members, Patrick Townshend and Chris Komor had entered their cars, a 3000 Mk1 and 100 respectively in Group S or production sports cars, specifically in Sa which is for cars built between 1st January 1941 and 31st December 1960.

After strolling around the pits, we headed to the southern wall spectator area for a picnic sitting amongst a

carpet of dandelions under the shade of a tree. Both of us thought it was not unlike sitting on the hill at Amaroo Park during the '70s and '80s. It was extremely pleasant.

Out on the circuit there were 29 cars entered in Group S, of which there were five in Sa. Patrick and Chris, three Mk1 Sprites and a lone Triumph TR3A.

As far as the racing was concerned, I spoke to Patrick who described the circuit as excellent, however he said that it played tricks with his mind, as it's the same, but different. Patrick had memories of how the surface/camber of Wakefield Park was and while One Raceway looked the same, it was very different. What was most satisfying for Patrick was in three of the four races, he was in front of the TR3A. Unfortunately, Patrick did not finish the fourth race due to his rear tyres spinning on his own oil.

Both Patrick and Chris have entered for Phillip Island and those members heading to the Victorian National Rally may have a chance to see the action.

COMING EVENTS

FEBRUARY

- 1st Cent Coast Gathering
- 5th General Meeting
- 8th Gnoo Blas
- 9th Car Talk at Mortlake
- 16th Presentation Lunch
- 21st Jervis Bay Visit
- 27th Slow Trip to Rally

MARCH

- 1st Cent Coast Gathering
- 4th-7th National Rally
- 5th General Meeting
- 15th Mid-Nth Coast Chap

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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 Carlingford Sports & Recreation Club 334 Pennant Hills Road, Carlingford NSW 2118 on the 1st Wednesday 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

Hope everyone had a safe and happy seasonal break. The warmer seasonal temperatures suggests not driving around in your open car during the middle of the day, but going out for breakfast or an evening blast is quite the ticket.

Quite a few activities coming up to enjoy driving your Austin-Healey too. By the time you read this perhaps you would have headed to the Rules' abode on the Central Coast on 1st February and relieved your garage of those extra Austin parts that have been laying around and stopping you from actually finishing the real jobs on your present Austin-Healey. A week later, on to Orange to join in the Gnoo Blas Classic Car Show over 7th-9th February, with its car display that attracts many vehicles not seen in the Sydney Area. The dinner speaker is Ray Berghouse, a photographer of note and founding editor of Australian Muscle Cars magazine. You can join us for the day or the weekend. Get details from Greg or me.



If you really always wanted to really get your hands dirty, come to the first Sydney Car Talk meeting of the year which will also be held on Sunday 9th February, at the Mortlake SLSC. The day will see everyone attending help dismantle an Austin Westminster and save precious parts, many of which also fit Austin-Healeys. Remember you will have a hole on your garage shelves after relieving yourself of parts the week before. Another run to the Central Coast for our Presentation Luncheon on 16th February.

Our Austin-Healey 100 engine is coming along, especially after arguing

with the courier company over duty on the aluminium cylinder head. Yes I thought parts for cars over 30 years old should be exempt, but not for cylinder heads (only for petrol cars) which do attract duty. Thank goodness for the Australia UK Free Trade Agreement which says we do not need to pay duty. (are you confused yet?)

We have yet to receive the promised refund, but are waiting in hope.

Happy Healeying, hope to see you on the road soon.

Dianne Lawler

CLUB POSITIONS - 2025

Club Patron—Ross Bond

AHOC COMMITTEE

President - Dianne Lawler
19 Highland Crescent
Earlwood NSW 2206
0413 871 191
gregorymstrange@gmail.com

Vice-President - Graham Healey
0429 432 539
graham@thelobstershack.com.au

Secretary - Jim Phillips
0413 589 306
jpjimbeau@gmail.com

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

Social Secretaries - Jenny & Ross Penman
0408 465 547
penmans@bigpond.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 - Helen Vance
0413 533 335
helenvance25@gmail.com

Public Officer - Alan Mitchell
PO Box 123
Marulan 2579
0412 898 656
mitchellaj@ozemail.com.au

Non-Committee Positions

Asst Social Secretary Denis Kasza 0407 492 008
Club Points Recorder Ken Offord 0407 678 228

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

CSCA Delegate - Colin Goldsmith

Librarian - Ronnie Strange

CMC Delegates - Ray Roberts
Greg Strange

Welfare Officer - Pamela Ross 0408 201 226

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

Assn of British Car Clubs Rep - Christine Lyttle
National Delegates - Dianne Lawler & Geoff Smith

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



Welcome to the February issue of the Flat Chat Newsletter and I trust that 2025 is treating you kindly.

First of all, many thanks to Ian Richter for his update on the restoration of their 100 named Maude. I had been wondering where he was up to, so it was good to read that everything is progressing. Reading his words was of great help in allowing me to rid myself of a boat anchor that had been sitting in our barn for at least 25 years – the remains of an early BN1 overdrive.

So what else is in this issue?

I know that the first thing you will be looking for in this issue is the minutes, but there is none as there wasn't a meeting in January. I do know that Secretary Jim will be back next month with the minutes that everyone loves and enjoys.

Talking about meetings, the big news to be found on page 4 is that we are moving to Carlingford Sports and Recreation Club for our monthly meetings starting on Wednesday 5 February. Yes you

did read that right, it's a Wednesday. See you there.

Thank you to long standing member Stuart McColl for the photos that you will find on page 19. Equally thanks to Judy Sherman and Ray Roberts for their photos that you will find on page 8.

After the servicing of the Quinn Austin-Healey at the start of the year I thought it was going to be a period of getting stuck into the list of things to do, or perhaps wield a spanner at the Quinn Healey. Well not quite!

In the issue before last, there was sideview photo of the Quinn Austin-Healey and the observant amongst you would have noticed that the exhaust pipes were hanging a little low. Actually, didn't notice myself or the cause of it, until I was refitting the drain plug during the oil change.

Why is it so? I wonder what the original exhaust hangers were like and I think I have had 47 hangers come apart over the last 51 years. Is vulcanising as good as it used to be? Where is Leonard Nimoy when you need him? So up with the rear end and remove the passenger side rear wheel. Easy to get at and thankfully I had a spare hanger that came over with the First Fleet. A little wire brushing and spray paint later, it looks like it just got off the plane.

But wait, there's more. When the chance arises, using the old one I will make a hanger that doesn't come apart. Watch this space.

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 936 7291 9341 Passcode 434383

**We meet on the first Wednesday of the month at Carlingford Sports & Recreation Club
334 Pennant Hills Road, Carlingford. Starting at 7.30pm or enjoy dinner from 5.30pm.**

**We are moving, we are moving
Home again ‘cross the town
We are moving stormy streets
To be together, to be free.**

(Thanks to Rod Stewart)



Yes we are moving our meeting venue to the Carlingford Sports and Recreation Club (colloquially known as CARLO).

It is understood that CARLO has an excellent bistro and that it’s open from 5.30pm.

We are also changing the night of the meeting to the first Wednesday of each month starting 5th February at 7.30pm.

CARLO is located at 334 Pennant Hills Road, Carlingford with the entry off Evans Road.



FEB
16



AWARDS DAY PRESENTATION

Sunday Feb. 16 at Julie and
Garry Lee's, 20 Siletta Rd
Niagara Park 2250
Time: 11am to 3pm
Convoy Run Old Berowra
Toll Gates 9.30 dep. 10am
Details Denis 0407492008



Social Report

Jenny & Ross Penman 0408 465 547

penmans@bigpond.com

Denis Kasza 0407 492 008

deniskasza@gmail.com

While there were no social activities to report for January, here are the plans for some interesting and exciting events coming up in the first half of 2025.

February kicked off with the Central Coast Chapter's meeting on Saturday 1st. This will be followed by a visit to the Gnoo Blas Classic, at Orange, which will celebrate 65 years of Australian Touring Cars, on the weekend of the 8th-9th Feb. The first Sydney Car Talk meeting for the year will also be held on Sunday 9th February, at the Mortlake SLSC, again with thanks to Richard Horwood's generosity. It will feature a car-stripping clinic of a three-litre Farina BMC sedan, namely Denis Kasza's Austin Westminster, which was very unfortunately t-boned in a nasty accident on January 15th at Little Bay, Sydney. Fortunately, Denis wasn't too badly injured and hopes that the three broken ribs he received will hold up okay when the jokes start at the first General Meeting of 2025 on Wednesday 5th February.

February 15th is the Mid-North Coast's meeting, and our annual Awards Presentation Lunch is on Sunday 16th Feb at Julie and Garry Lee's, Niagara Park.

March 4-7 are the dates for the National Rally organised by the AHOC Vic. Accommodation is filling up fast at the RACV Resort Inverloch, so don't delay. If you are attending the Rally, you have the opportunity to head south in a leisurely style with Slow Road to Inverloch organised by Gordon Lynas. See page 15 for detail.

Sunday April 13th will see a morning run to spectacular West Head, departing from St Ives Showgrounds, followed by lunch at the Terry Hills Tavern.

On Sunday May 25th there will be a drive through the beautiful Southern Highlands, for lunch at the Friendly Inn, Kangaroo Valley, via morning tea at Mittagong. This is going to be a combined event with the Sprite Car Club, at our invitation.

June 2nd until 12th will see a run to the Cooly Rocks

On Festival at Coolangatta on the NSW/Qld border. The run will be via Harrington, Dorrigo, Byron Bay, Coolangatta, then Yamba and Bonnie Hills. Please be advised accommodation in Coolangatta is to be prior booked by participants as soon as possible.

Donald Healey Birthday Display Day will be held on Sunday 6th July at Parramatta Park and Shannons Classic will be on Sunday August 17th.

The Chapters will be active as usual every month, with the Central Coast and Mid-North Coast meetings being held on the first and third Saturday of each month respectively. The first event for Illawarra & Southern Highlands Chapters will be on Friday 21st February to the Jervis Bay Maritime Museum.

As you can see, it will be an exciting first half of 2025. Come along with your Austin-Healeys or BJ9s to enjoy our club events, as 2025 again promises to be a stellar year of Happy Healeying!

Event: Central Coast Chapter workshop
Date: Saturday 1st February 2025 (over and done)
Venue: 109 Humphries Rd, South Kincumber
Please bring a contribution to morning tea
Contact: Colin Rule 0467 563 623

Event: Sydney Car Talk Meeting
Date: Sunday 9th February
Venue: Mortlake SLSC, 2 Bennett St, Mortlake
Time: 8.30am to 11am
Contact: as above
Please bring a contribution to morning tea. Sausage sizzle brunch provided

Event: Gnoo Blas Classic Car Show, Celebrating 65 years of Australian Touring Cars
Date: Saturday-Sunday 8th-9th February
Venue: Orange, NSW
Details: <https://gnooblas.com/>
Contact: as above

Event: Mid-North Coast Chapter Workshop
Dates: Third Saturday of each month, beginning February
Venue: 79 Barton St, Croki
Time: 9am to 12pm (please register in advance)
Contact: Phil Lorking 0412 392 362
thelorkings@outlook.com

Social Report Con't

Please bring a contribution to morning tea
 Event: Awards Presentation Lunch
 Date: Sunday 16th February
 Venue: Julie and Garry Lee's, 20 Siletta Rd, Niagara Park, NSW 2250
 Time: 11.00am to 3pm
 Contact: as above

Event: Illawarra & Southern Highlands Chapters Gathering
 Date: Friday 21st February
 Venue: Jervis Bay Maritime Museum
 Contact: John Thornton 0419 266 284
 john.thornton2011@outlook.com

Event: Slow Road to Inverloch
 Date: 27th February to 4th March
 Details: February Flat Chat Newsletter
 Contact: Gordon Lynas 0403 198 343

Event: National Rally, Victoria
 Dates: 4th - 7th March 2025
 Details: January Flat Chat

More dates and events coming in 2025:

April 13th - St Ives/West Head run
 Details: TBA

May 17th - National Motoring Heritage Day
 Details: TBA

May 25th - Fitzroy Run to Kangaroo Valley with Sprite Car Club
 Details: TBA

June 2nd until 12th - Run to Cooly Rocks Festival, Coolangatta via Harrington and Dorrigo
 Details: TBA
 Contact: Geoff Smith 0458 777 339

July 6th - Donald Healeys Birthday Display Day
 Details: TBA

August 17th - Shannon's Classic, Sydney Motorsport Park.
 Details: TBA

Ken Offord is recording club points this year.

If you are organising an event, please send the list of attendees and if they were in an Austin-Healey to email ken@kroanda.com.au or phone 0407 678 228



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Contact: Vince Cessario AHOC Member

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

Membership Report

by Christine Lyttle

membership@austinhealeynsw.com.au

The first month of the year is behind us already, months fly by quickly!

New memberships in December and January were:

Murray West from Paddington – still awaiting payment and finalisation of website application. Emails have been sent to Murray to assist with finalisation.

Ian and Paula Elbourne from Bathurst with a 1965 3000 MKIII – membership and payment has been finalised and we welcome Ian and Paula to our club and hope to meet up with you sometime in the not-too-distant future. There are a number of members in the Bathurst area who I am sure will be happy to welcome you to the western chapter of the club.

Jodie Coall from The Junction with a 1965 Austin-Healey currently registered in Victoria and moving to NSW – still awaiting payment and finalisation of website application. We have been in contact via email and currently Jodie is on holidays and will finalise application on her return.

David Stevenson has also renewed his membership during January.

Richard Golding from Baulkham Hills (son of the late Geoff Golding) has enquired about membership as a website application and awaiting further instruction and payment.

Thank you to the members that have sent changes to their details on the website - these have been updated (or will be updated if you have given a date for change). Please continue to send any changes to your details the above email.

With our social calendar prepared with many events, I am sure to see you at an event soon!

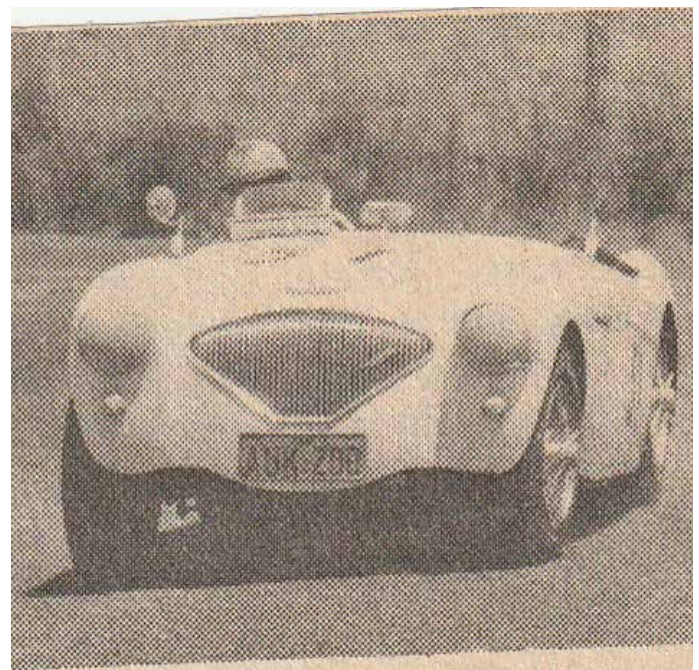
It will be great to work with our new committee in 2025!

Looking forward to our general meeting on Wednesday 5 February at a new location and new day of the week at Carlingford Bowling & Sports Recreation Club, hope you can all come along for this meeting. Meet in the Dragon Bistro from 5.30pm. I hear they have great Chinese!

Happy Healeying
Christine Lyttle



New Member. Thank you to Judy Sherman for the photo of grandson Hartley Pellinkhof Sherman at the wheel of the Sherman BJ8.



Ray Roberts can recall spending Saturdays with Frank Matich at a garage in Padstow when Frank would show him all about SU cars.



Historic Vehicle Registration News

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

So how did we end up the past year with vehicles carrying Conditional Registration through the AHOC?

In total there were 233 vehicles conditionally registered through the AHOC and all are under the Historic Vehicle Scheme (HVS). Of this number there are 129 marque vehicles or Healeys, Austin-Healeys and Jensen-Healeys.

The numbers have dropped a little, mainly due to members not continuing their registration or selling their car. Most don't tell me as it's assumed that I can read all through the tea leaves.

On that subject of selling your vehicle I think that most


realise that Conditional Registration is not transferrable. So if you sell, it is your responsibility to make sure that the plates are returned to a Transport for NSW office. Actually when you sell, you are selling an unregistered vehicle meaning that the buyer isn't able to drive the car to its new address. Think that through, if the situation develops.

Despite my note of last month, some members are still living in the past and sending envelopes with \$1.20 stamps. A stamp to post a normal letter within Australia is \$1.50, not \$1.20. Please make sure your envelopes have a \$1.50 stamp. Alternatively, there is always Express Post which has the advantage of being quicker and you can track where it's at within the postal system. However remember that it's Express Post within the postal system and not with the AHOC Registrar system. It still may sit on my desk along with other mail waiting for me to take it to the letter box or post office.

Here they 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 2008
Tel: 9319 2299
Mobile: 0412 811 958
MVRL 35580



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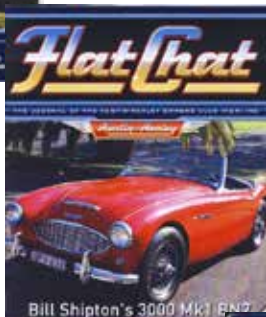
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Flat Chat Back Issues

Interested in receiving backcopies of Flat Chat?
Now available, digital copies of Flat Chat for 2005 through to February 2025.

That's 220+ issues for you to read at your leisure.
Free and gratis to members. All you have to do is 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.



AHOC Chapter News



Central Coast Swap Meet

After being away on our annual pilgrimage to Lake Tabourie on the South Coast and more prawns than we could eat, we came back to:-

Our first Central Coast gathering of 2025 held on February 1st and what more can I say but Wow! Wow! Wow! What a great morning. Skies were cloudy to start, but thankfully it turned out to be an exceptional day for our first Central Coast Workshop 'Swap Meet'.

The Swap Meet will now be an annual event, first Saturday in February next year. This gives you plenty of time to work out what you would like to let go or buy in.

We had six trestle table stacked full of goodies ranging from six 5in 72 spoke rims, to a stainless steel 100 exhaust system, gauges, starter motors, generators, triple Weber carburettors and manifolds,

twin two-inch HD8 SUs with manifolds and also two Austin-Healeys. You name it, it was here for sale.

Pencil in the first Saturday next February for the Central Coast Chapter's Swap Meet.

We had 27 participants in 11 Austin-Healeys and one Healey Silverstone rep. The rest were in tin tops plus Garry Lee joined us with his newly acquired BMW R100S motorcycle.

Special welcome to Ian and Pamela Elbourne from Bathurst, who are now the proud owners of a very nice Austin-Healey 3000 BJ8 previously owned by Rod Richards.

Participants on the day were Ian and Thomas Richter BJ7, Lew and Mark McAllan BN7, Richard Horwood Healey Silverstone rep, Larry Johns BN2, Neville Stirton BT7, Gordon Lynas BN1, Julie Lee



Cent Coast Cont'

BJ8, Ken Offord BJ7, Jim Phillips BN4, Col and Kerrie Rule BN2, 100/6 and ex-Ross Bond 3000 Mk1.

Members in lesser marques (with roofs) included Ian and Paula Elbourne, Chris Dimmock, Reg Wade George and Liz Goodare, Doug Ross, Roger Ramsey, Helen Vance and Adam Lethlean, Amer and Nagy Khoury. Last but certainly not least was Geoff Rudland and may I say a beautifully restored Jaguar XK 150.

We sold eight Austin-Healey windscreens. So if you are in the market for a windscreen, it's time to act. They are selling fast, and I only have limited stock. Sadly, these will be the very last Australian made windscreens. The cost is \$300 per windscreen in all

three shapes - 100, 100/6-3000 roadster and BJ7/BJ8.

Once again, coffee, cookies and cake were plentiful and enjoyed by all.

That's about it for this report, but don't forget next month. The 1st of March workshop gathering here at 109 Humphreys Road, Kincumber South where the theme will be 'Austin-Healeys on the Hoist'. So bring some clothes to get down and dirty, and yes we do have hand cleaner, so no excuse. Oh, don't forget to bring a plate to share for morning tea, as usual coffee and tea will be plentiful.

So stay safe, take care and happy Healeying. All the best for now. Col and Kerrie Rule



AHOC Mid-North Coast Chapter Meeting 25th Jan



Originally the January meeting was to be held on Saturday 19th, however due to heavy rain, resulting in a minor flood watch on our river, together with a very lengthy power failure, the meeting was abandoned.

With promising weather for the following Saturday, we went ahead, but it was not meant to be. Chris Hatch was detained in Sydney and had to work, Glenn Roberson's family was down for the weekend, and poor

AHOC Illawarra & Southern Highlands Chapters 11:00am on Friday 21st February 2025

JERVIS BAY MARITIME MUSEUM

The first 2025 event for the Illawarra & Southern Highlands Chapters will be a visit to the Jervis Bay Maritime Museum at the corner of Woollamia Road and Dent Street, Huskisson, NSW 2540. The Museum has come highly recommended.



old Al Bryson was carted off to hospital at 2am with severe stomach pains. All okay and back home now.

That left just Tony Ash, Anthea and me with all of the Aussie lamingtons for smoko! We did however get some productive work done to Tony's MK11.

The driver's door was hard to close and needed to go further into the door shut for panel alignment. The lip onto which the door seal fits was too tight at the top of the door shut, removing the seal and felt, the lip was tapped inwards with the aid of a hammer and a block of wood. The seal and felt replaced, striker plate adjusted, and the door lock lubricated, the door now shuts easily with improved body alignment to the rear guard. The passenger door striker plate was moved fully inwards and the door lock lubricated.

After all of that strenuous work, time for our cuppa and lamingtons.

Our next gathering will be same time and place, Croki Shed. February 15th

Cheers Phil

After our visit we will make our way to the Huskisson Hotel overlooking Jervis Bay to enjoy good food and some social chat.

Meeting and travel details to follow closer to the February event. Looking forward to getting started on our 2025 events.

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





2025 Illawarra & Southern Highlands Chapters

Events Schedule

Keep your eyes open for a couple of **!!"POP-UP"!!** events during the year.

These will be small interesting events at short notice, 7 to 10 days, generally with a limited number of participants, probably 8 to 12 people.

<p>Friday 21st February 2025 Jervis Bay Maritime Museum. Entry: \$12.50 per person. <i>(Has come highly recommended)</i> Woollamia Road and Dent Street, Huskisson. Social catch-up lunch: Huskisson Hotel.</p>	<p>Wednesday 19th March 2025 Southern Highlands Winery Tour of Centennial Vineyard in Bowral and the Artemis Winery, Mittagong. Followed by our social catch-up lunch. Location TBA. David McIntyre from the Southern Highlands is organising this event for us.</p>
<p>Wednesday 9th April 2025 Bundanon Art Gallery & Café. (Nowra) Concession Entry: \$12.00 David McIntyre is organising this event for us. <i>(Not Bundanoon, which is in the Southern Highlands)</i></p>	<p>Saturday 31st May 2025 ANSTO Tour. 10:00am to 12:30pm. Social catch-up lunch TBA. I have booked for 16 people. Let me know ASAP, if you are thinking of attending so I can add more spots if needed. Note: Official ID must be produced to gain entry to the facility. Driver's License or Passport.</p>
<p>Date: TBA June <i>Awaiting a call back from the Temple.</i> A guided tour of the SRI VENKATEWARA Hindu Temple, 1 Temple Road, Helensburgh. Then travel to Bald Hill lookout. Great South Coast views. A drive over the Sea Cliff, Balanced Cantilever Bridge, with our social catch-up lunch at the Headlands Hotel Austinner. Magnificent coastal views north and south.</p>	<p>Friday 18th July 2025 - 10:00AM "Port Kembla Working Port Tour". \$42.00 per person. <i>(Minium number, 15 people)</i> Social catch-up lunch TBA.</p>
<p>Monday 18th August 2025: Must be a Mon-Wed A return visit to view the construction progress of Western Sydney International Airport, Experience Centre. 100 Eaton Rd Luddenham. David McIntyre is organising this event for us.</p>	<p>Friday 19th September 2025 Fleet Air Arm Museum-Nowra <i>(Open School Holidays or Weekends)</i> Social catch-up Lunch: TBA</p>
<p>Sunday 19th October 2025: The Water Falls Drive. Join with members of our other AHOC Chapters for a drive to Belmore Falls, then on to Fitzroy Falls. Lunch at either Burrawang Pub or The Friendly Inn, Kangaroo Valley. This is being organised by the AHOC head office and requested we join this run.</p>	<p>Date: November 2025: Social Illawarra & Southern Highlands Christmas Catch Up.</p>

Slow Road to Inverloch

You may have seen the flyer for this tour in last two Flat Chat Newsletters. Since then, a number of people have booked, but there is still plenty of space for you to join us on what I'm sure will be a very enjoyable tour. The southeast coast is a beautiful part of the world and has roads that were largely laid out when our cars were new. In other words, they are great for cruising in an Austin-Healey! (Not too bad in a tin-top either!)

In addition to the details in last month's Flat Chat Newsletter I have included a second night at Lakes Entrance for those who wish to linger a little longer before driving home. If you wish to take up this option, please let me know when you make your booking.

As mentioned last month, this trip is for those who enjoy visiting a number of towns and having time to enjoy the scenery as they travel in the company of like-minded people.

The route is a leisurely wander to Inverloch via Nowra, Merimbula and Lakes Entrance before arriving at Inverloch in time for the National Rally, which starts on Tuesday 4 March. Even if you aren't attending the Rally, you can still travel with us to Lakes Entrance. As this is a perambulation to the Rally, the trip home is not included, but there are many options to tempt you on that return trip.

Depending on where your journey begins, I am planning to begin with a shortish drive to Nowra on Thursday 27th February, where we will stay at the George Bass Motel. This is off the main road, but centrally located in Nowra. We will meet to enjoy a welcoming drink and tasty dinner as we get together at our first stop. Nowra is 170kms (2hrs30) from Sydney.

On Friday 28th February we travel to Merimbula, staying for two nights. That is about 310kms and a 4hrs drive. There are a variety of pubs, restaurants and clubs in town for breakfasts, lunches and dinners. Saturday is a day for relaxing and enjoying this beautiful lakeside town.



Sunday 2 March will see us drive to Lakes Entrance, that is about 270kms or three hrs driving from Merimbula. As mentioned, you have the option of staying one or two nights here. Some of us will be continuing to Inverloch on Monday, however lakes Entrance seems a long way to go for a single night if you aren't going to the Rally, so please take the option of having another night here before returning home. Lakes Entrance is 254kms or 3hrs10 driving time from Inverloch.

There are a number of options besides returning the way we came, such as: returning to Orbost then heading via Delegate, Cooma and Canberra; continuing to Melbourne and returning via the Hume Highway; or perhaps trekking over the Victorian



Lakes Entrance - Photo – Visitvictoria.



High Country to Omeo, Bright and on via Albury or Corryong and Tumut. There are plenty of options, so get out your old maps and find an enjoyable route that Google Maps would never offer.

of this trip is \$400 per person on a twin share basis, plus \$110 per person for the second night at Lakes Entrance if you choose that option.

Unfortunately, the Victorian AHOC seems to have chosen a popular time of year for the National Rally. As a result, I have had to change some locations which has slightly increased the cost. Depending on the room option chosen, the accommodation cost

Please contact Gordon at glynas@icloud.com, or call me on 0403 198 343 to book your place.

Happy Healeying

Gordon

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Snippet 10 - Maude - The tricky little part called the unidirectional clutch

By Ian Richter

Before I jump into my latest challenge, I will give a quick update on the progress of Maude, our BN1 restoration. Late last year, I trailed the epoxy-primed chassis and inner body, along with the stripped rear shroud and guards, out to Dubbo to Robert Siemsen's coachwork business to have further panel work completed. The front guards need a lot of work, along with the rear shroud repairs, and this is well beyond my capability.

Progress has been slow. While the body is away, I have been focusing on other parts of the restoration. The diff and rear brakes are now complete, and I am currently working through the front brakes, steering and suspension components. To mix it up, a couple of weeks back, I jumped into the gearbox. How's that going? Read on.

Maude's original BN1 gearbox, at some point in its life, had taken a blow to the bell housing, and a piece was missing. Do I have it repaired, or can I source another BN1 gearbox case? I settled on the latter option and started looking for an alternate. As it turned out, I quickly managed to source a complete late BN1 gearbox, which was not fitted with the overdrive centrifugal switch or governor. This will work. I will use parts from both to rebuild a working gearbox and keep Maude's original overdrive unit with the overdrive governor ... Keep it looking original.



It's oddly satisfying, refurbishing a gearbox and overdrive. I understand that there is an element of madness in that statement, but I genuinely enjoy the challenge.

The undamaged gearbox was stripped down quite quickly. There are parts to replace, but the wear on the gears and selectors was not too bad. Next up was Maude's overdrive strip down. This is where I could insert an attempt to carry on with an explanation of how the Laycock de Normanville overdrive operates, but all we need to know is you hit that dashboard switch, and it all comes to life. It is a marvel, full of springs, clutches, an oil pump, the accumulator, a tiny valve and a whole lot of mystery.

I was confident that Maude's overdrive was in fair working order. How wrong I was! It all has to do with reversing and a tricky little part called the unidirectional clutch. I will try my best to explain. The overdrive is both hydraulic and mechanical, and its operation is controlled electrically. The hydraulic system is what engages the overdrive; it's either operating "on" or not operating, "off", simple. I will leave the hydraulic system out of this explanation and focus on the back half of the overdrive case, which is where the overdriving occurs. Still, with me, that was the easy piece.



There are a couple of primary parts jammed in the rear case of the overdrive: the annulus, cone clutch, brake ring, the sun-gear, planet gears and that pesky little unidirectional clutch. In normal operation, when the overdrive is "off", the annulus (which connects to the tail shaft driving the rear wheels), cone clutch, sun-gear, and planet gears are all locked together. The unidirectional clutch doesn't have a role to play, but is happy to be part of the team and turns in unison with all the other parts. Driving forward or

Maude cont'

reversing, all those overdrive parts are locked together, enabling the engine torque via the gearbox to push through the overdrive to the rear wheels. One happy family!

Flick that overdrive dashboard switch, accelerate up to speed and the overdrive is activated, "on". This is where all those parts have specific roles to play. At the point when the overdrive is operating, the cone clutch is pulled off the annulus and into the brake ring (this is done as the engine RPMs build, increasing the overdrive hydraulic pressure, which slides the cone clutch against the brake ring). The cone clutch is not required for overdriving; it's held out of the way. Once the cone clutch slides back and releases the annulus, the torque from the engine now drives the sun-gear, which in turn drives the planet gears that spin the annulus faster (the output) than the input from the gearbox. The annulus, now spinning faster or overdriving, enables the back wheels to rotate at higher revolutions with lower RPM. Clear as mud, my grandfather would have said.

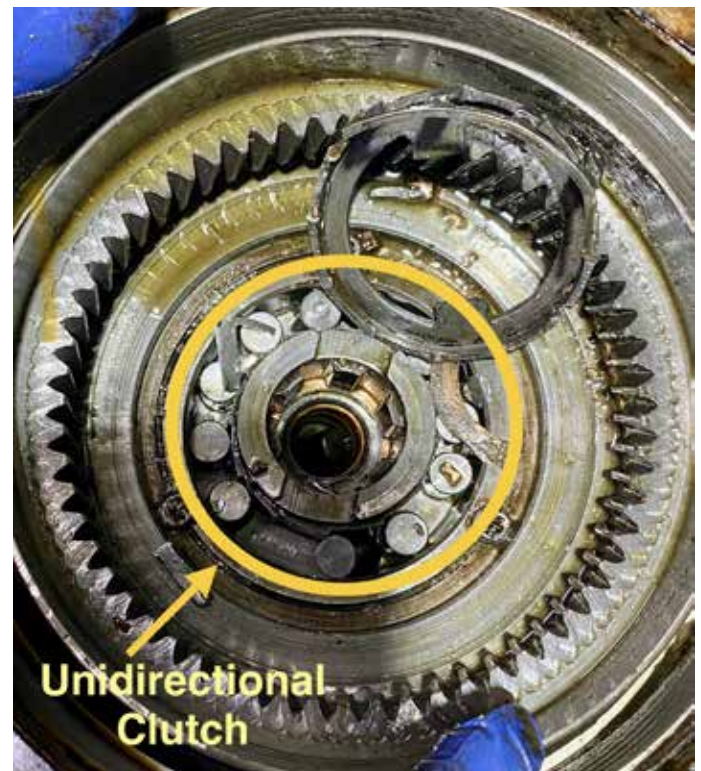
The unidirectional clutch, still a team player, is now waiting for its time to shine. The unidirectional clutch, as its name implies only moves in one direction, clockwise. Its sole purpose is to prevent the overdrive gear set (planet gears, etc.) from spinning backwards when the engine is not actively providing power, like coasting downhill with the overdrive operating "on".

This is the normal mode of operation. There are a number of electrical circuits, relays, switches, etc., in Austin-Healeys so fitted, to ensure that the overdrive operates correctly. The overdrive should not operate "on" in low gears and definitely not in reverse.

However, due to the engineering prowess of Maude's previous owner, I suspect all of the electrical operating/safety circuits were removed over time, and the overdrive was manually operated when needed. One switch and one wire to the overdrive operating solenoid, all those irritating relays and switch problems are fixed forever... There is a catch, and I found that catch as I stripped down the overdrive.

The Catch - With no electrical circuit protection in place, if the overdrive is "on" while reversing and you rev the car with enough RPM to increase the

hydraulic pressure in the overdrive, a couple of things happen. Firstly, the cone clutch releases the annulus; overdrive is activated, "on". Secondly, the input from the gearbox through the sun-gear is reversed, and the planet gear starts to overdrive the annulus in reverse, which it is happy to do, but the unidirectional clutch only operates in a clockwise direction; it starts to panic. Everything gets bound up quite quickly, and we get a unidirectional clutch explosion. Not a wonderful outcome... Take a look at the picture; it's not pretty.



Don't stress; no Austin-Healey owner needs to lose sleep over their overdrives. When your overdrive is configured as it was from the factory, electrical circuits are maintained, and there are no internal problems within the overdrive unit; it doesn't matter if your overdrive switch is on or off. It is not possible for the overdrive to be engaged in reverse... Rest easy, people.

One last thing: I have been looking at Maude's engine for the past eighteen months, standing patiently in the corner of the shed for me to decide how to proceed with the rebuild. I would like to have a go at it myself. The engine hasn't run in fifty years, it won't turn over, the rocker gear is rusted, but on the bright side, it's mostly complete. Who am I kidding... so I strapped it to a pallet, covered it in some sticky plastic pallet wrap, and sent it on a road trip. Where to? That's for another snippet.

Photos of Interest

Thank you to long standing AHOC member Stuart McColl for the below photos. They were found during a fit of enthusiasm while searching for the long-lost space he and Diana McColl were looking for they sent the photos to me. Yes there were real hard copy photos that were taken during the 1980s.

Did I recognise the cars in the photos or what was happening when they were taken.

Let's put the easiest photo first. As anyone who attended the 1988 Sydney National Rally will recall Australia's wettest Easter. The year was our Bicentenary Year and through the good work of members like John Sherman, the Rally was accepted as part of the Bicentenary celebrations which was wonderful. However it rained and rained. Did I mentioned it rained? The photo was taken on the road leading to Mrs Macquarie's Chair in the Sydney Domain.



There was a harbour cruise, and it was hard to tell where the rained stopped and the harbour began. The celebration at the Lancers Barracks at Parramatta saw the water flowing under and over the duckboards and you could see the high tide marks in the ladies' crinolines. Are you sure I mentioned that it rained?



The next three photos are of a Healey Blue 100 BN1 with Victorian, or is it Queensland registration of BIP 666. Any idea?

The next bunch of photos have May 1982 on the reverse, so no prizes for guessing the date. They appear to show a white/dark blue Mk2 Roadster and a red/black BJ7 or a very early BJ8.

The Mk2 Roadster is interesting as the passenger door appears to be from a Longbridge built 100/6 as it's fitted with a door lock. Does it show the scarcity of available parts which restorers had to contend with during that time.





3000 Replacement - Jensen P66

It was planned as a replacement for the Austin-Healey 3000, which as we know was being partly assembled at the Jensen factory in West Bromwich. BMC were planning to drop the Big Healey and Jensen went ahead and designed a replacement for the US market using an aluminium body on a steel platform and tube chassis.

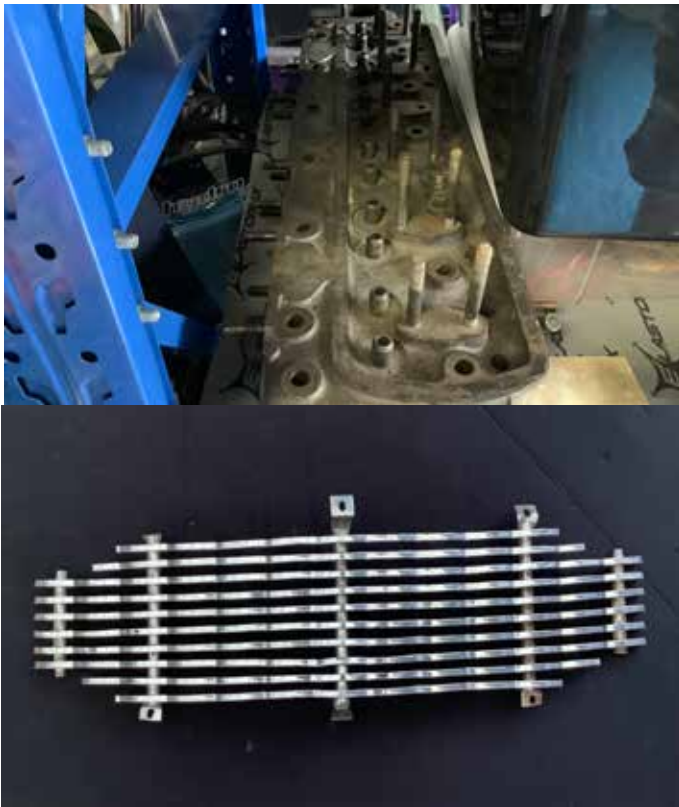
Jensen had been using the 6.2 litre Chrysler V8 in their fibreglass bodied CV8 and the similarly powered new Jensen called the P66 was priced at £2,200 in the UK against £3,500 for the CV8.

Three cars were built, two coupes and a convertible. The P66 received positive reaction from the motoring press, but caused internal friction within Jensen. The Jensen brothers were keen on seeing the P66 go into production, but not so the controlling board of directors. The convertible was broken up and the designer of the P66 Eric Neale left the company as did Richard and Alan Jensen.

Jensen went on to produce the Interceptor in its various forms. The two coupes still exist.



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Peter Ford 0412 084 062 has the following for sale:-

Austin-Healey 3000 12 Port Cylinder Head. Recently pressure tested reduced to \$450 (no valve gear).

Austin-Healey 100/6 - 3000 Grille. Very good condition \$350.00

Austin-Healey 100 rear Brake drums - like new \$100.00

Pair of Fibreglass seat pans \$40.00 for both.

Austin-Healey Windscreens



The AHOC is pleased to announce that there are a number of new Austin-Healey replacement windscreens.



They are extremely well priced at \$300 each, irrespective of the model.



If interested please contact Colin Rule on 0467 563 523.

Your Last Page



Spot the Austin-Healey

Two for the price of one. In the left photo there is a Sprite Mk1. On the right is the same, but there is also a MG Midget just to confuse you.



I'm sure we can get it running by the morning

I can see my Austin-Healey doing 142.6 mph along the expressway.

Austin Healey
at 142.6 M.P.H

At Utah Donald Healey driving his Austin Healey '100' reached a speed of 142.6 m.p.h. over the measured mile.

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